

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**
October 10, 2016 12:00 PM
Municipal Building - Assembly Chambers

I. CALL TO ORDER

II. APPROVAL OF MINUTES

- A. August 29, 2016 - Regular Meeting

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

- A. Juneau Coordinated Transportation Coalition (JCTC) Grant Application Resolution

V. INFORMATION ITEMS

- A. Alaska Dept of Transportation & Public Facilities-Southcoast Region - Pat Carroll, PE, Preconstruction Engineer
- B. Meander Way River Erosion Proposed LID - Status Update
- C. Downtown Street Improvement/Franklin Front Street Reconstruction Update

VI. CONTRACTS DIVISION ACTIVITY REPORT

- A. August 25, 2016 through October 5, 2016

VII. ADJOURNMENT

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

DRAFT
PUBLIC WORKS & FACILITIES COMMITTEE
Regular Meeting – August 29, 2016
12:00 – 1:00 PM – City Hall Assembly Chambers
MINUTES

I. ROLL CALL

Meeting was called to order at 12:00 p.m.

Members Present: Ms. Gladziszewski (Chair), Ms. Becker, Mr. Jones, Ms. Bursell

Staff Present: Roger Healy, Greg Smith, Tina Brown, John Bohan, Michele Elfers, Skye Stekoll, Rich Ritter, Rob Steedle

II. APPROVAL OF AGENDA

Agenda approved.

III. APPROVAL OF MINUTES

Approval of minutes for August 15, 2016, approved.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

V. ITEMS FOR ACTION

A. BRH Rotary Uninterruptible Power System (UPS) Appropriation

Mr. Healy briefly discussed the request from Bartlett Regional Hospital (BRH) to appropriate \$1.2M from the FY17 BRH operational budget for the purposes of creating a new capital project titled, "Rotary Uninterruptible Power System." This would fund the design and installation of a Rotary Uninterruptible Power System. Its purpose is to provide a controlled transition of electrical power from the grid to the hospital backup generators when an outage occurs. Ms. Bursell requested more information before this goes to the Assembly.

Ms. Gladziszewski requested to know the amount of funds that exist in the FY17 BRH operational reserve budget. Ms. Gladziszewski mentioned that she had attended a BRH meeting where hospital staff discussed a recent outage and said everything had gone fine.

Ms. Bursell then moved to forward the appropriation request with the expectation that further information would be provided.

No objections. Motion passed.

VI. INFORMATION ITEMS

A. Meander Way Erosion

Mr. Healy spoke on the recent design concept report completed by the U.S. Natural Resources Conservation Services (NRCS) for the Mendenhall River accelerated channel incision and neighborhood concerns, particularly homes along Meander Way. The Mendenhall River is the property of the Alaska Department of Natural Resources (ADNR), the protection of private landowner's land from natural erosion is not the City's responsibility, nor the State of Alaska's. There are federal programs available to fund and/or construct bank protection projects. A local match is required. Our emergency program coordinator Tom Mattice has been discussing the different programs available to the concerned homeowners. One is through the United States Corps of Engineers and the other is through the NRCS. The NRCS program would be more advantageous to the neighbors. The NRCS will contribute 75% of construction costs to the project, leaving 25% of pre-construction activities, permitting, land rights, etc. to be funded by others. Early estimates of cost distribution to the eight homeowners amount to roughly \$125,000 per property. There are concerns that any alterations to upstream properties could cause potential problems to the downstream properties. In regards to this the NRCS requires a local sponsor, specifically the local government agency (CBJ) to cover the 25% funding and address the pre-construction activity. At this time, CBJ is not providing any funding and has formulated a position as outlined in the attached memo. Staff has decided the best way to handle this is to establish a Local Improvement District (LID). As part of the NRCS funding, CBJ is required to provide maintenance and operational liability tasks, there is a need to actively participate and monitor both the design and the construction. The conclusion is that we potentially have an LID proposed and move forward through the PWFC and then to the Assembly to establish this project. The project scope may expand depending on NRCS recommendations for design.

Ms. Gladziszewski and Mr. Jones had funding questions, which Mr. Healy explained.

Mr. Jones questioned if there were other areas of concern.

Mr. Healy stated that he had recently inspected this area and referred to it as natural erosion. It will eventually form a back water lake. The project design proposes riprap to prevent the erosion during construction. The NRCS only deals with actively damaged properties.

