

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

October 22, 2018 12:00 PM

Assembly Chambers

Public Works & facilities Committee

I. CALL TO ORDER

II. APPROVAL OF MINUTES

- A. August 27, 2018 - Regular Meeting

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

- A. Kaiser Forcemain Supplemental Agreement
- B. Juneau Coordinated Transportation Coalition DOT Funding Request

V. INFORMATION ITEMS

- A. General CIP Overview
- B. Downtown Street Reconstruction, Phase III

VI. CONTRACTS DIVISION ACTIVITY REPORT

- A. August 22, 2018 - September 20, 2018
- B. September 20, 2018 - October 15, 2018

VII. ADJOURNMENT

- A. November 19, 2018 - Assembly Chambers

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

PUBLIC WORKS AND FACILITIES COMMITTEE
Assembly Chambers
August 27, 2018
Regular Meeting Minutes
12:00 PM

Members present: Loren Jones, Chair; Maria Gladziszewski; Carl Greene, Planning Commission

Staff Present: Mike Vigue; Patty Wahto-phone; Michele Elfers; Greg Smith; Lori Sowa; John Bohan; Matt Scranton, Ed Foster, James Zuelow, Mila Cosgrove, Bob Bartholomew, Janet Sanbei

I. CALL TO ORDER

Meeting called to order: 12:00 pm.

II. APPROVAL OF MINUTES

A. July 9, 2018, Regular Public Meeting

B. August 6, 2018, Regular Public Meeting

Ms. Gladziszewski moved to approve all minutes included in the packet.

No objection, Minutes approved.

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

None.

V. INFORMATION ITEMS

A. JNU Project Labor Agreement

Mike Vigue gave a brief synopsis of the memo included in the packet. He stated a PLA fits within the parameters set by the Assembly. Therefore, he has determined a PLA will be issued with the Sand and Chemical Building & Airport Equipment Fueling Station project, CBJ Contract No. BE19-037.

B. Valley transit Center Update

Lori Sowa presented the site locations identified by the Consultant, DOWL. There are 2 sites identified at Vintage Park, and 2 sites in the Mendenhall Mall area. She informed the Committee of identified issues associated with each property.

Discussion ensued.

C. Electric Vehicle Charging Stations Update

Ms. Elfers gave a brief report of the progress made to this point concerning electric vehicle charging stations. The public responded that they would prefer to charge per use, rather than an annual fee with a permit. She stated the type of charging stations required is changing rapidly. Ms. Elfers made a suggestion to add credit card ability to the level 3 charging stations. Currently, she does not feel adding credit card capabilities to the level 2 chargers, as they are in the parking garage where a fee to park is already in place. The next step to take is to determine how best to create an ordinance for charging for use at the EV charging stations.

Discussion ensued.

Mr. Jones asked about the Diesel Bus which was purchased and whether the City will be receiving any more.

Ms. Elfers explained the City purchased an electric bus in place of a diesel bus with the grant funding. Additional grant funding has been received. At this point, there is no additional information about the additional funding, but the thought is to replace some or all of the new diesel buses with electric buses. The City applied for a grant for an additional 7 buses. The City was given \$1.5 million. The City has not received any additional FTA funding for these buses yet. That is a little bit down the road. But additional funding will be requested.

More discussion.

It was determined an appropriation will need to be brought to the committee for the \$1.5 million, where more information will be presented at that time.

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. August 2, 2018 – August 21, 2018

VII. ADJOURNMENT

Next meeting will be September 24, 2018 in the Assembly Chambers. Meeting adjourned at 12:30 PM.


Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

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

DATE: October 17, 2018

TO: Loren Jones, Chair
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Kaiser Force Main Supplemental Agreement to the Maier Drive Force Main Installation Project

The attached public interest finding provides the justifications for the request to execute a Supplemental Agreement with ENCO Alaska on the Maier Drive Force Main Installation project. The requested Supplemental Agreement would install a new force main under the Mendenhall River at the Kaiser Force Main location using the horizontal directional drilling (HDD) technology proposed by ENCO for the Maier Drive work.

