



Request for Qualifications

Unalaska Public Transportation Study

DPW Project No. TBD

Prepared by:

**City of Unalaska
Department of Public Works
and
Department of Planning**

PO Box 610
Unalaska, Alaska 99685

February 14, 2019

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LIST OF ATTACHMENTS

Attachment A	Unalaska Transportation Study 2017-2018
Attachment B	DRAFT Consulting Services Agreement
Attachment C	Evaluation Score Sheet
Attachment D	Link to References

LIST OF ACRONYMS

CAD	Computer Aided Drafting
cc	Copy Correspondence
CMMP	Capital Improvements and Major Maintenance Project
DPW	Department of Public Works
E.g.	Exempli Gratia (For Example)
GIS	Geographic Information System
PDF	Portable Document Format
RFQ	Request for Qualifications
SOQ	Statement of Qualifications

1.0 INTRODUCTION

This is a RFQ by the City of Unalaska Planning Department for transportation planning consultant services for the Unalaska Public Transportation Study (the Project). All questions about this RFQ are to be directed only to the City Planning Director and by cc to the City Engineer:

City of Unalaska – Planning Department
William M. Homka, AICP – Planning Director
bhomka@ci.unalaska.ak.us
907-581-3100

City of Unalaska - Department of Public Works
Robert Lund, P.E. City Engineer
rlund@ci.unalaska.ak.us
907-581-1260

Interpretations or clarifications considered necessary by the City of Unalaska in response to such questions will be issued by Addenda. Addenda will be emailed to all registered potential Respondents and also posted on the City of Unalaska website:

<http://www.ci.unalaska.ak.us/rfps>

To be added to the registration list published on the City of Unalaska website send an email to:

lgregory@ci.unalaska.ak.us

1.1 PROJECT BACKGROUND AND SCOPE

The following is not intended to be a comprehensive scope or to limit this study from including innovative and alternative considerations. Rather it is intended to communicate the City of Unalaska's understanding of the Project at this early phase.

Unalaska is located in the western region of the Aleutian Island chain in Alaska, on an island that is subject to extreme weather, primarily precipitation and wind. The island receives an average of 61" of snow and 92" of rain annually. This combines for an average of 153" of precipitation each year. Also, there are at least 5 days per month where winds exceed 17 mph. The 'windy season' spans September through April each year and there are 8-10 days per month that experience winds above 31 mph. One positive aspect about the weather is the temperature; Unalaska is one of the southern-

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most communities in Alaska and, as a result, rarely sees temperatures lower than 20 degrees F.

The Unalaska Planning Department submitted information to the Council for Community and Economic Research. The data was submitted as part of the organization's Cost of Living Index that it publishes each quarter. It's a voluntary program and the participants often change from report period to report period. This was the first quarter that Unalaska has participated but many of the findings were somewhat expected. There were about 300 communities represented in this report period, and Unalaska ranked 7th overall in terms of the 100% composite index. The six communities ranked higher than Unalaska were New York (Manhattan), Nantucket MA, San Francisco CA, Honolulu HI, New York (Brooklyn), and Washington DC. Five of these communities are major metropolitan areas, and Nantucket is the only Island community. With the exception of housing, where Unalaska ranked #33 overall, the City was in the top 3 indexes (Grocery #1, Utilities #3, Transportation #2, Health Care #1, Misc. Goods & Services #2). Thus, the island has a very high cost of living compared to other communities, especially in the lower 48 states.

The Unalaska City Planning Department recently concluded a Transportation Study and presented it to the City Council on October 23, 2018. The study is attached to this RFQ as **Attachment A**. The study highlights population facts, transportation counts, information about the number of vehicles registered and drivers on the island, as well as other associated information. The Planning Department also conducted trials of bus service in August 2017 and January 2018 to ascertain the need and better understand the issues involved with potential public transit service in Unalaska.

The City's permanent population was 4,524 in 2017, and experiences extreme population increases during the two major fishing seasons, referred to "A" & "B" Seasons, adding an estimated 6,000 temporary residents. During the peak fishing seasons, it's estimated about 8,500 people lack regular transportation, which is about 77% of the island's population at those times. Estimates are derived from reviewing bunkhouse living arrangements and the documented number of vehicles registered on the island.

The Transportation Study also presented the results of a traffic count obtained through physical placement of cameras at eight (8) points of interest. The Planning Department employed interns who viewed all recorded footage and counted private vehicles, commercial vehicles, taxis, bicycles, and pedestrians. The stratification was counted over a one month period, during which the city operated a bus service for one week. In addition to obtaining real counts at these locations, the Planning Department wanted to establish baseline taxi counts to compare against the offered bus service throughout the week. The goal was to see if there was a noticeable net effect on taxi service on the island.

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The traffic counts established there are an estimated 20,000 daily vehicle transits across the studied locations. Airport Beach Road experiences about 7,000 daily trips. While many communities Unalaska's size are typically small in geography, Unalaska's island topography and relationship to the water have caused a sprawling layout utilizing nearly 14 miles of roadway. Airport Beach Road and East Broadway span the length of the developed island and connect on Unalaska Island at the three way intersection where the High School and City's Department of Parks, Culture and Recreation's main facility are located. This intersection sees about 3,500 vehicles per day.

The purpose of the Project is to document whether or not the need exists for public transit, if traveling on the island would be safer as a result of transporting more pedestrians, what type of public transit system would work best in Unalaska (if at all), what the best financial and operational models would be for Unalaska, and what an overall operation would look like including routes, hours, rates, and a potential income and expense analysis. These are the basic desired outcomes and the City of Unalaska is open to additional outcomes as recommended.

1.2 PROJECT DETAILS

The Project will determine the viability of public transportation in Unalaska. The results will be presented at a Public Meeting which will include a question and answer component. The City of Unalaska wishes to ascertain future transportation and transit needs, including benefit, probable users, analysis of alternatives, and a recommendation on the best alternative that fulfills the public transit needs of the community. It is critical that the Project identifies the transit features, characteristics, and options that meet the local goals and objectives, financing alternatives and building on existing facilities and partnerships, and mitigating any possible adverse impacts from the recommended strategies.

The primary objectives of the Project are:

- a. Convene a stakeholder group;
- b. Identify baseline conditions including data collection and analysis;
- c. Determine unmet transportation needs and options for new services;
- d. Develop strategies to meet needs, including service, cost, and alternatives; and
- e. Evaluate alternatives to provide recommendations and an action plan.

Some of the results from the Unalaska Transit Study (2017-2018) were the following:

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- A ridership survey prepared in four (4) languages received feedback about the best fare to charge for a bus ride; \$4 was the mean of the survey results.
- A half-hour route plan worked best when compared to a one hour route.
- Fewer bus stops worked better on the street layout than more; the August 2017 route had 25 stops while the January 2018 route had 10 stops.
- In January 2018, the trial system had 1,350 riders and about 75% were processors while the other 25% were locals.
- The most popular stops were Westward, Unisea, the PCR/Library, and Safeway.
- Many people who return year after year as processor workers have never seen much of the island beyond their Plant because they didn't want to use a taxi cab for cost reasons.

2.0 SCOPE OF SERVICES

The Project timeline is outlined below.

Phase I Pre-Development	2017 - 2018	Unalaska Transportation Study - Complete
Phase II Consultant Procurement	February 2019	Release RFQ
	April 2019	Hire professional firm to conduct follow-up study to City Transportation Study
Phase III Study	May – September 2019	Public and staff meeting(s) / public and staff input to study, citizen surveys, research, modeling
	October 2019	Present Draft Study Results to City Council and Public.
	November – January 2020	Refine draft study with respect to citizen and official comments
	February 2020	Present study to city council for review and adoption (if applicable)

2.1 PHASE III – STUDY

The end product resulting from the scope of work for the Project will be a comprehensive review of the prior Planning Department study data combined with professional transit planning experience and additional data as necessary to identify the feasibility of a transit system for the City of Unalaska.

A. Purpose and Need Statement: The purpose and need statement will form the basis for developing goals, objectives, and the evaluation criteria used for the study. The consultant is expected to interact with the Planning Department, the Public Works Department, and Engineering as well as others required to complete the process.

B. Public Participation: The Planning Department desires to involve all stakeholders throughout the community. Currently, there are no public transit services in the City of Unalaska, and many of the residents of the community at large have not responded to the Planning Department's surveys and most bus riders were cannery workers. The engagement of residents, the cannery workers, local businesses, and the community at large is a critical element of the Public Transportation Study and will require effective outreach and communication skills.

The Planning Department requires a consultant with a proven track record of community engagement in regards to a discussion of transit alternatives and concerns. The consultant should possess the skills to analyze these transit issues and alternatives, and communicate with area residents on feasibility, funding possibilities, and financial constraints. The Planning Department will assist the consultant with the development of an effective Public Participation plan, including placing project information provided by the consultant on the website of the Planning Department to keep citizens updated on the project's status and inform them of opportunities for public involvement. Public participation opportunities are included, but are not limited to, the following:

- **Stakeholder Interviews:** In order to involve as many participants as possible, the Planning Department requests that interviews be held with an approved list of stakeholders. The consultant will be responsible for scheduling and coordinating the interviews.
- **Focus Groups:** Public support of an expanded transit system is crucial to the success of the study. The consultant should hold focus groups with area decision makers and business leaders to inform, educate, and receive feedback on the study.
- **Public Open Houses:** The consultant will coordinate with the Planning Department and hold a series of public open houses to gather input on transit needs, to inform the public on the study process, and to receive information on proposed transit alternatives and community impacts related to the Public Transportation Study.

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- **Surveys:** In combination with the surveys conducted by City Staff, the consultant will be responsible for any further surveys used to obtain current information on transit needs in the city.

C. Development of Alternatives: The consultant will develop a broad range of potential alternatives that address the purpose and need, provide details on the methods used to review and rank alternatives, and conduct initial and final alternative recommendations on an implementation plan for a Public Transportation network.

D. Develop Transit Criteria: The consultant will evaluate alternatives based on criteria that will determine whether an alternative is reasonable to pursue. The analysis should involve impacts on the transportation system, mobility, and travel patterns, and consider barriers to implementation of the alternatives.

E. Evaluate Costs, Benefits, and Impacts: The consultant will evaluate all reasonable alternatives to provide for an expanded public transit system. The evaluation of the costs, benefits, and impacts should focus on the pros and cons between alternatives. As a part of the study, the consultant will be required explain if there are any possible impacts (pro or con) that a transit program may have on minority and low-income populations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities which receive Federal funding assistance.

F. Develop Ridership Forecasts: The consultant will develop ridership forecasts based on the results of the Planning Department's previous study, community surveys and available data regarding land use, economic development, and population and employment growth.

G. Develop Organizational and Operational Plans: The consultant shall provide a description of the merits and drawbacks of several forms of organization for the transportation entity, up to and including City-Owned and Operated, Transit Authority, and Tribal Entity-Owned. The consultant shall develop organizational and operational plans for the alternatives that include standards of service, facility and stop locations, naming and branding, and advertising opportunities, days and hours of operation, type and number of vehicles, travel times, fare structure, peak load capacity, and vehicle/passenger miles and hours traveled.

H. Develop a Comprehensive Transit System: The consultant will review the existing transit services provide by other organizations and agencies related to the City of Unalaska and determine the level of additional transit services required to serve the population of the City (e.g., ferries, cruise ships, air travel). Identification of transit enhancements can be developed in phases. The proposed expanded transit system must determine the feasibility of the program and identify possibilities to serve residents not serviced in the initial phases.

I. Develop Operating Financial Plan: The consultant will develop an operating financial plan which includes factors that impact financial projections. The financial plan shall include both Capital and Operations and Maintenance approximate costs,

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including identifying grant opportunities and the potential for advertising space revenue.

3.0 DELIVERABLES

Anticipate scoping meetings, technical memoranda, and 30%, 35%, 65% and 95% level reviews by the City of Unalaska addressed in the previous sections. Written review responses will be provided and review teleconferences will be held after each iteration or as needed. Employ a methodology for checking of City of Unalaska comments and indicating they were addressed or cannot be addressed.

3.1 DOCUMENTS

Provide a PDF copy of draft documents, bound hardcopies of the final documents, and one PDF copy. PDF files must utilize bookmarks. All drawing files must also be provided in AutoCAD or ARC-GIS and PDF format in 11x17/22x34 plot size.

Provide cost estimates in tabular format.

4.0 SELECTION PROCESS

Only one Statement of Qualifications from any individual, firm, partnership or corporation, under the same or different names, will be considered. Should it appear to the City of Unalaska that any Respondent is interested in more than one Statement of Qualifications for the work contemplated, then all Statements of Qualifications in which such Respondent is interested will be rejected.

This does not preclude a subcontractor from appearing in more than one Statement of Qualifications. However, our recommendation is that the Statements of Qualifications focus on the project management and architectural team rather than other disciplines.

4.1 EVALUATION AND AWARD PROCESS

The Evaluation Team will be appointed by the City Engineer from among City of Unalaska staff. The entire scoring procedure, including Evaluation Team meetings and scoring materials, will be held strictly confidential until after negotiations are concluded.

All Evaluation Team members will be required to certify that they have no conflicts of interest and that they will strictly adhere to the procedures herein described.