Ms. Gladziszewski expressed her concern that the City's involvement with this type of agreement could possibly create a chain reaction, fixing one property and in return causing damage to another.

Discussion ensued.

B. West Douglas Road Update

Mr. Bohan informed the committee that the West Douglas Pioneer Road project is out for bid. The bids are due on September 21st with the intention of bringing it to the Assembly for award on September 26th. All permits are in place and Engineering staff are planning to move this project forward.

C. Willoughby Parking Study

Ms. Elfers gave an update on the Willoughby District parking in regard to parking issues downtown. Ms. Elfers wanted to remind the public of the parking study that has been previously provided for the Willoughby District and discuss current projects that will be coming up. One project of note is the Willoughby Arts Complex which is in design, but it looks like there will be parking removed from this area, so there will be new parking needs. In addition, the proposed Juneau Ocean Center just across Egan could also have impacts on parking. A map shows the potential parking area that could be available in the future. The Willoughby District parking plan recommendations were for more of a parking structure. The City received a grant from the State for 1.5 Million which is in a CIP, there is about 1.4 Million remaining. The rest of the portion of funds was used for the parking study.

Mr. Jones asked about potential new streets in the Willoughby location.

Ms. Elfers stated that there is one between Centennial Hall and Bullwinkle's building running from Whittier to Willoughby and possibly one that could connect from Whittier Street behind IGA. Ms. Elfers continued, saying the next step is to bring some type of a proposal to the PWFC. There are a variety of parking issues and the best solution would be some type of partnership that meets all of the needs.

Mr. Healy mentioned that the 1.4 Million will not complete this project, it is just seed money.

D. Recycle Works Program Update

Ms. Elfers spoke on the status of the Solid Waste Action Plan which CBJ started about a year and a half ago. Ms. Elfers said that staff had set up a variety of ideas that were brought to the PWFC, as well as the Juneau Commission on Sustainability. The goal of this was to keep as much material out of the landfill for beneficial reuse, whether that is through recycling or safe disposal through our household hazard waste program. Ms. Elfers said that the program has been renamed to RecycleWorks. There is a new logo and are trying to rebrand ourselves and get the program out in the public eye a little more. Staff just launched the new website; it's called Juneaurecycling.com, which links to the City Public Works webpage. The five drop boxes have arrived and we are just waiting for the new labels to be finished then we will have them placed out in the community. The intent is to make it more convenient and easier access for residents to

recycle. We are still working on food composting and can come back with a short report on this effort later this fall. We have been working with Cedar Grove Composting which is one of the biggest composters in Seattle. The company is helping us with a brief feasibility study and analysis for what that would look like in town. We have really been focusing on public education over the past year.

Ms. Bursell asked about recycling for businesses and larger CBJ facilities. She would also like to see our City's clean drinking water be promoted to bring down the use of disposable water bottles. She would like to see the City support a No Waste program at public events.

Ms. Elfers said that residential recycling is paid for by user rates, which partially funds our program. It is different for businesses which have to buy a permit to recycle. Currently, not a lot of businesses purchase a permit because it is easier not to rather than try to participate in the recycling program in its current format. What we have to do is evaluate the rate structure because the rates have been the same for twelve years. A new rate structure would include business recycling.

Discussion ensued.

VII. CONTRACTS DIVISION ACTIVITY REPORT

A. August 12, 2016 through August 25, 2016

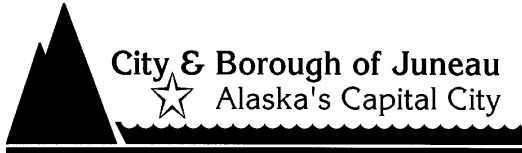
Mr. Jones had questions about the change orders for the Capital Transit project.

Mr. Healy will check on the total of the change orders for the project and respond. He also mentioned that there will always be change orders that add or reduce cost. The original intent of the Contract's Activity Report was to provide information to the PWFC on contracts being awarded or amended.

Discussion ensued.

VIII. ADJOURNMENT

Meeting adjourned at 1:07 PM.



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

DATE: October 3, 2016

TO: Maria Gladziszewski, Chair
Assembly PWFC

FROM: Roger Healy, PE, Director
Engineering Department

RE: Resolution for Juneau Coordinated Transportation Coalition Grant Application
(DOT&PF)

The Juneau Coordinated Transportation Coalition (JCTC) and related community organizations voted to endorse the attached priorities for this round of DOT&PF grants.