The work for the Maier Drive Force Main replacement was bid as a stand-alone project because the estimated cost was high and it was uncertain whether the low bidder would propose to provide a proven directional drilling technology solution. The bid price came in well under the engineer's estimate and the HDD technology proposed by the bidder is a good solution for the problem at Kaiser.

The Kaiser Force Main was undermined and exposed by down cutting and lateral river migration. It was discovered during the winter of 2017, causing CBJ to take emergency action to protect the exposed pipe with a rip-rap blanket during the low river flows in the spring of 2018. These emergency repairs have caused consternation about accelerated river bank erosion among the neighboring river bank property owners. The repair work for the Kaiser Force Main installation is funded by the \$1.0 million allocated in the Fiscal Year 2019 CIP.

The requested Supplemental Agreement with ENCO for \$500k will take advantage of the availability of specialty HDD equipment already mobilized to Juneau to install a replacement Kaiser Force Main during November 2018. This work will accelerate the force main replacement schedule and remove it from the currently hazardous location to the new location, at least 20 feet below the river bottom. The expedient removal of the existing force main and rip rap protection blanket from the river will also alleviate the adjacent riverfront neighbors' concerns about accelerated river bank erosion adjacent to their homes.

The Supplemental Agreement Policy requires Assembly approval on amounts greater than \$250,000 or greater than 25% of the original contract value. The Supplemental Agreement Policy and Public Interest finding are attached.

Recommendation

Staff requests the above \$500,000 Supplemental Agreement request and Public Interest Finding for Kaiser Force Main HDD Installation be forwarded to the Full Assembly for approval.

Kaiser Force Main Public Interest Finding

Supplemental Agreement Public Interest Finding – Maier Drive Force Main Replacement Contract BE 18-222 – Supplemental Agreement for Horizontal Directional Drilling Kaiser Force Main Replacement. The work for the Maier force main replacement was bid as a stand-alone project because the estimated cost was high and it was uncertain whether the low bidder would propose to provide a proven directional drilling technology solution. The bid price came in well under the engineer's estimate and the drilling technology proposed by the bidder is a good solution for the problem.

Background:

The Maier Drive Force Main Replacement construction contract was awarded to ENCO Alaska, Inc. on October 15, 2018, and construction is scheduled to begin in the last week of October. The project involves installing 900 feet of 10" HDPE pipe deeply beneath the bed of the Mendenhall River using horizontal directional drilling (HDD) techniques. The drilling subcontractor, Alaska Directional Drilling, is based in the Mat-Su area and will be shipping their specialized drilling equipment to Juneau specifically for this project as HDD equipment of this size is not available locally. Mobilization costs for the HDD rig, drill steel, mud truck, and associated support equipment is expensive (\$100K).

The Kaiser Force Main, located 2 miles upstream from the Maier Force Main, also runs under the Mendenhall River. Jökulhlaups and associated lateral river migration have eroded the western river bank, exposing and undermining the previously buried force main and prompting failure concerns. In response, the City Manager declared a Class 2 emergency in the fall of 2017 and the exposed section of force main was temporarily stabilized and armored with a riprap blanket in the spring of 2018. The City's actions, although temporary, have caused concerns to residents on the opposite bank of the river. Importantly, the armoring allowed the essential force main to survive this year's high river flows intact.

Project Funds: The Maier Drive Force Main Replacement Project is covered and funded by the Insurance Policy covering the Mendenhall Wastewater Treatment Plant. The Fiscal Year 2019 CIP Budget included \$1 million for the Kaiser Force Main replacement, knowing the Class 2 Emergency Repairs were temporary. The temporary repairs are creating neighborhood concern regarding impacts to adjacent riverfront properties and would require a permanent fix. At budget preparation time we were unsure whether open cut trenching or HDD technology would be appropriate as the permanent installation. Timing was also a significant factor because Maier Drive was already funded by the insurance coverage and the highest priority fix due to the added workload to the Wastewater crew and risks to the public caused by having to truck raw wastewater from Maier Drive (Industrial Boulevard area) to the Mendenhall Treatment Plant until the force main is repaired.