- The City of Unalaska receives the Statements of Qualifications.
- Evaluation Team evaluates the Statements of Qualifications according to established criteria.
- The Evaluation Team will schedule and conduct a phone interview with at least the two highest scored Respondents.
- The Evaluation Team re-evaluates the interviewed Respondents according to the established criteria.
- City Engineer reviews final scores and forwards evaluation results to the Director of Public Works.
- Negotiation with the Respondent with the highest scored Statement of Qualifications or, if necessary, the next lower scored responsive Respondent and so on. The Contract will be the Engineering and Related Services Agreement, **Attachment B**. The City of Unalaska will be inflexible with regards to the Contract language. The Scope of Services, Schedule, and Fee for Services are negotiable.

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- Director of Public Works forwards evaluation results and the Contract to the City Manager.
- City Manager makes their recommendation to the City Council for Contract award.
- The City of Unalaska and the successful Respondent execute the Contract and a purchase order. The purchase order serves as Notice to Proceed.

4.2 CONDITIONS

The City of Unalaska reserves the right to reject any and all Statements of Qualifications and/or to waive any informality in procedures.

This RFQ does not commit the City of Unalaska to award a Contract, or procure or Contract for any services of any kind whatsoever.

The selection of a successful Respondent shall be at the sole discretion of the City of Unalaska. No agreement between the City of Unalaska and any Respondent is effective until the contract is approved by the City Council of the City of Unalaska, signed by the City Manager, and a purchase order completed.

The City of Unalaska is not liable for any costs incurred by Respondents in preparing or submitting Statements of Qualifications.

In submitting a Statement of Qualifications, each Respondent acknowledges that the City of Unalaska is not liable to any entity for any costs incurred therewith or in connection with costs incurred by any respondent in anticipation of City of Unalaska City Council action approving or disapproving any agreement without limitation.

Any perception of a conflict of interest is grounds for rejections of any Statement of Qualifications. In submitting a Statement of Qualifications, each Respondent certifies that they have not and will not create and/or be party to conflicts of interest with any City of Unalaska official or employee, including but not limited to any direct or indirect financial gain and/or gratuity or kickback or through unauthorized communication with City employees or officials not listed in this RFQ before the selection process is complete.

Nothing in this RFQ or in subsequent negotiations creates any vested rights in any person or entity.

4.3 SOQ DUE DATE AND TRANSMITTAL REQUIREMENTS

Statements of Qualifications must be delivered to the email addresses below by **2:00 p.m., local time, on April 1, 2019.**

mveeder@ci.unalaska.ak.us; rwinters@ci.unalaska.ak.us

Statements of Qualifications will only be accepted before and on the published date, and until the time specified.

Statements of Qualifications must be submitted in a single email no larger than **5 megabytes**. The email header must clearly identify the Project and the Respondent e.g.

Name of Consulting Firm – Statement of Qualifications for City of Unalaska Public Transportation Study

The City of Unalaska complies with Title II of the American with Disabilities Act of 1990 and the Rehabilitation Act of 1973. Individuals with disabilities who may need auxiliary aids or services or special modifications to participate in the RFQ process should contact the Director of Public Works at 907-581-1260.

4.4 DOCUMENT REQUIREMENTS

Our intent is that the preparation and review of an RFQ is not an overly onerous task. The recommended size of the Statement of Qualifications is about 3-9 pages not including resumes.

One (1) copy of the Statement of Qualifications must be submitted in an electronic PDF file organized with bookmarks and be printable to standard 8.5" x 11" or 11"x17" paper.

5.0 EVALUATION FACTORS

The purpose of the Statement of Qualifications is to evaluate each Respondent's capabilities for efficient execution of the Project. Evaluation criteria and weight are as follows.

<u>Major Factor</u>	<u>Weight</u>
1. Professional Qualifications	[35]
2. Experience and References	[30]
3. Alaska Experience	[5]
3. Narrative	[30]
Total	[100]

The Evaluation Team will rank each Respondent using a successive integer ranking system for each major factor. An Evaluator Score for each Respondent will be calculated.

$$100 - ((\text{Ranking}_1 \times \% \text{Weight}_1 + \text{Ranking}_2 \times \% \text{Weight}_2 + \text{Ranking}_3 \times \% \text{Weight}_3) - 1) \times 5$$

The Total Score for each Respondent is an average of all of the Evaluator Scores.

The *Evaluation Score Sheet* will be used by the Evaluation Team to score each Statement of Qualifications; **Attachment C**.

5.1 PROFESSIONAL QUALIFICATIONS

The Professional Qualifications section should include:

- A brief description of the number, qualifications and types of key personnel who would serve on this Project including employees and potential subcontractors.
- Identify and furnish resumes of up to three key personnel and subcontractors who will serve in key positions for this project, including specific experience for each person on similar or related projects.

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- Billing rates of key personnel in tabular format.
- The location of the home office and the scope of services offered there.
- Any additional information reflecting on the Respondents ability to perform on this Project.

5.2 EXPERIENCE AND REFERENCES

The satisfactory completion of similar projects of equal size and complexity will be an important element in the evaluation.

- Provide information for two (2) projects for which the Respondent has provided services most related to this Project.
- Provide a reference from the above projects that can comment on the firm's professional capabilities and experience. Names, email addresses and phone numbers of individual to contact must be included.
- Describe a situation where you provided the best recommendation although it was not what you (or your client) initially wanted or anticipated.
- Talk about public transit projects you have worked on in the past and what was learned from them, were they implemented, and include examples of what worked and what did not work.
- Describe a successful relationship on a past project, the contracting mechanism, and how that relationship benefited the client.

5.3 ALASKA EXPERIENCE

List any Alaskan communities in which your firm or team has worked and briefly describe the nature of their transit project. If not, describe your work with similar communities.

5.4 NARRATIVE WORK PLAN

Describe the methodology the Respondent will use to complete this Study for the City of Unalaska. The Narrative Work Plan will later become the basis of the Scope of Services referenced within the Agreement Exhibit "A", **Attachment B**. At this stage, the City of Unalaska is most interested in each Respondent's methodology and a synopsis of the plan to demonstrate understanding of the project, local conditions, and the City's work to date on analyzing public transit in Unalaska.

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- Provide written and/or visual content demonstrating past creative efforts and their effectiveness in achieving desired results. Illustrate how the Respondent will creatively approach this Project
- How do you envision the public and staff input portion of the design process?
- Respond to this question: What are some common problems associated with implementing a new transit system in a community?
- Respond to this question: With what small transit systems does your team have experience?
- Provide information about the Respondent's availability and challenges associated with completing the work in the given time frame.

6.0 REFERENCES

The information and descriptions provided are for general informational purposes only and are not a substitute for industry knowledge, site inspection, and completion of other necessary due diligence by interested Respondents. Respondents must make their own independent assessment of the conditions and may not rely entirely on any representation, description, or diagram provided by the City of Unalaska in preparing their Statement of Qualifications. Various references are provided for informational purposes only at the below hyperlink as Attachment D.

[References](#)

6.1 REFERENCES INCLUDED

- Unalaska Road Maps
- Unalaska Aerial Photography
- 2017 Transit Study Traffic Counts
- 2017 – 2018 Rider Survey Results

ATTACHMENT A

Unalaska Transportation Study 2017-2018

TRANSPORTATION STUDY 2017-2018

City of Unalaska
Planning Department
2018

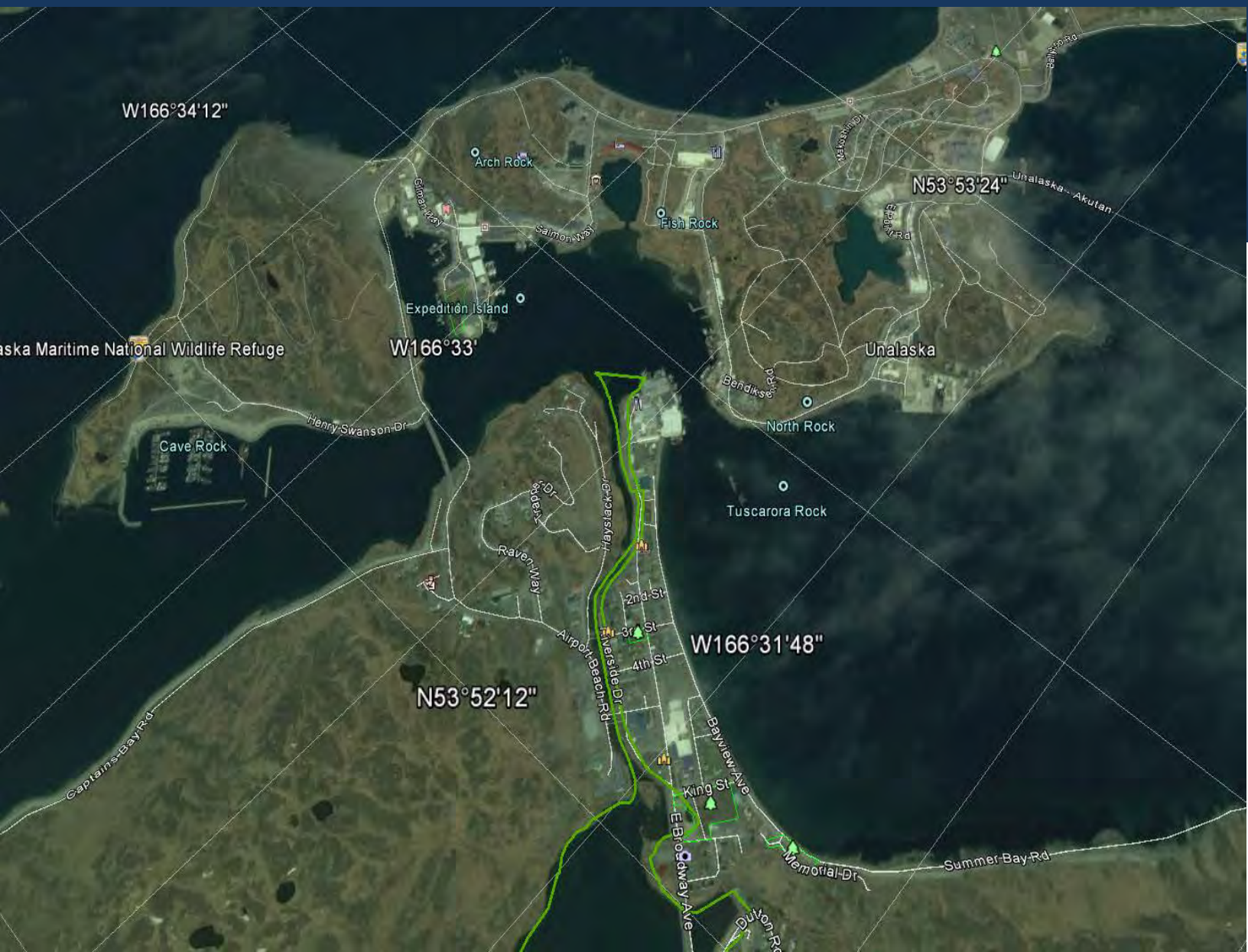


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Introduction to Public Transit

What is Public Transit?

Public transit, or mass transit, is non-exclusive group transportation. The “public” in “public transportation” refers to the *nature* of the transportation, rather than its ownership. The government does not always own the transportation, in other words. When it comes to determining whether or not transit is public, we have to ask whether or not it is open to the general public. Since subways, buses, and ferries are open to the general public and also *shared* simultaneously by unrelated groups, they are examples of public transit. Taxis, on the other hand, while open to the general public, do not carry unrelated groups, and consequently cannot be considered examples of public transit. Cruise ships also cannot be considered examples of public transit, because while they carry disparate groups, they are not open to the general public, as their cost is objectively prohibitive. Bike sharing, interestingly, is a hybrid. A single bike would not be considered public transit since it can only carry individuals, but the system as a whole could be considered public transit.

Public transit, in order to be public transit, **must provide diverse, unrelated groups the ability to simultaneously travel to a destination, regardless of who provides the service.** For the remainder of the document, this is the definition we will use.

A History of Public Transit

The first public bus system was created by esteemed physicist/theologian/philosopher Blaise Pascal in 1662 in Paris. However, it was created as a novel, luxury service, and as such fizzled out within the next ten years. It would not return to Parisian streets until 1826, where it then spread like wildfire. While buses at that time, in both Europe and America, were glorified (and gigantic) horse carriages, they were popular and successfully catered to a middle class clientele, making them one of the first true examples of public transit, at least at the urban scale. (Trains and ferries fulfilled longer and shorter range transit goals.)

Buses would evolve quickly moving toward the 20th century. Rail tracks were laid in cities to smooth out the rides for passengers, and later cable cars would exploit these same tracks to do away with horses as the primary power source, cleaning up and speeding up the cars. Streetcars were the next innovation in bus transit, which moved the motor from outside the bus to inside it. This allowed for buses to reach higher speeds, and consequently for people to live farther out from the city center. This had the positive



Figure 1: A San Francisco Cable Car

effect of allowing people to live in healthier, less polluted areas of the city, but also had negative effects on walkability and community interaction. Social areas diverged from residential areas, creating the first examples of the distinct land uses that we see today.