To be considered for grant funding, each community must prioritize their projects and that 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 1: Prioritized Projects, 2016-17 (SFY18)

Please accept this as the 2016 Addendum to the CBJ 2015 Juneau Coordinated Human Services Transportation Plan.

The Juneau Coordinated Transportation Coalition (JCTC) and related agency representatives met during a regular meeting on September 28, 2016 and voted to prioritize funding requests for submission in the SFY18 Alaska Department of Transportation and Public Facilities (ADOT&PF) Coordinated Transportation Grant funding. JCTC would like to amend the adopted 2015-16 priorities.

ADOT&PF requested that the JCTC prioritize projects in one Prioritized Project List. JCTC member agencies submitted proposals for four projects. Projects are described on the following pages by the requesting agency.

Overall, the four funding requests were prioritized as:

- 1) Lift-equipped taxi
- 2) Taxi Voucher Program
- 3) Dialysis Transportation Program
- 4) Para-Transit Bus

JCTC members and representatives of interested agencies expressed widespread concern that without adequate vehicle inventories, the prioritized projects could not succeed. All projects are strongly endorsed by JCTC member agencies and other agencies that were in attendance at the JCTC regular 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 FY18 Grants for Capital Projects (money available on or after July 1, 2017): 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 Jonathan Lange at the City and Borough of Juneau Community Development Department.

Email to Jonathan.Lange@Juneau.org .

Requesting Agency Information:

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

Contact Person: Joan O'Keefe

Phone: 907-586-4920

Email: jokeefe@sailinc.org

Title/Description of Funding Request: One ramp-equipped mini-van to provide on demand accessible transportation

(The use & 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 services provided by 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, 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 FY16, SAIL served 1500+ seniors and people with disabilities, over 1000 who reside in Juneau. The Taxi Voucher program currently has 225 riders with funds in

their accounts of which a minimum of 51% are Trust beneficiaries. ADOT&PF October 10, 2016 Page 9 of 24
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, or need rides on holidays when Capital Transit/Care-A-Van do not operate, 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 taxi with a manual lift is \$45,000. 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: The Taxi 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? One (1) Replacement vehicle

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

Description of vehicle to be replaced: This request is to replace a 2014 Dodge Liberty Caravan with 160,000 miles on the odometer. This vehicle has had more than its share of electrical and transmission problems. A second transmission was ordered in Sept. 2016. The vendor anticipates the vehicle will be back on the road by Oct. 1, 2016. Given an average of 8-10K miles per month, the vehicle will have 250K miles by July 1, 2017, when funding from this grant would be available.

20) Additional Comments:

The current ramp-equipped taxi fleet includes three vehicles: the vehicle we are trying to replace, a 2014 3-season Freightliner, and a 2015 Ford Transit Connect. We have

learned the hard way that every system absolutely must have a backup. Consequently, it is imperative we replace the 2014 Dodge Liberty Caravan prior to the winter of 2017 to maintain our 12 year old accessible taxi program.

We thought long and hard about applying for two vehicles this cycle however it is our understanding that Care-a-van may need a vehicle. Therefore, in the spirit of community cooperation/coordination, we are opting to apply for only one.

Process to review and prioritize funding requests:

The JCTC will meet with community stakeholders during a Community Transportation Needs Assessment (CTNA) meeting on October 25, 2013 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 Jan. 13, 2014). Each agency whose request proceeds forward to a state grant application MUST register (or renew your information) well before Jan. 13, 2013 with the Transit Office under the State's transportation assets management system (listing current vehicles, values, ages, etc., plus basic data about the agency and its clients).

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 2013.

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

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Email to Jonathan.Lange@Juneau.org .

Requesting Agency Information:

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

Contact Person: Joan O'Keefe

Phone: 907-586-4920

Email: jokeefe@sailinc.org

Title/Description of Funding Request: Taxi Voucher Program (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. 1500 seniors & people with disabilities, over 1000 who reside in Juneau. Eligible users of the taxi voucher program are seniors and/or persons with any disability whose monthly household income does not exceed

200% of the Federal Poverty Guidelines. Riders are currently limited to \$120 in 2016. Page 12 of 24
rides per month with the exception of 15 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. As of June 30, 2016, the Taxi Voucher program had 225 participants w/ funds on their accounts of which approx. 51% are Trust beneficiaries.