The impending arrival of HDD equipment and crew in Juneau presents a unique opportunity to future proof the threatened Kaiser Force Main. The benefits of awarding the installation of a new Kaiser Force Main by HDD to the existing Maier Force Main replacement construction contract are as follows:

Public Interest finding Considerations:

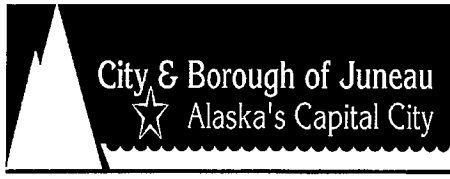
Mobilization costs: The significant shipping and transportation costs involved with bringing a large HDD rig and associated specialty equipment to town are already borne by the Maier project (\$100K). The mobilization cost to the Kaiser Force Main replacement will be the cost of relocating equipment to and from the Maier force main drill site, estimated at \$7,500. These costs will be covered under the 2019 CIP for Kaiser Force Main as will the remaining work in the spring of 2019 to complete the Kaiser Force Main project.

Engineering and Bid Preparation Costs for a Separate Project: There will be minor engineering and bid preparation costs if the Supplemental Agreement is authorized to proceed. ENCO and the HDD subcontractor can work with staff directly to install a new force main using specifications and details for the

Maier project. The cost to prepare a new set of bid documents and bid work as a separate contract is estimated between \$125k and \$175k.

Schedule: The armoring of the undermined Kaiser Force Main bought time to formulate and fund a permanent solution, but has caused consternation amongst the opposite bank neighbors. Replacement of the force main and removal of the armor rock during low winter river levels is important. A Supplemental Agreement will allow a new force main to be installed this fall, and put in service in the spring, allowing the emergency armor rock to be removed prior to high river flows next year. The drilling sub-contractor has already told us the equipment is committed to other projects as soon as we are done. There is no way of knowing if a drill rig will be available to come back to town for work before next summer.

Future proofing: The Mendenhall River's history of Jökulhlaups, down cutting and bank erosion, is expected to continue to be an issue. Recent events have demonstrated that deep installation is a necessity for long term viability of under-river force main pipe lines in this environment. HDD techniques will allow the installation of a new force main beneath the Mendenhall River bed and west-side river terrace well below river scour depths and beyond anticipated river bank movements. Deep burial depths under a river bed cannot be achieved using traditional trench and cover techniques. Taking advantage of specialty HDD equipment while it is mobilized to Juneau is the most efficient and effective method of force main replacement, accelerates the Kaiser Force Main project, saves on future mobilization costs and minimizes future exposure to neighboring property owner consternation and claims of accelerated riverbank erosion due to CBJ's rip-rap covered force main extending into the river.



ENGINEERING DEPARTMENT
155 S. Seward Street
Juneau, Alaska 99801

Policy and Procedures Manual

Policy #: C - 2	Date: 1/11/06	Subject: Construction Contract Supplemental Agreement Approval Policy
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Definitions:

Change Order – A written amendment to the contract covering a modification that is within the scope of the original contract.

Supplemental Agreement – A written amendment to the contract covering a modification to the contract that is outside of the scope of the original contract. Supplemental agreements are typically for owner requested changes that are considered in the public's best interests.

Public Interest Finding – A written narrative authored by the Engineering Department and approved by authority as identified in this policy that clearly addresses the following benefits to be derived from issuing a supplemental agreement. The narrative shall recommend an action based on the relative benefits of these issues.

- Bid Preparation Costs to bid the work separately.
- Cost and Schedule benefits anticipated from bidding the work separately.
- Similarity of Work – are the trades, materials, and equipment needed to complete the work similar?
- Mobilization costs and Proximity – does one contractor's proximity give them an unfair advantage for which the bid price may exceed a negotiated price?
- Schedule Impacts – comparative schedule risks of bidding the work to awarding the work without schedule delays. Identify any weather or environmental impacts. Identify any increased risks from a compressed construction schedule if bid.
- Site Constraints – will award of additional work to another contractor result in potential schedule and cost delay claims from either contractor that would be in excess of those same claims if awarded to the original

- contractor.
- Inspection and Administrative Efficiencies – discuss relative efficiencies of office and field personnel if authorizing one contract or two.