Ultimately, the advent of the automobile made mid-1900 bus systems indistinguishable from those we have today.¹

Transit in the 21st Century

Nowadays, buses operate as one of two main forms of urban public transportation. Light rail is its primary competitor. Light rail, however, requires significantly larger infrastructural investments, is more difficult to maintain, but does carry larger amounts of people longer distances with less interruption. Bus systems can also make changes to their infrastructure, routes, etc. at very little cost, a trait not shared by light rail.²

Modern buses, unlike their cable car or streetcar predecessors, are internally powered. Gasoline-fueled buses are the most prolific type of modern bus, though diesel-fueled ones are also common. Electric buses are also being incorporated into urban transit systems and hailed as the most environmentally friendly of environmentally friendly vehicles.



Figure 2: The PCR Minibus on the S-Curves

Modern buses come in many shapes and sizes. The smallest ones seat about the same amount of people as a large station wagon, and the largest ones are either “articulated” or “double-decker”. The former, sometimes called “slinky buses” or “wiggle buses” can be up to eighty feet long, and seat 200 people. Double-decker buses, which have two decks, or stories, can seat around 80 people or more if they are the rare “double-decker articulated” bus. The conventional “city bus”, however, is approximately 40 feet long. Anything smaller is considered a “minibus”.

Most large, urban cities in the United States have a bus system. In 2017, Americans took 10.1 *billion* trips using public transportation. These trips were provided by the 7,700 public and private transit-providing organizations in the country. Despite this, 45% of the country remains without a public transit option,³ which limits their access to amenities necessary to maintain a reasonable standard of living.

¹ gogocharters.com

² lbid.

³ apta.com

Merits of Public Transit in Unalaska

Traffic Camera and Bus Studies

Summary

From August 14th to September 9th, 2017, the City of Unalaska Planning Department conducted a traffic camera study. Data was collected from 7:00am to 11:00pm Monday through Saturday at eight different locations along Airport Beach road. The purpose of this study was to determine general Unalaska traffic patterns, as well as understand the distribution of modes of transit (car, bike, taxi, pedestrian, truck) at the observed locations. These locations are also control points to determine whether or not the bus study, which ran for one week during the traffic camera study and one week in January 2018, caused a noticeable change in either the traffic patterns or distribution of modes of transit.

	August Period	January Period
Riders	266	1,350
Drivers ⁴	13	10
Costs	~\$8,500	
Stops	25	10
Buses	1	2

Figure 3: Bus Study Statistics

During the bus study, surveys were distributed to riders in English, Spanish, Tagalog, and Japanese. The survey was designed to determine whether or not interest in a bus system was significant amongst Unalaskans, how far Unalaskans were willing to walk to reach a stop, what sort of transportation they would use if the bus was not available, and other conclusions regarding the potential necessity of a public transit system.

Results from the Traffic Camera Study

Over the month-long course of the study, over 20,000 daily vehicle transits were recorded through the studied intersections. Around 7,000 trips are taken on Airport Beach Road daily.

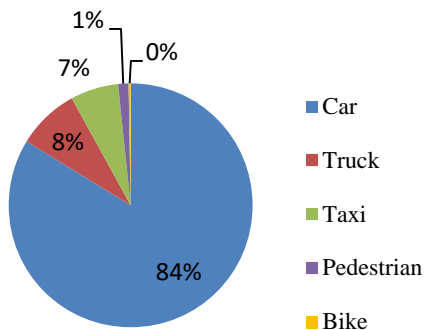


Figure 4: Average Citywide Vehicle Use

What is remarkable, however, is just how high the proportion of cars and pickups relative to other vehicles was during the study. The Planning Department expects that personal vehicle ownership is so proportionally high in Unalaska for three reasons:

1. While the City is relatively small compared to other towns its size, Unalaska is incredibly long, stretching over seven miles from the end of the Valley to the elbow of the Spit. This distance, in combination with the fact that necessary amenities such as Safeway or the PCR do not have any similar institutions more evenly distributed across the island all but require residents to own or rent a car.

2. Unalaska's weather is unpredictable and

⁴ All drivers were City employees.

unforgiving. This often makes open-air transportation such as biking or walking prohibitively unpleasant.

3. Taxis are also prohibitively expensive for many residents. (See Figure 5.) Traveling by taxi is unsustainable or at least limits people’s ability to engage in community events, get to work, etc.

Traffic in Unalaska reaches its peak in the mid-afternoon. This is consistent with common-sense assumptions, as students are leaving school, employees are leaving work, and shoppers are running errands. It is also a time of day when people are switching roles – from laborer to parent, teacher to homeowner, employee at a large business to business-owner at a small business etc. “Putting on a different hat” often requires moving from one venue to a different one. In Unalaska, mid-afternoon is a time when many community members “put on a different hat.” The volume of traffic reflects this. (See Figure 6 for detail.)

Description	Rate
Flag Drop	\$2.65
Per Mile	\$3.00
Per Minute Waiting Time	\$1.06
Per Hour Charter	\$80.00
3+ Riders per Party	\$5.30 for each additional fare
Rate Discount for Seniors	-\$1.00 when total rate <\$10 -\$2.00 when total rate >\$10
Westward to Safeway	\$11.05
Airport to Grand Aleutian	\$7.45
<i>Northern Victor</i> to PCR	\$17.65

Figure 5: UCO 9.12.065 Taxicab Service Rates

Most of the traffic during this period in town is headed north on Airport Beach Road to the Amaknak Retail Area, where Safeway and Alaska Ship Supply are located. These two intersections, respectively, are at East Point Road and Salmon Way. Salmon Way has the highest daily through traffic (Figure 7), as it is the access point for the Grand Aleutian Hotel, Gas n’ Go service station, Unisea, Inc., Alaska Ship Supply, the Dutch Harbor Post Office, and Key Bank.

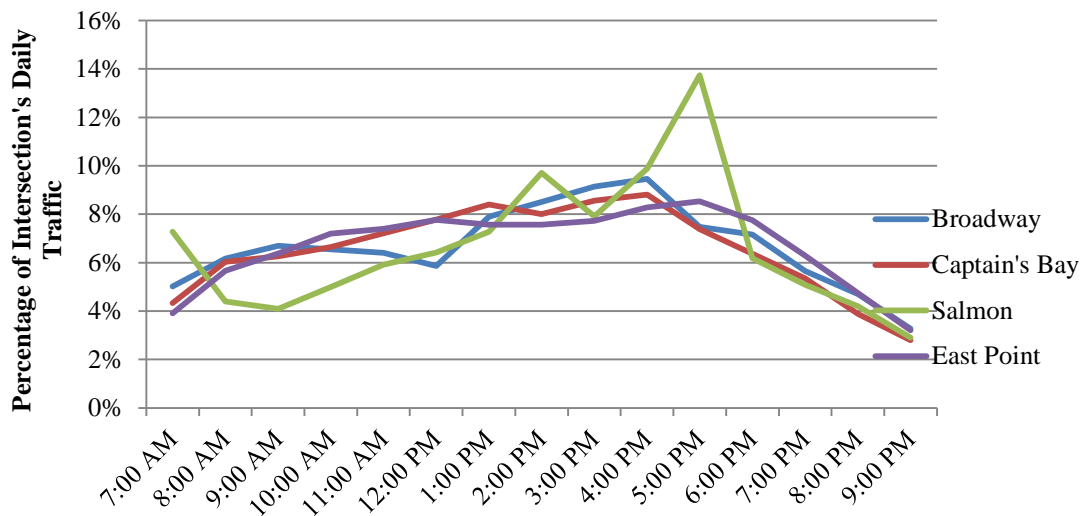


Figure 6: Hourly Traffic Volume

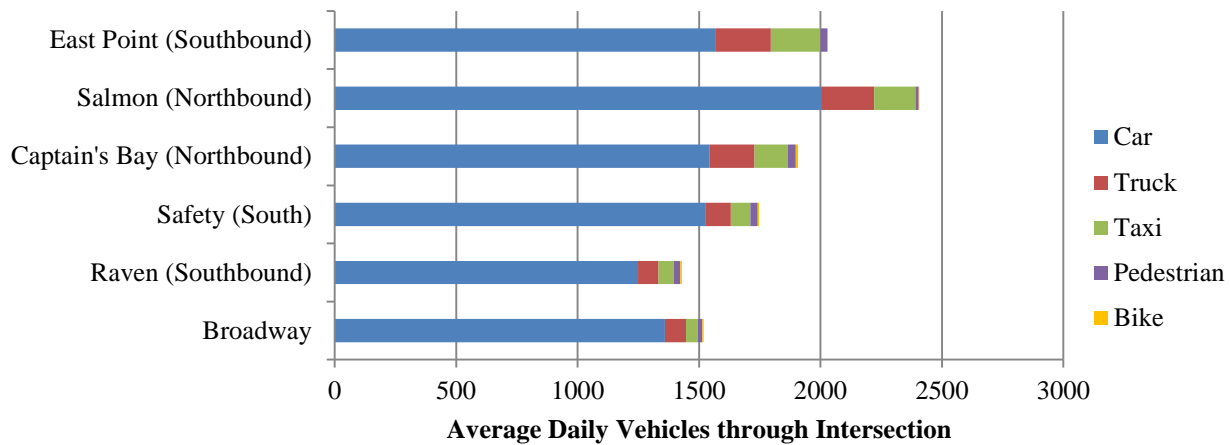


Figure 7: Traffic on Airport Beach Road

Results from Bus Study Survey

45% of the 190 survey respondents did not have a valid driver’s license. Except in the case of youth under the age of 16 whose parents or guardians have a car at home, this population would be unable to use a personal automobile to traverse the island, requiring them to use one of the other methods of island transportation. These other methods remain prohibitive, and often result in community members being unable to leave residences. This conclusion is reinforced by the observation that 25% of respondents reported they were traveling to their destination from their residence and 32% traveling from their place of work. Without the bus, many of the respondents would have remained at or near home, since much of the population without a valid driver’s license work at the processing plants, which offer bunkhouses on site to live in.

72% of respondents walked under five minutes to reach a bus stop, while only 13% walked more than five minutes. This suggests that all residential areas on the island should be located at least within five minutes of a bus stop; otherwise the same prohibitive effects that prevent an individual from walking to their destination will prevent them from accessing the bus stop.

While only 13% of respondents said they were traveling to work, 30% of respondents were headed to shop at one of the island’s retail businesses. This is consistent with traffic camera observations, and shows the benefit provided by the bus service when it comes to giving people access to basic amenities that would otherwise be inaccessible.

The survey also asked respondents what price they would be willing to pay for a single bus fare. The average response hovered in the \$2.00 to \$4.00 range, but ranged as high as \$10.00 and as

low as \$0. Day and monthly bus passes were also proposed, on the condition that they would provide a value discount per ride.

77% of riders reported that frequency of service during both periods of the study was adequate. Better signage was suggested as a way to improve route information.

An Observed Need

Economic Development Opportunities

According to the American Public Transit Association (APTA), public transit provides an explosive boost to a region's economy, simply because it allows for **more people to go more places**. For every \$1.00 invested in the capital costs related to a public transit system, a community can expect to see a \$3.00 return in increased business sales and a \$3.20 return from every \$1.00 invested in operational costs.

This economic benefit is likely more pronounced in Unalaska than elsewhere because of the peculiar geographical and climatic circumstances that come with being on an Aleutian island. This is because **Unalaska's proportionally high rate of car traffic relative to other vehicle traffic is not complemented by an equally high rate of car ownership relative to total population**. During peak fishing season, Unalaska's population can swell to approximately 11,000 people⁵, and the City has a permanent population of about 5,000. However, according to the most recently acquired vehicle statistics (2016), there are only 2,237 personal vehicles on the island.



Figure 8: Photo of Bus Riders in August 2017

During the fishing season's peak, this means there is approximately 7 people for every one personal vehicle. Furthermore, **because Unalaska lacks a connection to the Alaskan road system most of the transient population arrives via plane or ferry, without a personal vehicle**. This leaves, during peak months, around 85% of Unalaskan residents and visitors reliant on Unalaska's three other transportation modes: walking, bicycling, and taxis. If 84% of Unalaskan traffic is car traffic, seven thousand total trips are taken on Airport Beach Road daily, the average American takes 4.1 car trips per day⁶, and average Alaskans⁷ own 0.91 vehicles per

⁵ ci.unalaska.ak.us

⁶ bts.gov

⁷ Permanent Unalaskan residents are considered "average Alaskans", in this case.

capita⁸, then we can expect about 1,900 Unalaskans to travel down Airport Beach Road daily in a car. If travel via bike, foot, or taxi can be averaged at 2 trips per day, and each bike, pedestrian, or taxi carries one traveler at a time, then we can expect about 560 Unalaskans make a trip on Airport Beach Road daily on foot, a bike, or in a taxi.

The remaining 8,538 visitors and residents, or 77.6% of the island population during peak fishing season, do not regularly leave their place of residence to access a retail or community amenity on a daily basis. While some of the 8,538 people who do not own their own means of transportation can afford a taxi, have family members with vehicles, or carpool to their destination, the majority cannot leave their place of residence or temporary accommodations. Furthermore, those who can leave do not do so as frequently as they could if they did not share a vehicle with other people.