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 Car-A-Van does not run.

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: We propose a project cost of \$90,000 in grant funds matched by \$42,181, a combination of rider fees and the vendor donation, for a total project cost of \$132,181. With these funds, we anticipate providing 7000 rides. This is a cost to the grant of \$12.36 per ride, or a total cost per ride of \$18.88. 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 (Purchase of Services match requirement is also 20%)

Answer: The taxi vendor, Juneau Taxi and Tours, donates 15% of rider fares to meet the match requirement. Additionally, the rider pays 40 cents on the dollar. This is substantially more than the required match (total match provided = 31%).

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: N/A, this is a Purchase of Services requests.

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? NA, this is not a vehicle request.

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

Description of vehicle to be replaced: NA, this is not a vehicle request.

Until FY17, Juneau had the luxury of ADOT&PF funding both SAIL POS and the SESS dedicated dialysis rider programs. At this time and for the foreseeable future, this will, unfortunately, likely not be the case. This makes the JCTC job an especially difficult one, warranting frank and thoughtful discussion and ultimately, a tough choice.

In the last few years, 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. 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 and have become accustomed to a no-cost or suggested-donation ride. 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.

We look forward to furthering these discussions with the JCTC.

Process to review and prioritize funding requests:

The JCTC will meet and discuss the proposed projects and make a prioritized list of grant funding nomination projects.

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 2016.

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

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

Email to Jonathan.Lange@Juneau.org .

Requesting Agency Information:

Agency: Catholic Community Service (CCS)/Southeast Senior Services (SESS)

Contact Person: Gail Fenumiai Phone: 907-463-6153

Email: gail.fenumiai@ccsjuneau.org

Title/Description of Funding Request: Prompt transportation to and from dialysis treatments (Operating Assistance grant request)

(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. Without this grant, Capital Transit/Care-A-Van cannot meet this special need of dialysis patients. As the ADA complementary paratransit provider for CBJ, SESS Care-A-Van is prohibited from prioritizing trips according to trip purpose, such as direct trips to and immediate trips home from the dialysis center. This POS grant, which is separate from the CBJ Paratransit Contract, will allow Care-A-Van to provide special, timely rides for medically fragile dialysis patients to and from dialysis treatments.

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: Care-A-Van's clients are primarily persons with disabilities and Mental Health Trust beneficiaries. Dialysis patients are very frail, many in wheelchairs, and must have reliable, prompt, accessible and professional transportation to and from treatments. They are physically

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

Answer: Calls of concern from several dialysis patients and their advocates gave rise to this request for dedicated and timely transportation. Failure to arrive on schedule, or more importantly, to be transported home immediately after treatment could further compromise their health. Timing is the key to the health of dialysis patients. Other forms of local transportation are less reliable. If a patient arrives late and is expected to be ready at a certain departure time that means the patient's dialysis treatment time must be shortened. A shortened treatment does not provide the patient with the optimal health benefits from dialysis.

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 approximate total project cost would be \$68,818.00. This includes staff, fuel and administration. Care-A-Van needs to be able to accommodate dialysis trips 37.5 hours per week.

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

Answer: Our agency is able to provide the cash match required for Operating Assistance.

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: This request pertains to Operating Assistance. Care-A-Van services coordinate rides regularly with the Reifenstein Dialysis Treatment Center, Wildflower Court, Juneau Pioneers Home and individuals needing transportation.

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

Description of vehicle to be replaced: N/A

20) Additional Comments: Dialysis treatment is very strenuous on the patient. End stage renal failure is very serious, which in and of itself creates additional stresses on the patient. After a client gets ready for their appointment, rides to treatment, proceeds with their treatment (up to five hours), and returns home they are exhausted and depleted of most nutrients. This direct ride service allows them to shorten trips by up to an hour and a half. Waiting an extended period of time for a ride home following treatment is detrimental to the health of these individuals. With

Process to review and prioritize funding requests:

The JCTC will meet and discuss the proposed projects and make a prioritized list of grant funding nomination projects.

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 2016.

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For FY18 Grants for Capital Projects (money available on or after July 1, 2017): 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 Jonathan Lange at the City and Borough of Juneau Community Development Department.