Background:

Owner requests for work outside of the scope of the original contract arise from time to time. Typically, these requests result from bids lower than expected, newly identified needs, maintenance needs, public safety concerns, proximity, public desire, use of opportunity, and documented savings in mobilization and materials.

The intent of this policy is to provide a mechanism to complete such work, if it is determined that is in the public's best interests.

Policy:

The project manager is responsible for project budget administration. Engineering Department personnel may authorize or recommend supplemental agreements to the following amounts:

Chief Architect/Engineer	Items up to \$10,000 or up to 5% of the original contract amount, whichever is less.
City Manager	Items larger than Chief Architect/Engineer level and up to \$250,000 or up to 25% of the original contract amount, whichever is less.

Implementation:

The Chief Architect/Engineer may authorize, or may authorize project inspectors, to have the contractor proceed with supplemental agreement work to the amounts specified above upon making a public interest finding. Project inspectors or Project Managers will conclude the scope, schedule, and estimated amount of authorized work in writing on an approved form as soon as possible prior to work beginning with sign-off by contractor's on-site representative and acquire signatures as soon as possible from:

The Contractor's Representative;
Project Manager
Chief Architect/Engineer
Chief Contracts Engineer.

The City Manager, upon approval of a public interest finding, will authorize all supplemental agreement work as specified above. The Project Manager is responsible for concluding the supplemental agreement scope, schedule, and budget amount in writing and acquiring signatures from:

The Contractor's Representative
The Chief Engineer/Architect
The Contracts Engineer
Client Department Representative
Engineering Director
City Manager

as soon as possible and before work begins.

Distribution:

Contracts Division
Architectural Division
Engineering Division
General Engineering Division
Public Works Director
Finance Director
Purchasing Officer



Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

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

DATE: October 22, 2018

TO: Loren Jones, Chair
Public Works and Facilities Committee

FROM: Mike Vigue, Director
Engineering & Public Works

SUBJECT: Resolution for Juneau Coordinated Transportation Coalition Grant Application

The Juneau Coordinated Transportation Coalition (JCTC) and related community organizations voted to endorse the attached priorities for the FY20 grants issued through Alaska DOT&PF.

To be considered for grant funding, each community must prioritize their projects and the resulting priority list must be endorsed by motion or resolution by the local municipal government.

Recommendation:

I recommend that the PWFC forward a resolution of support for the grant applications to the Full Assembly.

Juneau Coordinated Transportation Coalition
Addendum 3: Prioritized Projects, 2019-20 (SFY20)

Please accept this as the 2018 Addendum to the CBJ 2015 Juneau Coordinated Human Services Transportation Plan.

The Juneau Coordinated Transportation Coalition (JCTC) and related agency representatives met during a public meeting on October 16, 2018 and voted to prioritize funding requests for submission in the SFY19 Alaska Department of Transportation and Public Facilities (ADOT&PF) Coordinated Transportation Grant funding. JCTC would like to addend the adopted 2015 priorities.

ADOT&PF requested that the JCTC prioritize projects in one funding request list. There were proposals submitted for two projects JCTC member agencies. Projects are described on the following pages by the requesting agency.

Overall, the two funding requests were prioritized as:

1. One lift-equipped taxi
2. Taxi voucher program

JCTC members and representatives of interested agencies emphasized the importance of the transportation services the prioritized requests support. All projects are strongly endorsed by JCTC member agencies that were in attendance at the JCTC meeting.

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

For FY20 Grants for Capital Projects (money available on or after July 1, 2019): 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 Tim Felstead at the City and Borough of Juneau Community Development Department.

Email to tim.felstead@juneau.org

Requesting Agency Information:

Agency: Southeast Alaska Independent Living, Inc.