A public transit system in Unalaska would allow the 8,538 visitors and residents who do not otherwise leave their residences the opportunity to do so. If these 8,538 people left their residences at a *quarter of the rate of* those who currently do (77.6% of the population daily), we could expect 1,643 more people (19.2% of the 12,400) using retail and recreational amenities on a daily basis. If the average Unalaskan behaves similarly to the average American, then, according to the Bureau of Labor Statistics’ annual Consumer Expenditure Survey, they will spend \$29 a day on food, entertainment, and apparel⁹, all which require a mode of transportation to access.

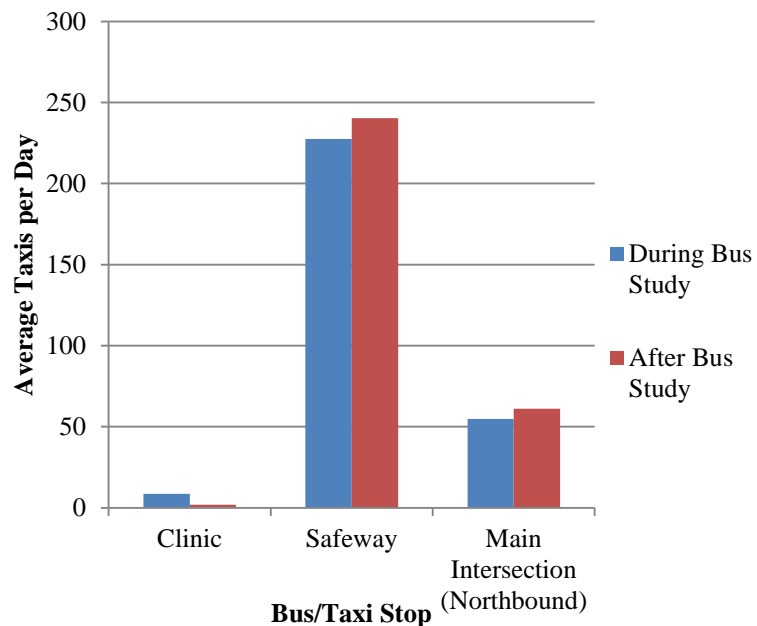


Figure 9: Impact of Bus Study on Taxi Operation

Compounded, this would mean a **net increase in island sales of \$47,647 daily during peak fishing season**, a clear and significant economic benefit. This is in addition to the costs that would be offset by the processing companies transitioning to use the bus system as their primary method for transporting employees.

⁸ capitol-tires.com

⁹ It is worth mentioning that Unalaskans are culturally distinct from other places in the United States. Unalaska's high population of foreign immigrants who sustain their families in other countries with their wages here are highly conscious of their finances, and likely do not spend as liberally as the “typical” American. However, the cost-of-living is high in Unalaska relative to the rest of the US, so we expect that the high prices balance out the decreased spending frequency.

As a final note, a worry presented during the proposal period for the study was that the bus would interfere with taxi operation and redirect potential taxi patrons. Using the traffic camera data at East Point Drive, Lavelle Court, and Broadway and Fifth, it was determined that no statistically significant effect¹⁰ could be observed between taxi operation when the bus for the bus study was running and when it was not. The Planning Department expects this lack of a discrepancy to be due to the clientele that use the taxi generally not overlapping with the clientele that would take advantage of the bus.

Safety, Public Welfare, and Community Engagement

In addition to the substantial economic benefit potentially provided by an Unalaskan public transit system, it is necessary to consider how a public transit system can improve the lives of Unalaskans. Improvements come in one of two varieties. Either the solution adds something new and positive or it mitigates something old and problematic. A transit system would do both.

Public transit gives people who would otherwise not have options more of them. It allows them to get to the dentist, doctor, or other **medical professionals for regular treatment**. It gives them **access to parks, hiking trails, and entertainment** options that allow them to de-stress and interact positively with their fellow citizens. Public transit provides lower income community members with **significant savings options**, too. Instead of spending their time traveling by foot to their destination or their money on other methods of transportation, they are able to save for other, more discretionary expenses or for the long-term.

The mitigation effects of an established public transit system are easier to specifically identify. They include:

1. **Decreased congestion and increased roadway capacity** due to more travelers using the bus system.
2. **Decreased driving related arrests and crimes**. Unalaska has experienced 42 DUI arrests, 35 vehicle crashes, and 63 moving violations so far this year¹¹. Providing inexpensive, convenient transport to and from popular nightlife locations can provide an important reduction in risky behavior motivated by a lack of alternative transit options. Additionally, good transit options take drivers off the road, leading to a decrease in speeding citations, erratic and distracted driving, and other related hazards.

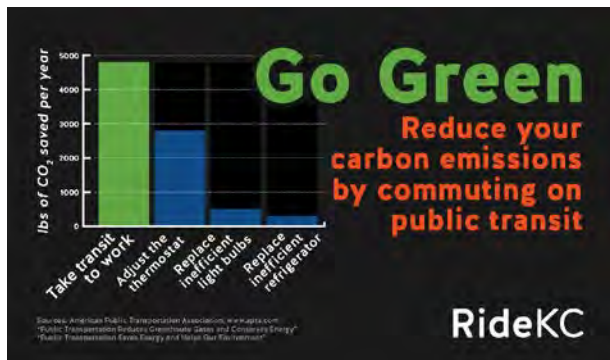


Figure 10: Environmental Benefits of Public Transit

¹⁰ Difference between 'During' and 'After' data was not statistically significant (p-value = 0.05) for Safeway (t=0.615) and Main Intersection (t=0.303) stops, and statistically significant for the Clinic (t=0.046). The latter's significance suggests that it was not due to chance that more taxis ran during the bus study than after it. However, insufficient data was collected for statistical robustness, so all significance calculations should be viewed within that context.

¹¹ Unalaska Public Safety (September 5th, 2018)

3. Transit is also **safer** than driving for the traveler. The American Public Transit Association reports that traveling via public transit reduces a traveler’s likelihood of being in an accident by 90%, and that public transit is ten times safer per mile than a personal vehicle.
4. **Negative environmental effects are also mitigated** by effective public transit¹². While buses generally get worse mileage than cars overall, their shared use qualities save the United States 4.2 billion gallons of gas annually, and the nation’s carbon emissions by 37 million metric tons.

Envisioning Unalaskan Public Transit

Summary

An Unalaskan bus system would be a step forward in economic, social, and transportation development that the island has never seen before. As such, the Planning Department believes it would be worthwhile for the name of the bus system to be decided by the community. Bus systems like Gulkana’s Soaring Eagle Transit hearken back to their cultural roots. The Planning Department thinks that an opportunity like this should not be missed, and that a name should be sourced from the Unalaskan public that remembers our Aleut heritage while simultaneously realizing the new opportunities available to Unalaskans in the 21st century.

The proposed bus system remembers its marine predecessors by going from island to island, like the native *iqyaċ*, fulfilling a crucial and important role in islanders’ daily life. How, where, and when a bus system would do this is the subject of the following chapter, which lays out a comprehensive plan regarding what a bus system in



Figure 11: The August Period’s Blue Route

¹² kcata.org

Unalaska could practically look like. Much of this plan is inspired by how the *bus study's* system was laid out, but with a few changes. The logistics of acquiring the proposed system are the subject of the following chapter. A table of costs for many of the elements described below can be found in Appendix A: Table of Relevant Costs and Estimated Financial Impact.

Routes and Stops

The City Planning Department is proposing two separate bus routes. The Main Route would run from the Unalaska Marine Center's City Dock to the intersection of Steward Road and East Broadway. The proposed Main Route is most similar to the Blue Route of the August period of the bus study. That route was an "access" based model, rather than "coverage" based one. This meant that it sought to give riders the quickest access to their destinations rather than picking them up at every possible location passengers might be expected.

During the August period of the study, the Blue Route was judged to be the more successful of the two routes. The Gold Route, which serviced 24 stops on a "coverage" based system, serviced the APL dock, Fuel Dock, Coastal Dock, and Kovirzhka Road stops. Only 7 passengers (out of



259) were picked up between these four stops during the August period. As a result, when the second half of the study was completed, in January, the Standard Oil and Strawberry Hill coverage areas that were serviced by these four stops were removed. The January Route was a rerun of August's Blue Route, and serviced 10 stops. The other stops cut were OSI and North Pacific Fuel, which were judged not to have enough riders to make service worthwhile, and some of the ones along East Broadway and Steward Road, whose service was consolidated into three main hubs.

The January period of the study ran just prior to the opening of Pollock A season, when the population of

Figure 12: Proposed Routes for Unalaska Bus System

Unalaska had swollen to its peak. It was in January that OSI, whose stop had been removed from the schedule, reached out to the City. The company had appreciated the service in August, and was interested in its continuance during peak fishing season.

With OSI's request in mind, the Planning Department is also proposing the Captain's Bay Route, which would act as a supplement to the Main Route. The Captain's Bay Route would run up and down Captain's Bay Road, and make four stops: Offshore Systems Inc., North Pacific Fuel, Westward and the transfer terminal.

The combined route system differs from the study's Blue Route in the following ways:

1. Instead of a single route with a spur down Captain's Bay Road, the system runs the separate Main Route and its supplementary Captain's Bay Route.
2. Instead of the Captain's Bay Route only including the stop at Westward, it includes four stops – the transfer terminal at the intersection of Captain's Bay and Airport Beach Road, Westward, North Pacific Fuel, and Crowley.
3. The route system has a transfer point between one route and the other route.
4. The Main Route travels south on Steward Road to the Overland Park terminal before heading north again on East Broadway Road. The Blue Route only traveled on Steward. Not crossing the intersection and staying on the same side of the road throughout the whole trip increases safety, and since there are no scheduled stops on Steward Road, no conflict is created by only having buses run in one direction on the segments of the loop.

Schedules, Vehicles, and Drivers

Travel from the Overland Park Terminal to the City Dock Terminal on Airport Beach Road takes a maximum of twenty minutes, one-way. Travel from the proposed transfer terminal at the corner of Airport Beach Road and Captain's Bay Road to Westward takes approximately eight minutes, round-trip. Finally, travel from the transfer terminal to OSI takes approximately twenty minutes, round trip.

It has been expressed to the City Planning Department that an hourly bus service is too infrequent. Anecdotal evidence supports that a system that provided service on a half-hourly basis would be satisfactory to the general Unalaska population.

In order for the system to provide half-hourly service to each stop on the Main Route, the operator would need to run two buses on the route. It is theoretically possible to travel the seven and a half miles that make up the Main Route in fifteen minutes at thirty miles-per-hour. However, the slight delays racked up at each stop, in addition to the time spent picking up passengers who hailed the bus not at an official stop, would compound into significant delays later in the day, since there would be no time left over at the end of each hour for the bus to reset to the beginning of its schedule. Consequently, in order to run half-hourly service on the Main Route, the operator would need two buses. Each bus, at the end of its twenty-minute northbound or southbound trip, would wait ten minutes at either the City Dock or Overland Park terminal before starting its return trip.

In order to provide half-hourly service on the Captain’s Bay Route, the operator would only require one bus. Since the trip from the transit terminal to OSI takes twenty minutes, the bus would wait for ten minutes after each round trip at the transit terminal before starting its next round trip to OSI.

The vision for the system described above requires three vehicles. It is important to note, however, that this proposal does not take into account potential maintenance problems that could and will arise during the normal operation of a bus system. In the system proposed above, if one bus fell out of non-stop operation, the minimum reduction in service would be a thirty minute delay on the Main Route. This delay would be extremely problematic, especially if riders are trusting the bus system to get them to work, home, or elsewhere in a timely manner.

To eliminate this risk, **the Planning Department recommends that the operator purchase a fourth bus in addition to the regularly operating three.** This way, the operator could rotate the four buses among the maintenance garage, where each bus would undergo monthly preventative maintenance (one would be in the garage each week), the paved, light wear-and-tear Main Route, and the unpaved, heavier wear-and-tear Captain’s Bay route. Monthly maintenance would drastically reduce the chances of a potentially catastrophic equipment failure during travel, as well as effectively eliminate the chances of two buses needing maintenance at the same time, a situation that would require a drastic decrease in service.

Stop	Blue Route		Gold Route	
	N	S	N	S
Overland	:00	:45	:00	:59
Steward & E. Broadway	:01	XX	:01	XX
MAC Enterprises	:02	XX	:02	XX
Steward & Eagle	:03	XX	:03	XX
Public Works	:04	:40	:04	:55
Loop & E. Broadway	:06	:38	:06	:54
Loop & Ptarmigan	:07	:37	:07	:53
Armstrong & Lake	:09	:35	:09	:50
PCR	:12	:28	:12	:43
Alyeska	:14	:30	:14	:45
PCR	:16	:28	:16	:43
Clinic	:18	:26	XX	XX
OSI	XX	XX	:27	:33
North Pacific Fuel/Crowley	XX	XX	:29	:30
Westward	:23	:21	:31	:27
UNISEA	:29	:15	:37	:25
Grand Aleutian Hotel	:32	:13	:39	:23
AK Ship Supply	:33	:12	:40	:22
Safeway	:34	:10	:42	:20
Coastal	XX	XX	:43	:18
APL	XX	XX	:45	:17
Fuel Dock	XX	XX	:47	:15
Kovirzhka	XX	XX	:49	:13
Federal & State Offices	XX	XX	:51	:10
Tom Madsen Airport	:38	:06	XX	XX
City Dock	:42	:04	:54	:04
Kloosterboer	:44	:02	:56	:02
Gordon Jensen	:46	:00	:58	:00

Figure 13: August Period Study Schedules

However, the Planning Department recognizes that there are scenarios in which financial burdens outweigh other potential non-monetary costs. In the event that starting a bus system would be one of the scenarios, there is a way in which the bus system could be operated with three so that only two stops lose service and only an eight-minute delay is incurred on half the stops of the Main Route. (In the event of a maintenance issue.)