Email to Jonathan.Lange@Juneau.org .

Requesting Agency Information:

Agency: Catholic Community Service (CCS)/Southeast Senior Services (SESS)

Contact Person: Gail Fenumiai

Phone: 907-463-6153

Email: gail.fenumiai@ccsjuneau.org

Title/Description of Funding Request: New Vehicle Replacement for the Juneau Paratransit Fleet

(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: Care-A-Van, Juneau's complementary paratransit service, cannot adequately meet the ridership needs and be in ADA compliance requiring no turn downs without a full fleet of vehicles in good running condition. The new vehicle will help the Care-A-Van program continue to meet the high demand for transportation services primarily for persons with disabilities of any age and also for seniors age 60 and over. Accessibility, customer service and passenger safety will be enhanced by this project.

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: Care-A-Van's clients are primarily persons with disabilities and Mental Health Trust beneficiaries. In Fiscal Year 2016, Care-A-Van provided 34,560 rides to 537 individual persons over the age of 60 and persons with disabilities under the age of 60. All passengers are either beneficiaries of the Alaska Mental Health Trust, have physical disabilities, over the age of 60

years of age or have a combination of these. An average of 885 rides were provided monthly to riders who are Alaska Mental Health Trust beneficiaries. Services were provided for 360 days in calendar year 2016, 7 days a week. The fleet of vans was driven approximately 287,000 miles.

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

Answer: The vast majority of riders are either unable to access public transportation or find it very challenging, for example, if they live on a road with a steep incline or several blocks from a city bus stop. Those with medical problems need the extra help to get on and off the vehicle safely and appreciate the door-to-door escorting service provided by all Care-A-Van drivers. Riders need to access medical care, buy groceries, go to the post office, and come to the Juneau and Douglas senior centers for meals as well as any destination they choose within the service area.

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 project would purchase a new 12-passenger 3 wheelchair station small bus. The cost of the project is \$80,245.00.

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

Answer: Our agency is able to provide the cash to match required for purchase of this vehicle. We will request free will donations from non-medicaid waiver clients toward the cost of the maintenance, repair and other operational expenses incurred with providing rides.

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: The Care-A-Van program is listed with the City First Response team and is prepared to respond to community emergencies at all times. The Care-A-Van manager stays connected to all social service agencies and medical facilities (nursing home, assisted living facilities, doctor offices and medical clinics) to ensure the best service for their clients. Even though it is possible to loan a vehicle to another agency, it would be a very difficult process due to requirements of the insurance carriers, SESS transportation policies requiring specific driver training and the overall expense Care-A-Van would incur.

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

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

Description of vehicle to be replaced: The vehicle being replaced is a 2010 Ford E350 Super Duty that currently has 141,000 miles. Our vehicle replacement schedule, which indicates it is time for us to apply for funding to replace this vehicle, has been carefully developed to ensure continued safe and reliable service. Although the body of this vehicle is in good shape, the expenses incurred with keeping this vehicle running properly are becoming prohibitive. Since July 2013 this vehicle has been in the shop 28 times for preventative maintenance and repairs. The cost of these repairs was over \$25,000.00. This vehicle has two wheelchair stations. A third station is preferable in a new vehicle due to the growing number of clients using mobility devices such as wheel chairs and power chairs.

20) Additional Comments: The general public may not realize when they see a Care-A-Van on the streets and highway of Juneau how often the older vans are taken out of circulation for preventative maintenance and repairs. To keep all vehicles in good running order, there is almost always one in the shop, or one needed to be sent to cover a break down or a van getting stuck in winter weather.

Process to review and prioritize funding requests:

The JCTC will meet and discuss the proposed projects and make a prioritized list of grant funding nomination projects.

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 2016.



September 26, 2016

Dear Property Owner:

You are invited to a public meeting to discuss the proposed Meander Way River Bank Protection Project proposed by the United States Department of Agriculture National Resources Conservation Service (NRCS). You are being invited because you are potentially impacted and / or benefitting from the proposed project.