Contact Person: Joan O'Keefe, Ex. Director **Phone:** 907-523-4430

Email: jokeefe@sailinc.org

Title/Description of Funding Request: Juneau Taxi Vouchers (Purchase of Services)
(The use and type of the vehicle or other capital purchase your agency seeks funding for)

Question 1) Can Capital Transit/Care-A-Van currently meet the needs of the requesting agency's project?

Answer: No. The Taxi Voucher program is a compliment to the ramp-equipped taxi service and fills a critical and “special” niche in the Juneau Coordinated Transportation service array. This program is a compliment—not a replacement—to the valuable services provided by Care-a-Van and Capital Transit. This “special” niche includes riders who are unable to plan ahead to schedule transportation through Care-A-Van (i.e., sudden illness); those living outside the Transit/Para-transit boundaries; those who need transportation before or after the scheduled hours of operation or on holidays when Transit/Paratransit does not run; or those who need a priority ride because of a frail medical condition (i.e., dialysis patients). Additionally, when snow/ice conditions limit Transit/Paratransit routes, 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: Last fiscal year SAIL served approx. 1200 seniors & people with disabilities, over 600 who reside in Juneau. Eligible users of the taxi voucher program are seniors and/or persons with any disability (cognitive, physical, or mental health disability) whose monthly household income does not exceed 200% of the Federal Poverty Guidelines. Riders are currently limited to \$120 worth of rides per month with the exception of less than 25 individuals who are allowed double the monthly cap due to extenuating circumstances, i.e., jobs that end after public transit hours of operations and folks who live beyond transit boundaries and have frequent necessity to get to town. During the last completed fiscal year, the Taxi Voucher program had 200 program participants w/ funds on their accounts of which approx. 51% are Trust beneficiaries. A handful of these riders are residents of other SE Alaska communities who travel to Juneau, primarily for medical appointments.

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

Answer: Low income seniors and people with disabilities use the taxi voucher program to make on-demand transportation affordable. These users can use any taxi in the vendor's fleet including the ramp-equipped taxis. Users of the program need rides for the full gamut of transportation needs including medical appointments, to receive social services, obtain groceries, go to and/or from their jobs, and do other errands. Several dialysis patients use the program on holidays when Care-A-Van does not run. In winter time there is an increase in ridership when Capital Transit/Care-a-Van are on winter routes, and snow or ice cause barriers to sidewalks, bus shelters, and in private drives.

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 numbers of hours of service per week or month that clients would be using transportation services.

Answer: This is a Purchase of Services (POS) request. We propose a project cost of \$100,000 in grant funds matched by \$40,000, a combination of rider fees and the vendor donation, for a total project cost of \$140,000. With these funds, we anticipate providing 7,000 rides. This is a cost to the grant of \$14.29 per ride, or a total cost per ride of \$20.00. The service is available and used 24:7, 365 days a year, including holidays.

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

Answer: Yes. To meet the match requirement, the taxi vendor, Juneau Taxi and Tours, donates 15% of rider fares and the rider pays 40 cents on the dollar. This is substantially more than the historical 20 required match. Our current lease with Juneau Taxi and Tours is on a DOT approved extension. SAIL will put out another RFP in FY19.

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

human service agencies in Juneau could realistically share the use of the vehicle you are requesting? Explain why, how, or why not. PWC 09/22/2018 Page 14 of 21

Answer: N/A, this is a Purchase of Services request,

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? N/A, this is not a vehicle request.

Description of vehicle to be replaced: N/A, this is not a vehicle request.

20) Additional Comments:

The JCTC has discussed whether or not the taxi fleet and the voucher program, coupled with regular Care-A-Van services, can adequately serve dialysis patients without a separate Care-A-Van dialysis rider program. Dialysis riders are particularly vulnerable after treatment. Two barriers were identified: Adequate fleet and rider cost.

In years past, Juneau Taxi and Tours (JT&T) was not 100% convinced they had an adequate fleet to guarantee timely dialysis rides. JT&T now maintains, as long as we can periodically provide ramp-equipped replacement vehicles through the ADOTPF grant program, their fleet can more than meet the demand.