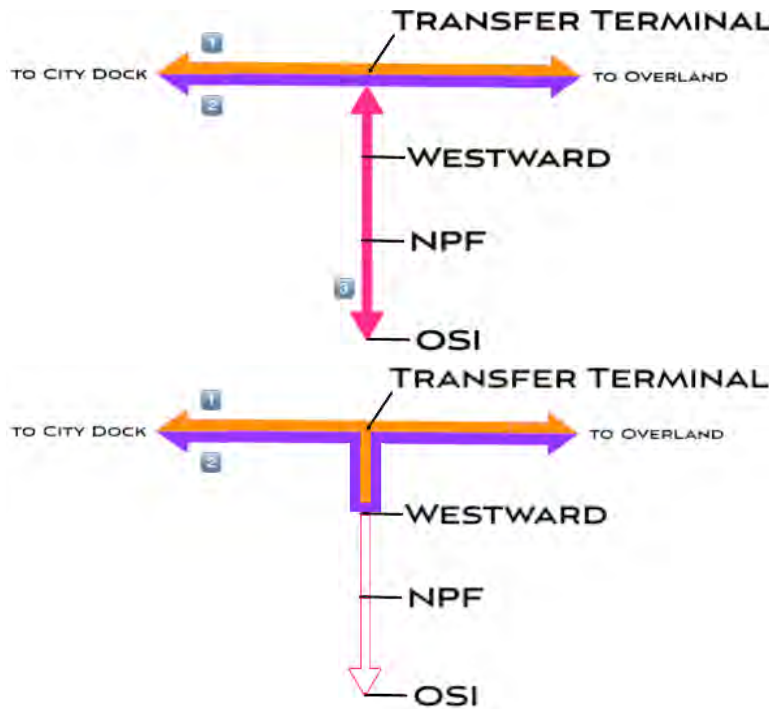


Figure 14: Compensation Options if Fourth Bus Breaks in a Four Bus System vs. if Third Bus Breaks in a Three Bus System

This is possible because the three-bus system has the potential to provide its own failsafe redundancy. If a maintenance issue existed that took one bus out of service, the bus running the Captain’s Bay Route would switch to servicing the Main Route. The Main Route would add the Westward stop, as well as the eight minute round trip necessary to access it from Airport Beach Road. This would create an eight-minute delay on the remaining half of the Main route, but since the round trip was only increased to 28 minutes, the ten minute cushion at the terminal that the route

normally has would prevent delays from compounding over the course of the day.

This three-bus alternative should only be considered if the four-bus system is judged to be infeasible. It does not provide sufficient time for regular maintenance, all but guaranteeing that service will have to be cut at NPF and OSI when maintenance does need to be done, and lowers the lifespan of the buses such that any value gained from not purchasing an extra one is lost because of the accelerated rate of wear.

In addition to the amount of buses necessary to run the system, it is necessary to consider the ridership capacity in each bus. Relevant considerations here include the style of the bus (flat faced, school bus, van), and the proportion of riders to empty seats that will give the system the appearance that it is in regular use, and not just going back and forth on the taxpayers’ dime. The costs of different capacity, style, and length buses are provided in the Table of Costs and Estimated Financial Impact, in Appendix A. Vehicle insurance is also a relevant consideration.

These buses will need drivers. The Federal Motor Carrier Safety Administration mandates specific “Hours of Service Rules”, as seen in Figure 14.

In order to remain compliant with the FMCSA’s regulations and Department of Labor standards, the system will need to have at least two full time drivers per bus available per day, with an additional part time driver per day, assuming that the buses will run for ten or more hours daily. To comply with the 60/70 hour limit, an additional two drivers would be needed to cover the remaining day of the week. Each driver, then, would work a shift a day, except on one day of the week, which they would have off, while the part time employees fill the gaps in the 40 hour week. Finally, an extra employee would be worth having to cover sick days, vacation, etc. This comes to a minimum total of 12 employees necessary to operate the service, 10 full time and 2 part times.

Lastly, the City will need to decide what sort of fueling option it prefers for its buses. Buses come in five different varieties – gasoline, diesel, fuel cell, liquid natural gas, and electric. The respective costs for each of these options, as well as the estimated “miles per gallon” of diesel at the Power Plant that an electric bus would consume are also provided in Appendix A.

Fares and Transfers

The exact amount charged per ride is subject to a couple different considerations. Firstly, it is nearly impossible to run a bus system at an immediate profit. Kodiak Area Transit System charges \$2.00 a ride, but has calculated that the average cost to Kodiak Senior Care, which manages the system, is about \$18.00 a ride, or nine times the fare. Bus system operators generally do not derive their value from direct profits, but rather from the economic and social development encouraged by the bus system. We expect that the projected increase in business sales due to viable transit when the population is at its peak would be \$70,673 per day.

Consequently, the city’s current 3% sales tax revenue would rise by \$1,429.41 per day. This increase in revenues would cover the expenses of a \$500,000 per year bus system in 350 days, even with the newly mobile population only being 25% economically active.

Frequently, fares are used to recoup the remaining costs between what is paid annually for a transit system and what is provided via tax revenue, partnerships, advertising, and federal and state grants. In Unalaska’s case, sales tax revenue due to increased economic activity would recoup costs on its own, so fares would be more discretionary. Since the average rider indicated in the bus study that they would be willing to pay two to four dollars, the fare should probably be around that.

Most fares would be collected on buses, in cash, to keep it simple and avoid unnecessary investments in a more complex electronic system. While this requires riders to pay using exact change, this is not an unusual practice for public transit systems nationwide. The cash boxes

Regulation	Description
10-Hour Driving Limit	May drive a maximum of 10 hours after 8 consecutive hours off duty.
15-Hour Limit	May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.
60/70- Hour Limit	May not drive after 60/70 hours on duty in 7/8 consecutive days.

Figure 15: FMCSA Hours of Service Rules

onboard the buses would be emptied at the end of the day by an authorized employee with a key and the cash would then be deposited in the relevant account.

In addition to the basic, single-ride fare, multi-ride punch cards could be sold at City Hall, the PCR, Safeway, processing plants, and other locations around the island. A ten punch card would have a discounted price per ride, and a punch card that provided even more rides (fifteen, twenty) would have even better value. These punch cards could be brought onto the bus, hole-punched by the driver, and then returned to the rider for later reuse. A coffee shop style “Ride the bus nine times, get your tenth ride free!” system could also be an option, as could an “unlimited day pass” for a higher total but lower cost per ride aimed primarily at the needs of short term visitors.

Since the proposed system has a transfer point at the intersection of Airport Beach and Captain’s Bay Roads, a transfer system would also need to be in place. This could be as simple as printing out a deck of transfers in the morning before service starts and issuing them to riders on the Captain’s Bay Route and those who ask for them on the Main Route or as complex as plastic “Unalaska Bus System” tokens that would be issued in the same way as the paper transfers but be deposited in the cash box and reissued the next day instead of hole-punched and invalidated.

Infrastructure

In addition to routes, stops, schedules, vehicles, drivers, fares, and transfers, a fully operational bus system requires physical additions to the built infrastructure. The minimum expectation for a bus system would be signage indicating where each bus stop is along a route, while the maximum infrastructural improvement could include everything up to terminal buildings, covered bus garages, heated and enclosed bus stops with inside benches, and bump-outs built into the road system for buses to pull over to drop people off at their desired stop. The degree of infrastructural development desired is subject to Council’s discretion, but there are funding sources (specifically federal grants) that could potentially make the highest degree of development a possibility at minimal cost to the City. These funding sources are explored in greater detail in the next chapter and in Appendix B.

Making Unalaskan Transit a Reality

Options

Looking around at other communities we can find numerous methods of delivering public transit services to people. Some are public and some are semi-public systems. They can include a transit authority, municipally owned and operated, municipally owned and contractor operated, as well as a private venture system.

Municipally Owned and Operated

Juneau, Alaska's transit system is one example of a municipally owned and operated transit system. The service began in 1971 and is considered to be a successful transit system in Alaska.

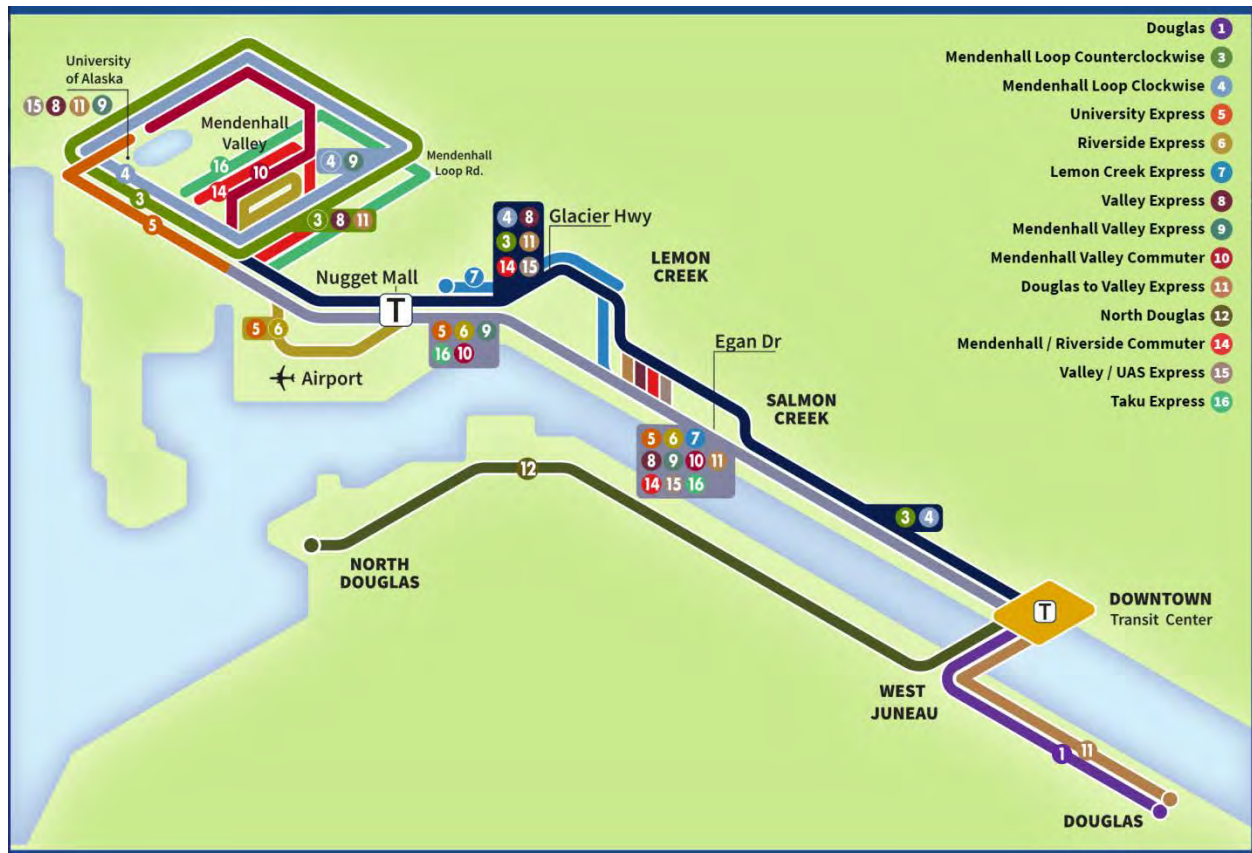


Figure 16: Capital Transit Route Map, Juno AK

Juneau's estimated population in 2017 is 30,388. Its transit system, called Capital Transit, offers ridership to more than a million people annually. It is funded "primarily by general fund revenues from the City and Borough of Juneau and passenger fare revenues. The capital costs of vehicles and facilities are provided by the State of Alaska and the Federal Transit Administration. Only the local match for capital grants (10-20%) is provided by the Capital Transit Budget."¹³

Contractor-Operated

Contractor-Operated means the city acquires the capital for a transit system, but hires a private contractor to operate the system. In this instance the City of Unalaska would issue a request for proposals to seek parties – businesses interested in operating the transit service. The operator would be responsible for insurance, operation, maintenance, and fee collection in exchange for profit obtained by operating the service.

¹³ <https://juneaucapitaltransit.org/about-us/>, Capital Transit

According to a study by the U.S. General Accounting Office, “para-transit, demand response, and commuter rail are more likely to be contracted out, and fixed-route bus, heavy rail, and light rail are most often operated by the transit agency.”¹⁴ The study cites the ability of private contractors to be more flexible, and cheaper, in scheduling and paying drivers as reasons in support of contracting services. However, the study cites officials from national and local unions as saying “while contracting may provide some short-term cost savings to transit agencies, in their view the savings are almost entirely from lower wages and benefits paid by the private companies to employees.”¹⁵

Unstated thus far, the obvious benefit from using a contractor operated system is that the city can control its liability and costs for a transit system. It also absolves the city / municipality from having the burden of scheduling issues both in terms of staff, supervision, as well as bus operation and service routes.