When: Wednesday October 12, 2016 at 7:00 p.m.
Where: Mendenhall River School Library

Property Owners in your neighborhood have worked with CBJ Emergency Programs Manager, Tom Mattice, and the NRCS to move this proposed riverbank protection project forward. The proposed project would be sponsored by the NRCS through federal funding and has the following requirements:

- Mandatory local government entity sponsorship for the purposes of providing federal funding to the project – CBJ
- 25% Match of NRCS Project costs (construction and NRCS design) –paid by benefitting property owners
- 100% Funding of all other associated costs - paid by benefitting property owners - including but not limited to:
 - NEPA process
 - Permitting (Fish and Game, NFMS, USACE, DNR etc.)
 - Land and easement acquisitions and documentation
 - Project and Construction administration

The purpose of this meeting will be to discuss the following:

- Explanation of the problem and proposed project
- The benefit of the properties having a protected river bank
- The potential costs to property owners
- The potential for the CBJ to provide a Local Improvement District (LID) as a mechanism to finance the costs borne by the benefitted properties
- Explanation of the LID Process
- Answer questions

NRCS Staff and CBJ Staff will be present at the meeting to answers questions you may have. We look forward to seeing you on October 12th.

Sincerely,


 Roger K. Healy, P.E.
 Director CBJ Engineering and Public Works

cc. Tom Mattice, CBJ Emergency Management Brett Nelson, NRCS, Palmer AK

Summary of Meander Way River Bank Protection Project LID Process –

Benefitted properties have petitioned the CBJ for an LID for this project

This proposed LID will be used as a financing mechanism to fund the property owner's share of the project costs not funded by NRCS.

A Public Meeting will be held with all potential benefitting property owners on October 12, 2016 at the Mendenhall River School Library to discuss the project, the LID, and answer any questions.

NRCS will provide the CBJ with a determination of project limits and the estimated project costs. The CBJ will use the project limits to determine the LID boundary of benefitting properties and the apportionment of the estimated project costs.

An informal ballot will be sent to each benefitting property owner to vote in favor or against the project and apportionment of the estimated project costs. The proposed LID Assessment is only the estimated costs; the final assessment will be based on the actual final project costs.

The informal ballot results will be tallied and presented to the Assembly Public Works and Facilities Committee (PWFC) looking for direction to proceed or reject proceeding forward with LID formation.

FORMATION of LID: Once an LID is recommended by the PWFC, an ordinance creating the LID is introduced to the Assembly, and the date is set for the Public Hearing on the proposed LID. Notice of the hearing is published in the Juneau Empire and sent by certified mail to all involved property owners at least 30 days in advance of the Public Hearing. **During this 30 day period, property owners may file written objections to the formation of the LID.** If property owners who would contribute 50% or more of the total amount of assessments file such written objections, the LID must be canceled, unless at least eight Assembly members vote to proceed. If the ordinance is passed by the Assembly, the LID is formed. At this point the NRCS would proceed with the project.

INCREASE in Project Costs: should project costs be anticipated to increase to above the costs set forth in the LID Ordinance, the property owners within the LID will be notified of the cost increase and given 30 day notification by certified mail and publication in the Juneau Empire. Unless 50% of the benefitting assessments or more object to the increase within 25 days from the date of the mailing or the publication date, the cost increase will proceed.

If 50% or greater objections to the increase are received, the work causing the cost increase will not be authorized, unless the Assembly, by affirmative votes of eight members directs the project to proceed.

Closure of LID: Upon completion of construction, the final project costs are tallied and final assessments are calculated for closure of the LID. The final LID hearing is scheduled and, at least 15 days in advance of the hearing, notice is sent by certified mail and published locally. The assessment roll is certified and adopted by the Assembly, and LID assessments are recorded as liens against the property assessed.

Payment of Assessments: Each property owner can elect to pay the LID assessment either all at one time or in ten annual installments along with the regular property tax payment. If the 10 year installment plan is chosen, the interest rate for this option is set by the CBJ Finance Department and is based on the cost to the City and Borough to finance the LID local contribution.

PLEASE NOTE: The Financed LID is an encumbrance or lien on the property and is required to be paid in full prior to the sale or transfer of the Title to the property.