The second barrier was the cost to the rider. Dialysis patients typically need rides 3x per week. Although more complicated, the JCTC has discussed the possibility of a separate payment structure within the SAIL voucher program for dialysis riders, where these riders pay less than the standard 40 cents on the dollar. SAIL remains open to these discussions with the JCTC and/or individual dialysis patients.

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 (tentatively due Dec. 2018). 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). If your organization has not yet registered, you should contact Julie Staveland (julie.staveland@alaska.gov; 907-465-6978) at the State Community Transit Office.

You can read more about the state process, state timeline, and grant qualifications online at: http://www.dot.alaska.gov/stwdplng/transit/hs_application_info.shtml Please notice that no human service agency may apply unless the agency's request has been set as a priority under a local process, including a local government official resolution listing the agency's project as a community priority. The City and Borough of Juneau (CBJ) Assembly serves this function for the coordination of human services and public transit in Juneau. The priority recommendations from the JCTC will be forwarded to the CBJ Assembly for formal adoption by resolution in November 2018.

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

For FY20 Grants for Capital Projects (money available on or after July 1, 2019): 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 Tim Felstead at the City and Borough of Juneau Community Development Department.

Email to tim.felstead@juneau.org

Requesting Agency Information:

Agency: Southeast Alaska Independent Living, Inc.

Contact Person: Joan O’Keefe, Ex. Director Phone: 907-523-4430

Email: jokeefe@sailinc.org

Title/Description of Funding Request: One lift-equipped full size van to provide on demand accessible transportation on the Juneau road system.

(The use and type of the vehicle or other capital purchase your agency seeks funding for)

Question 1) Can Capital Transit/Care-A-Van currently meet the needs of the requesting agency's project?

Answer: No. The accessible taxi program is a compliment to the ramp-equipped taxi service and fills a critical and “special” niche in the Juneau Coordinated Transportation service array. This program is a compliment—not a replacement—to the valuable service provided by both Care-a-Van and Capital Transit. The “special” niche includes riders who are unable to plan ahead to schedule transportation through Care-A-Van (i.e., sudden illness); those living outside the Transit/Para-transit boundaries; those who need transportation before or after the scheduled hours of operation or on holidays when Transit/Paratransit does not run; or those who need a priority ride because of a frail medical condition (i.e., dialysis patients). Additionally, when snow/ice conditions limit Transit/Paratransit 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 FY18, SAIL served 1200+ seniors and people with disabilities, over 600 who reside in Juneau. The Taxi Voucher program currently has 250 riders with funds in their accounts of which a minimum of 51% are Trust beneficiaries. That said, anyone can request the ramp-equipped taxi, they do not need to be a voucher program participant or a SAIL consumer.

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 feature and live outside of transit boundaries, need rides outside of transit hours, cannot plan ahead, need rides on holidays when Capital Transit/Care-A-Van 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 numbers of hours of service per week or month that clients would be using transportation services.

Answer: The estimated delivery price of a van taxi with a power-lift is \$55,000. SAIL plans to request \$44,000 in grant funds matched by \$11,000 (20%) from the taxi vendor. ADOT&PF strongly discourages applying for used vehicles. Consequently, this request is for a new vehicle.

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

Answer: SAIL will be issuing a RFP in FY19 and will require any vendor selected to guarantee the 20% match. Juneau Taxi and Tours, our current vendor, has committed to providing the 20% match.

Question 6) You must guarantee that you will share the vehicle in case of a public emergency in the community. In the absence of such an emergency, can you offer any way that other human service agencies in Juneau could realistically share the use of the vehicle you are requesting? Explain why, how, or why not.

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? Replacement

Description of vehicle to be replaced: This proposal seeks to replace a 2015 Transit Connect mini-van with more than 170,000 miles on the odometer. Given an average of 8-10K miles per month, this vehicle will have five years and 250K miles~ well beyond it's useful life~ before a replacement could be realized through this grant cycle.