Kodiak Area Transit System uses this form for system operation. Rather than hire an entirely new contractor, Kodiak Senior Care, which manages the system, contracts to the same company that runs the Kodiak school system’s buses, First Student.

The Unalaska Planning Department approached Island Services about their interest in operating a public transit on the island. Island Services currently provides the Unalaska City School District with bussing services for its pupils. The company admitted Unalaska is the only place where it operates busses; it is a refuse removal company and also operates waste management services on the island. The company said it would be interested in evaluating the opportunity once this study is completed.

Transit Authority

Another method of implementing a transit system is to create a public transit authority. Alaskan legislation enables local governments to create a transit authority. Once created, each representing government, or member, has appointment authority over a certain number of the entity’s members. Once created, transit authorities have the abilities similar to those of municipalities where it comes to levying taxes for transit purposes. The implied benefits of a transit authority include the transfer of liability and operations to a third party.

Funding

A strategy to fund a transportation system for Unalaska will depend on the kind of system the City chooses to develop. There are a variety of ways that other places use to fund transit service and pay for associated capital costs.

¹⁴ PUBLIC TRANSIT Transit Agencies’ Use of Contracting to Provide Service, 2013, page 2, GAO

¹⁵ Ibid, summary page

Dedicated Transit Sales Tax

Dedicated transit sales taxes have been implemented to fund operating and/or capital costs throughout the country, particularly in western states and California. The most common amounts are 25% and 50%. Voter approval would be needed to utilize this as a funding source.

Marine Passenger Fee

In researching other Alaska communities, Juneau collects a \$5 per passenger fee on every arriving cruise ship passenger. Juneau uses those funds on projects that enhance the tourism experience. Since the bus service would be available to visiting tourists, it would be acceptable to designate some of the 'passenger fees' to support a bus service on the island. It's worth noting, however, that Unalaska does not receive the number of visitors as Juneau and other Alaskan tourist communities.

Taxes and Fees Imposed on Visitors

Many local governments impose taxes and fees that are paid by visitors. This is an incremental collection tax that is designed to offset some of the impacts visitors impose on the community. Unalaska already has hotel-motel room tax and uses part of it to fund the Convention and Visitors Bureau. The city could potentially also use some of the funds to support a transit system. These fees are usually collected through hotel taxes and car rental fees.

Fuel and Vehicle Taxes

Local governments in Alaska may impose registration taxes. These are collected annually through the Department of Motor Vehicles when vehicle owners obtain new registrations and licenses. It can be a flat tax or can be based on vehicle value or age. The fees can be used for any purpose.

Local governments can also enact fuel taxes. These funds are typically collected to support roadway maintenance and paving activities. However taxes can also be used to fund local transit operations. The City currently has a \$50/year vehicle tax.

Partnerships

Many transit systems are designed using partnerships between the public and private sector. As 'small' as Unalaska can seem, it also has some fairly 'large' operations on the island. It has several large seafood processing plants that employ a potentially significant number of transit riders, as well as shipping companies that can assist with delivering capital equipment. There are also two native organizations that have a large presence on the island. The first is the local native village corporation, the Ounalashka Corporation, a large property owner that leases property for profit. The other is the Qawalangin Tribe, the local and federally recognized tribe. Together these entities represent many of the native islanders who are often underserved, in terms of transportation services and other services

Advertising

Just about all transit systems offer some form of advertising on their vehicles and shelters. It is not anticipated that advertising will generate a significant amount of revenue for Unalaska. However it is an opportunity to use to the degree possible. According to information in the Juneau 2014 Capital Transit Plan, Fairbanks generates \$18,000 per year in advertising revenue, while a much bigger city like Anchorage generates nearly \$400,000.

Rider Fares

It was clear during the transit study weeks wherein Unalaska offered free bus service that the riders appreciated the service. Information collected suggested riders would be willing to pay anywhere from \$0 - \$10 per ride, with the average being somewhere around \$4 per trip. It is anticipated that rider fees would pay for a significant portion of the Unalaska transit system due to the relatively high number of carless, temporary workers on the island during fishing seasons.

Grants and Multi-Jurisdictional Grant Opportunities

The Alaska Community Transit (ACT) website lists fourteen communities in our state that receive grant funding. The communities range from City of Anchorage's extensive 'People Mover', to Ketchikan's smaller 'The Bus'. ACT's mission is to provide access and mobility within the communities of Alaska, both urban and non-urban, through transit services that are safe, appealing, efficient, and easily-available to both the general public and transit-dependent populations. The fourteen communities currently receiving funding are:

- Anchorage – People Mover
- Bethel – Bethel Public Transit System
- Fairbanks – MACS Transit
- Girdwood – Glacier Valley Transit
- Gulkana – Soaring Eagle Transit
- Hollis – Inter-Island Ferry Authority
- Juneau – Capital Transit
- Ketchikan – The Bus
- Kodiak – Kodiak Area Transit System
- Mat-Su – Valley Transit
- Sitka – The Ride
- Soldotna – Central Area Rural Transit (CARTS)
- Talkeetna – Sunshine Transit
- Tok – Interior Alaska Bus Line

Unalaska also has the opportunity to partner with the Qawalangin Tribe and Ounalashka Corporation to apply for a blend of federal, state, and tribal grant funds. "The U.S. Department of Transportation (USDOT) announced the opportunity to apply for \$5 million in competitive grant funding to support transit for Native American tribes and Alaska Native villagers in rural

areas. The funding program supports projects that will provide greater access to jobs, schools, and health care in tribal areas where transit is currently limited or nonexistent.”¹⁶ In fiscal year 2017, the Federal Transit Administration (FTA) awarded Tribal Transit funds to 36 competitively selected projects in 19 states.

The FTA administers 30 grant programs. Of these, 15 are competitive programs that must be applied for in order to win funding. Thirteen are formula based programs, and two are ‘set asides’ wherein they are administratively awarded based on a set of criteria programmatically unique to the funding’s purpose(s). One of these is ‘The Tribal Transit Program’ from the Formula Grants for Rural Areas program consisting of a \$25 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10% local match is required under the discretionary program, however, there is no local match required under the formula program.

Unalaska qualifies for the Tribal Transit funding program. The community appears to qualify for eight (8) of the grant programs outright by virtue of its location as a rural community, or because the Qawalangin Tribe is a federally recognized tribal organization, or because we can design a system with elements that meet the conditions of the grant opportunity. Some reasons why we would not qualify for grants administered by the FTA are because they are geared toward fixed rail transit, highway systems, colleges and university areas, areas with non-attainment pollution issues, are for ferry transportation systems, research and design opportunities and or deal with federally declared disaster recovery assistance program areas. A complete list and description of all the grant opportunities can be found in Appendix B.

Possible Transit Model for Unalaska

Route

The model we tested that seemed to demonstrate a reasonable result for Unalaska is a two route system. The first route would consist of two buses operating on the half hour between the City Dock and Overland Park. The second route would operate on Captains Bay Road and navigate between OSI and a connection with the first route at Airport Beach Road.

Ridership & Revenue

The following assumptions are based on the two trial weeks the city operated bus service. Rider estimates were deflated to maintain a conservative approach to the assumptions. Hours of operation, seasonal routes and rider fees are controlled variables.

¹⁶ <https://www.transit.dot.gov/about/news/us-department-transportation-announces-5-million-funding-opportunity-tribal-transit>



Figure 17: Simplified Map of Unalaska Bus System

The first scenario proposes two busses running every half hour along the north-south main route. A prediction of 10 riders total per hour, 20 hours of daily service for seven days per week. Assume route hours to be 5:00am – 12:00pm (20 hours) generates 200 riders per day. At a rate of \$3 per ride, this scenario produces \$600 per day, thus \$4,200 weekly.

The second scenario would operate a third bus along Captains Bay Road during the fishing seasons. The bus would also operate on the half hour. Its anticipated ridership would be slightly greater at 7 riders per hour. Holding the other controlled variables the same as scenario 1, that route would generate 140 riders per day producing \$420 per day or \$2,940 weekly.

Direct Income/Expenses

There are three basic numbers needed to evaluate a potential new program: startup costs, operating

expenses and income, and indirect income and benefit. Appendix A indicates the revenue of the proposed bus scenarios would yield about \$500,000 annually. The operation costs for the system are estimated at about \$1.55 million annually. That would leave a deficit of approximately \$1 million to operate the service.

Indirect Income & Benefit

However there are the multipliers provide a return to the city indirectly, either through increased sales tax revenue or an increase in business activity resulting from additional people circulating cash in our local economy. In a previous section of this report, Observed Need, the Economic Development that occurs as the result of an investment in a transit system is given a multiplier of 3 to 1, anticipating a return of \$3 to the community for every \$1 invested in the service. That's a conservative estimate provided by models studied in areas that have a lot of leakage to surrounding communities, whereas Unalaska has no cross over social and community opportunities connected to our street system like there are in other places. Even if there is only a 1 to 1 return on an investment, city businesses and service providers should reap a return benefit

of the \$1.55 million annually. Since Unalaska's geography prohibits 'economic leakage' to adjacent communities' there should be significantly more stable returns on investment approaching the 3-1 indicator. A predicted return of \$3 to \$1, or \$4.5 million annually in this scenario, is a confident estimate.

Startup Costs

Appendix B indicates a list of potential grants that could be applied for to obtain startup costs. There are 16 grants listed as qualified grants, those which the City of Unalaska and or potential partners are eligible to apply. In addition to startup costs, some of these resources also provide for operating costs. Many of the grants sources in Appendix B would be more successful if a tribal organization was a project partner. For instance, if the Q Tribe was interested then the city would be eligible for *Public Transportation on Indian Reservations Program; Tribal Transit Program* grant and the *Tribal Transit Formula Grants - 5311(c)(2) grant*.

Unalaska also has the potential to work collaboratively with shipping and processing companies in establishing a system here. Processing companies' workers would be one of the larger ridership groups to benefit from a transit system, being most do not have personal transportation on the island. If a project with costs and anticipated outcomes were proposed to this group the benefit gained might be very attractive to assist with such a project. And a big expense for shipping four busses to the island might be defrayed the shipping companies also decided to be a partner in the project.

Summary and Departmental Recommendation

This study documents there is a need and interest in public transit on Unalaska. The island's ratio of cars to workers alone demonstrates there is unrealized economic potential to be gained by increasing the circulation of people throughout the community. Outcomes anticipated by introducing public transit also include the following:

1. Increased mobility for young residents aged 10-16 throughout the community
2. Transportation support to/from youth programs at school, PCR and the public library
3. Alternative to walking during poor/inclement weather for island residents and visitors
4. Alternative transportation option for community elderly residents
5. Investment in public transit increases circulation of income in the community exponentially

Other, socio-economic outcomes that are not demonstrably noted via revenue or costs should include a community image and rebranding opportunity. In a community that is so reliant on guest workers to facilitate the functioning of the local economy, the attractiveness of working in Unalaska can only increase with the opportunity for local transit mobility. Other Alaskan communities that have implemented public transit appear to be improving their economies overall, and the introduction of transit highlights community capacity to remain current with modern times.

Moving forward might include developing a partnership with the local Qawalangin Tribe and several businesses to initiate a public transit system. Together with the Q Tribe there are financial resources available that can offset or nearly cover the initial costs of the transit system. Indirectly, the additional resources collected by the city's 3% sales tax should pay for the ongoing operations and maintenance costs of such a system, while also providing capital dollars for future capital costs.

If the city is indeed interested in pursuing transit further, it might be prudent to meet with other Alaskan communities that have implemented transit. This study highlights anticipated revenues and costs, however it is always recommended to seek additional information prior to implementing a major program or change to services. The city could also contract for an additional study of the potential transit options, whoever that consultant is would benefit from the information created by this study.

However it also seems Unalaska is a relatively small community by comparison to many, and the linear layout of the island road system doesn't lend itself to many alternate routes and transportation system options. The money put toward an additional study could be put toward capital costs for a system rather than a larger study. Simply put, it's not that complicated of an issue to examine and make a decision about in comparison to a system being considered for a metropolitan area.

Instead, another option would be to convene a stakeholder meeting between the city, QTribe, and several of the islands larger companies. A path forward might be to prepare refined costs of capital acquisition and system operation, while also gaging interest among stakeholders for transit. Forming a partnership together could spell a formula to explore grant opportunities and diagram means of sharing the costs to initialize a transit system together for the benefit of island residents and workers. This is the option that the Planning Department recommends the City Council consider and, if acceptable, the next phase will be to facilitate discussions toward a better understanding of what it would take to realize a public transit system on Unalaska.