POTENTIALLY IMPACTED
RESIDENTS INVITED TO
PUBLIC MEETING

MEMORANDUM

TO: Roger Healy, P.E.
Engineering and Public Works Director

FROM: Greg Smith
Contract Administrator

Date: October 5, 2016

SUBJECT: Contracts Division Activity
August 25, 2016, through October 5, 2016

Current Bids – Construction Projects >\$50,000

E17-039	West Douglas Pioneer Road	Estimate 2 Million. 6 bids received. Enco Alaska low bidder \$1,505,064. Award in progress.
E16-254	JNU Snow Removal Equipment Building	Estimate \$16.4 Million. 5 bids received. F & W Construction Co. Inc., low bidder \$13,373,833. NTP issued 9/26/16.
E17-082	Dzantik'I Heeni Middle School Roof Repairs	Estimate \$100,000. Extended Bid date. Bids due 11/17/16.
E17-045	JNU Runway Safety Area Improvements, Phase 2B	Estimate \$4,100,000. 5 Bids Received. SECON low bidder, \$3,974,321. McG Constructors deemed non-responsive. Award in progress.
BE17-072	Treadwell Mine Office Building Rehabilitation – PH I	Estimate \$115,000. 5 Bids received. Island Contractors, Inc. low bidder \$133,600. NTP issued 9/30/16.
BE17-104	2017 Area Wide Paving	Estimate \$675,000. Bids due 9/26/16. 4 bids received. SECON, low bidder, \$346,314.50. Award in progress.
E16-128	Seawalk – Bridge to Gold Creek, Phase III	Estimate \$3.3 Million. Bids due 10/11/16.

Current RFP's – Services

RFP E17-141	Inspection Services for West Douglas Pioneer Road	Proposals due 10/18/16.
RFP E17-040	Planning and Environmental Permitting for Taxiway-A Rehabilitation and Runway Incursion Mitigation	PDC Inc. Engineers. \$467,692. Processing 10/3/16
RFP E17-102	Inspection Services for Cathodic Protection Systems at Public Works Utilities	3 proposals received. Taku Engineering, LLC, successful proposer. Negotiations underway.
RFP E17-123	Design Services for Aspen Avenue Reconstruction	5 Proposals received. R&M/PDC, Inc. Engineers successful proposer. Negotiations underway.
RFP E17-127	Design Services for East Street Improvements – 5 th Street to 6 th Street	4 Proposals received. Evaluating underway.
RFP E17-124	Emergency & Maintenance Services for Public Works Wastewater Treatment SCADA System	Proposals due 10/12/16.
RFP E17-125	Design Services for Douglas Highway Water System Replacement	Proposals due 10/6/16.
RFP E17-026	Juneau School District Facility Master Plan	Jensen Yorba Lott, Inc., \$77,430. NTP issued 10/5/16.

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

Contracts Division Activity
August 25, 2016 through October 5, 2016

RFP E15-183	A 3 – Conceptual Design and Planning Services for Franklin and Front Street Reconstruction – Phase 1	DOWL, \$149,920. NTP issued 9/1/16.
RFP E15-204	A1- Contract Administration and Inspection Services for Eagles Edge Subdivision Water System Improvements – PH III	DOWL, \$73,640. NTP issued 9/2/16.
RFP E16-154	A3 – Planning, Design, Construction Administration of the Geothermal Loop Field for Snow Removal Equipment Facilities, Phase 1-a – Equipment Garage	ECI/Hyer, \$644,642. NTP issued 9/2/16.

Term Contract – Professional Services (between \$20,000-\$50,000)

MR E13-156 (Environmental)	MWWTP Fuel Leak Monitoring	Cox Environmental only proposer. Negotiations underway.
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Term Contract – CBJ Materials Sources Construction Services (between \$20,000-\$50,000)

RFP E15-148 (A)	PA 2 – Stabler Quarry Sediment Control Rack Install and Site Improvements	Arete Construction, \$33,926. NTP issued 8/25/16.
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Term Contracts – General Construction (between \$20,000-\$50,000)

RFP 15-154(D)	PA 6 – Treadwell Roof Leak – Flashing Mockup Installation	Dawson Construction; \$22,500. NTP issued 10/5/16.
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Construction Change Orders (>\$20,000)

E16-016	CO 3 - Capital Transit Facility Renovation and Addition	Alaska Commercial Contractors, \$233,528. Bonding letter sent 9/12/16.
E16-151	CO 2 – Whittier Street Reconstruction	Arete Construction, \$82,557.56. Bonding letter sent 9/9/16.

Supplemental Agreements

FTA FFY16-FFY18 DBE Program – Public comment period ended 8/26/16. No comments received. Program finalized and sent to FTA for approval 9/16/16.

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