20) Additional Comments: The current accessible taxi fleet includes three vehicles. One is in great shape, a 2016 full size Ford Transit with two wheel chair stations and 20,000 miles on the odometer. The other two vehicles are nearing the end of their useful life. Our 3-season Sprinter currently has more than 200,000 miles. The third vehicle is our 2015 Transit Connect with again, 170,000 current miles. This vehicle has been a lemon. Among other problems, the wiring for the back entry wheel chair station has been a consistent problem, causing months of downtime and super expensive repairs. The modified vehicles have also proved problematic. We take lessons learned and request here another full size Transit Connect.

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 (tentatively due Dec. 2018). 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). If your organization has not yet registered, you should contact *Julie Staveland* (julie.staveland@alaska.gov; 907-465-6978) at the State Community Transit Office.

You can read more about the state process, state timeline, and grant qualifications online at: http://www.dot.alaska.gov/stwdplng/transit/hs_application_info.shtml Please notice that no human service agency may apply unless the agency's request has been set as a priority under a local process, including a local government official resolution listing the agency's project as a community priority. The City and Borough of Juneau (CBJ) Assembly serves this function for the coordination of human services and public transit in Juneau. The priority recommendations from the JCTC will be forwarded to the CBJ Assembly for formal adoption by resolution in November 2018.

MEMORANDUM

TO: Mike Vigue
 Engineering & Public Works Director

FROM: Greg Smith
 Contract Administrator

Date: September 19, 2018

SUBJECT: Contracts Division Activity
 August 22, 2018 to September 19, 2018

Current Bids – Construction Projects >\$50,000

BE18-222	Maier Drive Force Main Replacement	Estimate \$884,573. Bids due 8/28/18. 5 bids received. Low bidder ENCO Alaska, \$622,550. Award in progress.
BE19-037	JNU Sand/Chem Building & Fuel Station	Estimate \$9,365,275. Bids due 8/30/18. 4 bids received. Low bidder Dawson Construction \$9,255,000. Award in progress.
BE18-052	JNU Runway Safety Area Phase 2C – Re-bid	Estimate \$8.4 million. Bids due 7/27/18. 1 bid received, SECON, \$8,754,856. Award in progress.
BE18-274	H Street Douglas Stairs Reconstruction	Estimate \$90,000. 5 bids received. Low bidder, Admiralty Construction: \$63,100. NTP 9/11/18
BE18-128	Glacier Fire Station Dorm Renovation	4 bids received. Low bidder, Island Contractors \$255,338
DH19-001	Waterfront Sheet Pile Wall Coatings	2 bids received. Low bidder Purcell P&C, \$260,000
BE18-053	JNU Float Pond Improvements	Estimate \$593,700. Bids due 9/18/18 Under Review
BE18-266	Salmon Creek Filtration Improvements	Estimate \$672,500. Bids due 9/25/18

Current RFP's – Services

RFP E18-258	Contract Administration and Inspection Services for D&H Streets Reconstruction	proHNS, \$67,420. NTP issued 8/23/18
RFP E19-076	Wastewater Utilities Permitting Document Preparation Assistance	Proposals due 9/7/2018. 2 proposals received. Under evaluation
RFP E19-083	Birch Lane Reconstruction Design	Due 9/11. 2 Proposals received. Under evaluation.
RFP E19-084	Columbia Blvd Reconstruction Design	Due 9/14. 3 proposals received. Under evaluation.
RFP E19-068	MWWTP SBR Building Roof Design, CA, & Insp	Proposals due 10/5/18

Current RFQ's

RFQ E19-098	Eaglecrest Snow Making Pipe Welding	One responsive quote received - \$36,500, Harri Plumbing & Heating. Award in progress.
RFQ E18-260	7 Mile Security Fence Install	1 quote received. Roadrunner Fence, \$24,000. In progress.