Appendix A: Table of Costs and Financial Impact

Start-up cost

Bus		
Used	120,000.00	Cost is average from government surplus research. 4 x \$30,000
New	400,000.00	Average cost of new PCR style bus based on research. 4 x \$100,000
Bus Sign	3,000.00	Quoted cost
Schedules	8,000.00	Based on research of print services.
Tickets	5,000.00	Based on research of print services.
Total Used	\$ 136,000.00	
Total New	\$ 416,000.00	

Operating cost

Employees			Multiplier Used
FT Driver*	123,411.00	1,234,110.00	x10 drivers
PT Driver*	74,082.00	148,164.00	x2 drivers
Admin*		94,571.00	
Insurance**	768.00	3,072.00	x3 busses
Fuel	1,089.00	56,628.00	x3 busses x365 days, based on cost to run PCR Bus
Maintenance	2,600.00	7,800.00	x3 busses, 3 year average for PCR bus
Yearly Total		1,544,345.00	

* Unalaska Light Equipment Operator, and Admin 2 position (assumes 2,080 hrs, no overtime), based on HR suggestion and current staff cost

**Based on current PCR bus, per city insurer

Projected System Wide Annual Revenue

	N/S Bus	Westward	
Riders/hr	8	7	Based on average riders per hour
Rate	3.00	3.00	Average based on rider suggestion
Revenue/hr	24.00	21.00	
Revenue/dy	480.00	420.00	
Revenue/wk	3,360.00	2,940.00	
Revenue/yr	174,720.00	152,880.00	
# of busses	2	1	
Total	349,440.00	152,880.00	
Projected Annual Revenue		502,320.00	

Planning consulted with Unalaska's Human Resources Manager to derive requirements about number of drivers per working requirements.

Planning worked with Unalaska's Risk Manager to estimate insurance requirements.

Appendix B: List of Available Grants

Qualified Grant Opportunities

Access and Mobility Partnership Grants

This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

Better Utilizing Investments to Leverage Development (BUILD)

Transportation Grants Program (formerly TIGER) US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.

Bus & Bus Facilities Infrastructure Investment Program

Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310

Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Expedited Project Delivery for Capital Investment Grants Pilot - 3005(b) Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public-private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133

Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

Formula Grants for Rural Areas - 5311

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.



Figure 18: Bus Stop Sign and Brochures

Grants for Buses and Bus Facilities Formula Program - 5339(a)

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

Human Resources & Training - 5314 (b)

Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

Low or No Emission Vehicle Program - 5339(c)

Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

Mobility on Demand (MOD) Sandbox Demonstration Program - 5312

Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.

Pilot Program for Transit-Oriented Development Planning – Section 2005(b)

Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.

Public Transportation on Indian Reservations Program; Tribal Transit Program

The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$25 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.

Rural Transportation Assistance Program - 5311(b)(3)

Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.

Technical Assistance & Standards Development - 5314(a)

Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

Tribal Transit Formula Grants - 5311(c)(2)(B)

Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

Non-Qualified Grant Opportunities

Capital Investment Grants - 5309

FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

Commuter Rail Positive Train Control Grants

Authorized by the Fixing America's Surface Transportation (FAST) Act (Section 3028), the fiscal year 2017 Commuter Rail Positive Train Control Grant Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under 49 U.S.C. 20157 (Implementation of positive train control systems).

Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149

CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit

Flexible Funding Programs - National Highway Performance Program - 23 USC 119

Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Low and No-Emission Component Assessment Program (LoNo-CAP)

On September 29, 2016, FTA announced the opportunity for eligible institutions of higher education to apply for funding to conduct testing, evaluation, and analysis of low or no emission (LoNo) components intended for use in LoNo transit buses used to provide public transportation. The deadline for applications is November 28, 2016.

Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

Passenger Ferry Grant Program - Section 5307

Provides competitive funding to public ferry systems in urbanized areas.

Public Transportation Emergency Relief Program - 5324

Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

Public Transportation Innovation - 5312

Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

Safety Research and Demonstration Program

The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.

State of Good Repair Grants - 5337 Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guide-way and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

Transit Cooperative Research Program - 5312(i)

Research program that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

Urbanized Area Formula Grants - 5307

Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Zero Emission Research Opportunity (ZERO)

On November 22, 2016, FTA announced the opportunity for nonprofit organizations to apply for funding to conduct research, demonstrations, testing, and evaluation of zero emission and related technology for public transportation applications.

Appendix C: Traffic Count Information

8 Cameras

Live streaming video recorded for viewing and counting at 8 locations in city



Vehicle Counts

8 Camera Locations Cameras

Main Intersection (N)						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
1599	946	1240	1508	1554	1310	1359
91	51	101	97	118	63	87
54	39	40	52	56	49	48
17	9	12	24	26	24	19
9	1	2	7	4	12	6
City Hall (S)						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
989	1357	1320	1360	1303	1165	1249
76	98	96	87	86	65	85
62	63	59	63	68	63	63
29	28	19	24	31	24	26
14	7	3	7	5	6	7
Agnes (N)						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
1486.111	1535.25	1562	1554.375	1579	1385.542	1543.347
208.8889	163	190.25	196.125	165.25	134.4583	184.7028
148	129	133.5	129.125	146	105.5	137.125
34.66667	33.75	30.75	30.875	36.25	27.70833	33.25833
16.88889	7.5	4.25	4.875	12	3.458333	9.102778
Safeway (S)						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
1765.5	1529	1359	1580.556	1593.5	1339.667	1565.511
270.5	217.25	180.5	222.5556	255.5	200	229.2611
224.5	211.25	175.75	196.5556	213.5	184.6667	204.3111
31.5	30.5	16	26.88889	40	23	28.97778
2	3	0.75	1	1.5	1.666667	1.65
DPS (S)						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average
1643	1498.333	1490.33333	1513.75	1490.75	1374.411	1527.233
104	92.33333	98.6666667	103.75	119	64.91071	103.55
88.5	80.33333	74.6666667	76	81.5	63.32143	80.2
30.5	26.33333	24	29.5	38.5	23.53571	29.76667
2.5	4	3.33333333	8.5	9	4.035714	5.466667

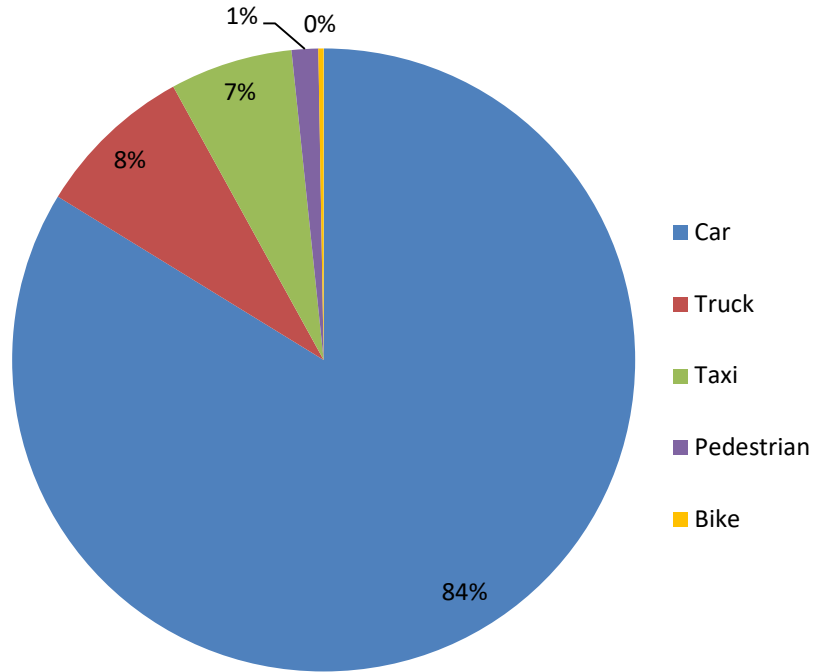
Airport Beach Road Traffic Flow Through Popular Intersections								
	Broadway	Raven (Sou	Safety (Sou	Captain's B	Salmon (No	East Point	(Southbour	extrapolated
Car	1359	1249	1527	1543	2003	1566	1541	incomplete
Truck	87	85	104	185	218	229	151	complete
Taxi	48	63	80	137	170	204	117	
Pedestrian	19	26	30	33	14	29	25	
Bike	6	7	5	9	2	2	5	
Library (West)								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average	Li
Car	173	167	151	110			150.25	
Truck	2	2	3	4			2.75	
Taxi	4	10	8	10			8	
Pedestrian	44	63	45	50			50.5	
Bike	13	19	5	20			14.25	
Alaska Ship (North)								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average	
Car	1404	1686.25	1802	1787	3334	2672	2002.65	
Truck	260	195	112	136	386	330	217.8	
Taxi	180	137.5	106	139	287	224	169.9	
Pedestrian	12	8.75	0	13	37	14	14.15	
Bike	0	0	4	1	4	0	1.8	
Airport (Terminal)								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Average	
Car	343	415	274	308	388		345.6	
Truck	14	14	11	25.33333	28		18.46667	
Taxi	85	54	51	52	56		59.6	
Pedestrian	27	29	28	8	48		28	
Bike	1	1	1	2.666667	0		1.133333	

Sample Count

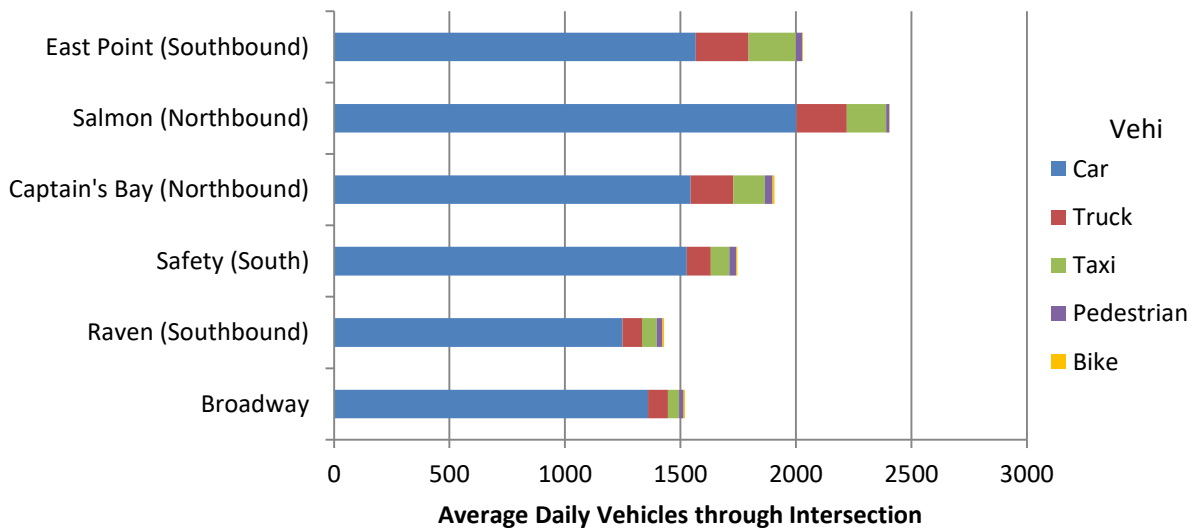
Sheet from Safeway Camera Location, 3 Hours

AUGUST 22, 2017 SAFWAY 7:00 AM TO 8:00 AM					
TOTAL		NB	SB	PARKING LOT	TOTAL
261	CARS				
36	TRUCK				
41	CABS	NO RECORD			
4	WALKERS				
0	BIKERS				
342	TOTAL				
8:00 AM TO 9:00 AM					
TOTAL		NB	SB	PARKING LOT	TOTAL
334	CARS	77	83	36	196
38	TRUCK	13	10	1	24
54	CABS	10	10	15	35
3	WALKERS	2	2	6	10
0	BIKERS	0	0	0	0
429	TOTAL				265
9:00 AM TO 10:00 AM					
TOTAL		NB	SB	PARKING LOT	TOTAL
280	CARS	88	85	35	208
39	TRUCK	18	17	2	37
52	CABS	18	16	12	46
2	WALKERS	3	1	7	11
0	BIKERS	1	0	0	1
373	TOTAL				303
10:00 AM TO 11:00 AM					
TOTAL		NB	SB	PARKING LOT	TOTAL
248	CARS	103	88	41	232
32	TRUCK	15	13	0	28
36	CABS	16	17	16	49
6	WALKERS	0	1	3	4
4	BIKERS	1	2	0	3
326	TOTAL				316