Contracts Division Activity
August 22, 2018 to September 19, 2018

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

MR E17-166	PA 1 – New City Hall – Space Evaluation Design	Northwind Architects, \$49,905. NTP issued 9/5/18
RFP E15-276	A8 – Design services for McGinnis Subdivision	NTP for A8 for \$57,930 issued to Dowl on 8/27/18
RFP E17-124	A5 – SCADA Migration	RMC Engineering, \$27,500. NTP Issued 9/4/18
RFP E17-180	A3 – CBJ Headworks	DOWL, \$21,005. NTP Issued 9/4/18
RFP E15-183	A10 – Franklin & Front	DOWL, \$111,115. NTP Issued 9/4/18
RFP E15-183	A11 – Franklin & Front	DOWL, \$50,000. NTP Issued 9/4/18
RFP E16-031	A7 – JNU RSA Phase 2c	DOWL, \$564,676. New PO ordered for CA/I services. Routing for signatures.

Construction Change Orders (>\$20,000)

BE18-242	Mayflower Bldg – S. Façade Renovation	Silver Bow Construction, \$20,232.68. Routing for signatures
BE18-025	Pederson Hill Subdivision – Phase I	Coogan Construction \$230,552.52. Routing for signatures
BE18-206	Project Playground Rebuild	CCO 3, Carver Construction, \$95,206.84. Routing for signatures

MR E17-166 – 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



MEMORANDUM

TO: Mike Vigue
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

SUBJECT: Contracts Division Activity
September 20, 2018 to October 15, 2018

Date: October 16, 2018

Current Bids – Construction Projects >\$50,000

BE18-222	Maier Drive Force Main Replacement	NTP sent to ENCO Alaska, \$622,550
BE19-037	JNU Sand/Chem Building & Fuel Station	Estimate \$9,365,275. Bids date 8/30/18. 4 bids received. Low bidder Dawson Construction \$9,255,000. Award in progress.
BE18-128	Glacier Fire Station Dorm Renovation	NTP sent to Island Contractors, \$255,338
DH19-001	Waterfront Sheet Pile Wall Coatings	NTP sent to Purcell P&C, \$260,000
BE18-053	JNU Float Pond Improvements	Southeast Earthmovers low bid \$473,720. Award in progress
BE18-266	Salmon Creek Filtration Improvements	Low bidder is Chatham Electric, \$873,000. Award in progress
BE19-116	Public Works Demuck & Wash Bay Addition	Estimate \$1,950,000. Bid opening 10/30/18

Current RFP's – Services

RFP E19-076	Wastewater Utilities Permitting Document Preparation Assistance	In negotiations with TetraTech
RFP E19-083	Birch Lane Reconstruction Design	In negotiations with PDC Engineers
RFP E19-084	Columbia Blvd Reconstruction Design	In negotiations with PDC Engineers
RFP E19-068	MWWTP SBR Building Roof Design, CA, & Insp	2 responses received. Under evaluation
RFP E19-122	Term Contract for General Construction	Proposals due 10/23/18

Current RFQ's

RFQ E19-098	Eaglecrest Snow Making Pipe Welding	Harri Plumbing & Heating low bidder. \$36,500, NTP 9/21/18.
RFQ E18-260	7 Mile Security Fence Install	1 quote received. Road Runner Fence, \$24,000. NTP issued 9/24/18.

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

RFP E16-031	A 7 – JNU RSA Phase 2c	DOWL, \$564,676. New PO ordered for CA/I services. Routing for signatures.
RFP E16-154	A 12 – JNU SREB	ECI, additional services, \$84,468

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

RFP E19-124	Construction Services Term Contract	Responses due 10/23/18
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Contracts Division Activity
September 20, 2018 to October 15, 2018

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

MR 17-122	PA 4 DPAC Ground Source Leak Repair	NTP 10/2/18, \$25,470
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Construction Change Orders (>\$20,000)

BE18-242	Mayflower Bldg – S. Façade Renovation	CCO 2, Silver Bow Construction, \$57,614.08. 9/27/18.
BE18-025	Pederson Hill Subdivision – Phase I	Coogan Construction \$230,552.52. 9/25/18.
BE18-206	Project Playground Rebuild	CCO 3, Carver Construction, \$95,206.84. Routing for signatures
BE18-074	Glacier Fire Station Roof Replacement	CCO 2, Alaska Commercial Contractors, \$74,806.00. Completed 9/25/18.

MR E17-166 – 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.

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