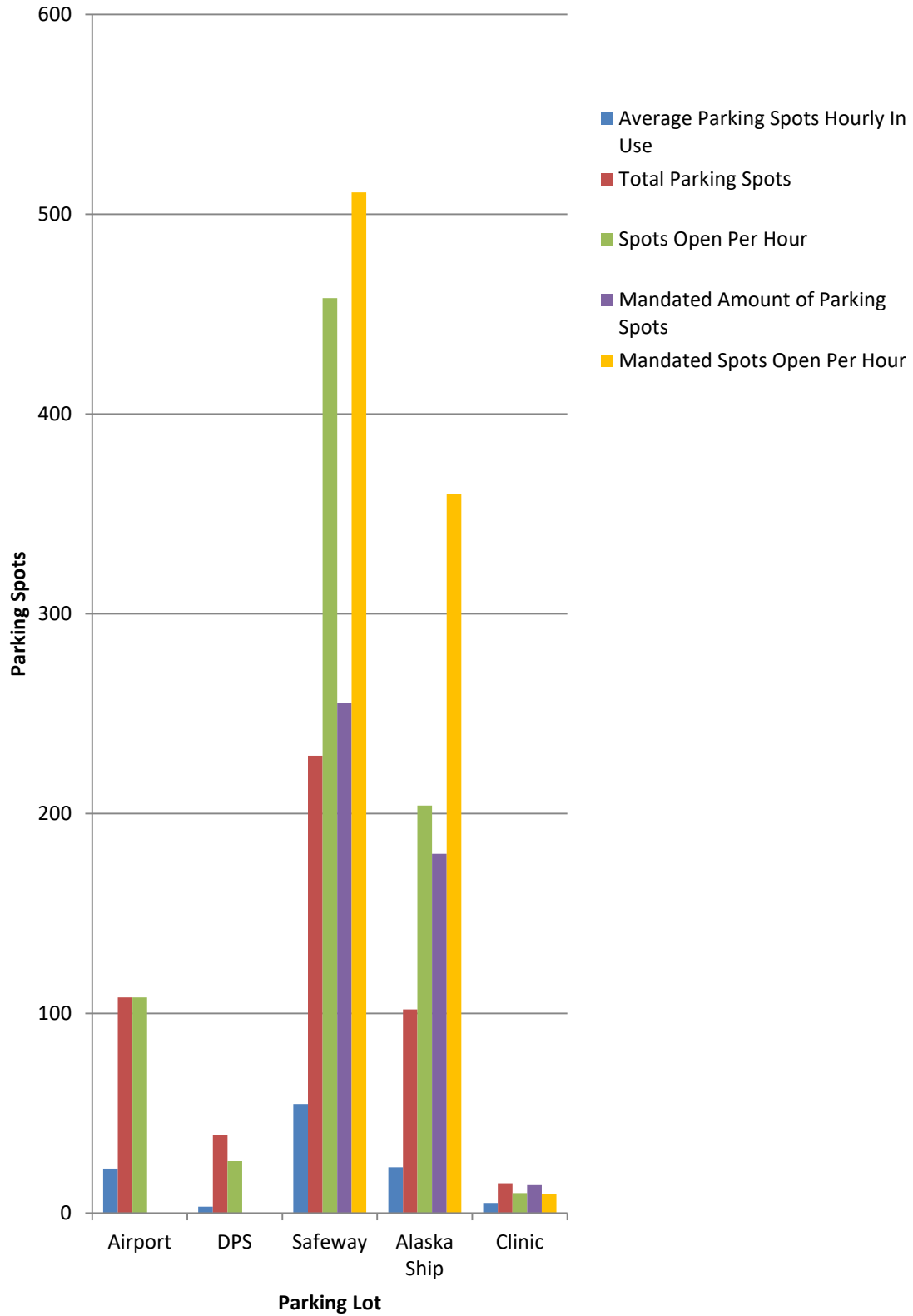
Average Citywide Daily Vehicle Use



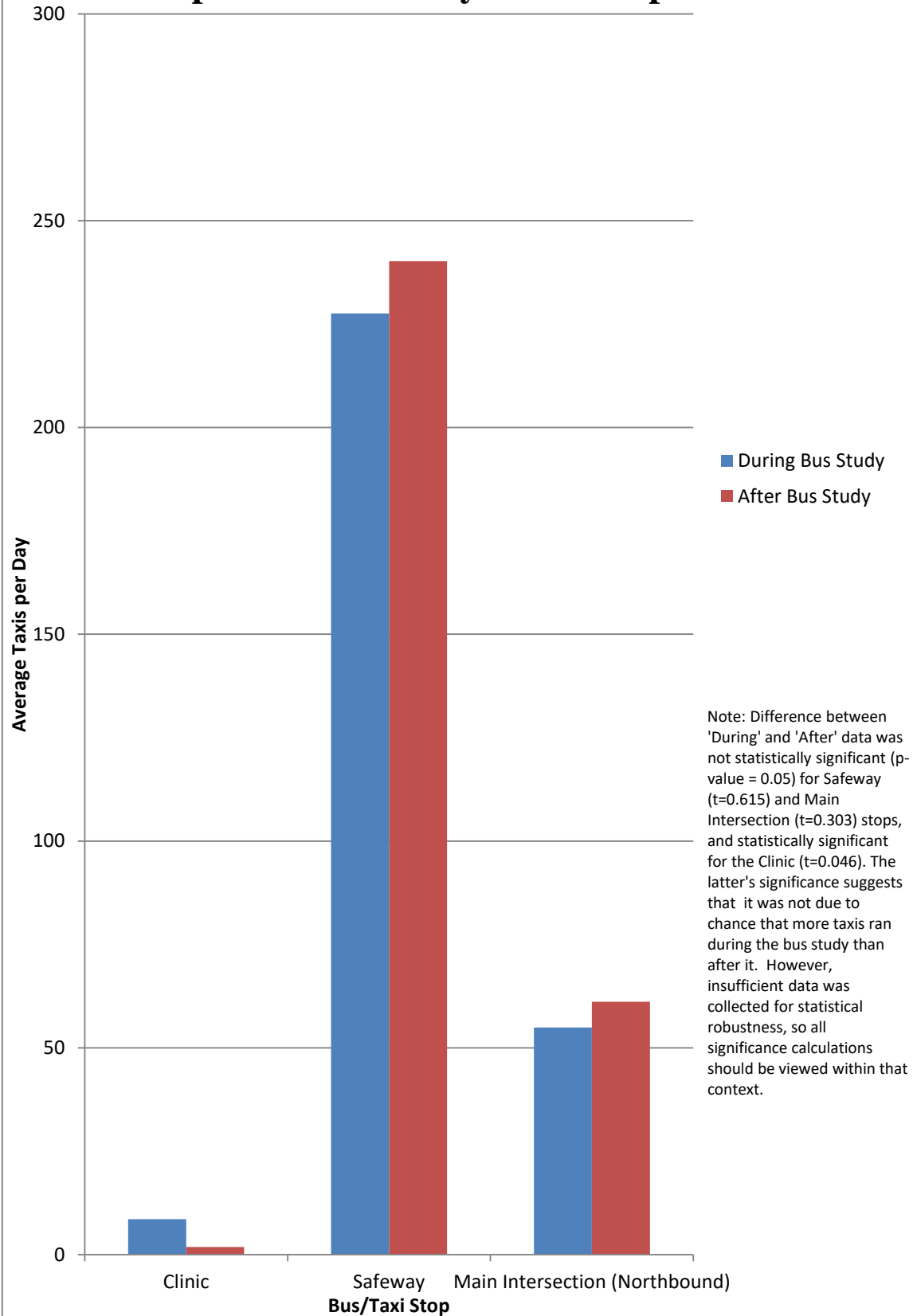
Average Daily Traffic on Airport Beach Road through Popular Intersections



Parking Analysis Based on Observed Lot Usage



Impact of Bus Study on Taxi Operation



Appendix D: Support Materials

Brochure

The brochure was produced in four languages: English, Tagalog, Spanish and Japanese.

English

Transportation Study



Unalaska CITY BUS

January 13, 2018 To January 19, 2018

BUS



Look for Flashing Light on Bus

CITY OF UNALASKA
(907) 581-3100

How To Use This Bus

All Bus rides are free for this test run.

The bus only has 12 seats. We may not be able to pick up everyone during this study.

You may board the bus at a marked bus stop:



Or you may wave to flag down the bus as it drives by, and if you are in a safe location and the bus has room, the bus driver may stop at their discretion to pick you up.

You may only get off the bus at marked bus stops.

Scheduled times are approximate, and may vary with winter weather.

Times in RED are adjustments, bus will not leave before printed time.

Slime line rain gear and dirty coveralls will not be allowed.

CITY OF UNALASKA



43 Raven Way
PO Box 610
Unalaska, AK 99685
Phone: (907) 581-3100
Fax: (907) 581-4181

Transportation Study


The City of Unalaska is conducting a transportation study to identify the transit issues and needs of the community, now and into the future.

Unalaska's linear layout presents challenges for pedestrians, tourists, and processors who must often bear through our island's extreme weather too.

High costs to bring vehicles to island continue to increase. Additionally, the environment is especially hard on vehicles adding to maintenance and ownership costs.

As we look to the future with Comprehensive Plan 2030, we need to be aware of the challenges that our community faces over the next decades. Your help is important so we can present the best possible options for our communities future.

Thank you.



Media

The Arctic Sounder

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Unalaska tests public bus service

August 18th 12:35 pm | [Carey Restino](#)

[print](#) [email](#)

As part of a larger transportation study, the city of Unalaska is offering free public transportation during the day this week in an effort to find out more about the transportation needs of the community.

The free rides, which started on Monday and run through Aug. 20, will be offered between 7 a.m. and 11 p.m. on a 12-seater city-owned bus. Participants will be asked to complete surveys asking about their experience and opinions about public transportation.

The bus will travel from Overland Drive past city hall, grocery stores, the airport and Westward Seafoods before ending at Gordon Jensen. From 6 p.m. to 11 p.m. the route will also include stops out to OSI and UNISEA. All stops will be marked with a sign saying "bus stop" but pedestrians may flag down the bus as it drives by if they are in a safe location and the bus has room to stop. Riders may only get off at designated stops, however.

The study will also evaluate traffic counts and patterns as well as vehicle types using temporary cameras mounted to various city buildings. According to a pamphlet put out for the public explaining the study, the city's "linear layout presents challenges for pedestrians, tourists and processors who must often bear through our island's extreme weather, too."

The brochure noted that the cost of bringing vehicles to the island continues to increase, and the environment is especially hard on vehicles, adding to maintenance and ownership costs.

"As we look to the future with Comprehensive Plan 2030, we need to be aware of the challenges that our community faces over the next decade," the city wrote. "Your help is important so we can present the best possible options for our community's future."

"Slime line" rain gear and dirty coveralls, however, will not be allowed.

Brochures detailing the bus schedule will be available at city offices and bulletin boards around town.

Unalaska city bus tests positive with riders

August 25th 1:02 pm | [Jim Paulin](#)

[print](#) [email](#)

Does Unalaska need a public bus service?

That's what the city government wants to know, and all last week it ran a free public bus route from one end of town to the other, from Dutch Harbor to Unalaska Valley.

City employees, especially from the planning department, drove the airporter-style van, picking up 261 passengers, according to Planning Director Bil Homka, who is overseeing the \$5,000 project, including another test week coming up in January.

Another 61 filled out surveys, asking how long it took to get to a bus stop, was their destination home, work, shopping, or medical or other appointment, and what would be a reasonable price for a bus ride. Homka said there will likely be a fee, if the bus system is approved by the city council, along with funding for two buses. He said a day pass, covering rides all day, is one likely scenario.

Homka said the riders were overwhelmingly in favor of a bus system.

The political question, he said, is whether the council would approve a public service competing with the private taxi cabs. Most of the riders last week, he said, were "typically not the type who take the cab."

One taxi driver, Joey Vo, of Blue Checker, who owns four taxis, doesn't like the idea of a city bus system, and said it would be a "waste of money."

But she emphasized that taxis perform services that a bus doesn't, like waiting outside a store while sailors and fishermen are shopping and keeping their luggage in the taxi, especially when they only have a short amount of time on land away from their boats.

"We didn't pay any attention to the bus. We didn't have to," she said. The bus didn't take any business away from the taxis, she said.

Homka said the entire route, with one bus, is a 2-hour trip. That's why he thinks two buses would be needed, and of a larger size than the recreation department's 15-seat van that was used in the test runs.

The first runs were a learning experience, and one lesson is that A-frame or sandwich board bus stop signs tend to get blown down by the wind. Signs announcing the stops were then attached to buildings. The Ballyhoo Lions Club school bus shelters also served as city bus stops.

Local seafood processing companies and supermarkets are very supportive of a bus system, said the planning department's James Price. One surprise, he said, was no customers at Alyeska Seafood's convenience store. And while initial plans called for the bus to go to docks at the end of the Dutch Harbor Spit, he said the spit portion was removed because it took up too much time. So now, the northern terminus is at Icicle Seafoods' processing vessel Gordon Jensen on Ballyhoo Road. The southern starting and ending point remains the same, at the tennis courts at the corner of Overland Drive and East Broadway Ave.

Homka said he still needs to review the data gathered, to prepare a more comprehensive report for the city council.

Jim Paulin can be reached at jpaulin@reportalaska.com

Mileage Log (August)

Records were kept on all expenses for the study. Mileage and gas activity logs were kept to validate charges to gas accounts. Below is a sample log.

Bus Study - Gas Usage

Date	Card Number	Vehicle	Odometer	Miles/day	Product	Quantity	Price	Extprice	MPG	
			Beginning Odometer 35590							
8/14/2017	0317	RC5818	35794	204	Unleaded	18.9	\$ 2.558	\$ 48.346	10.79	
8/15/2017	0317	RC5818	36004	210	Unleaded	20.9	\$ 2.558	\$ 53.462	10.05	
8/16/2017	0317	RC5818	36213	209	Unleaded	20.2	\$ 2.558	\$ 51.572	10.35	
8/17/2017	0317	RC5818	36424	211	Unleaded	22	\$ 2.558	\$ 56.276	9.59	
8/18/2017	0317	RC5818	36634	210	Unleaded	18.5	\$ 2.558	\$ 47.323	11.35	
8/19/2017	0317	RC5818	36847	213	Unleaded	20.1	\$ 2.558	\$ 51.416	10.60	
NO RECORD										
8/20/2017										
8/21/2017	0317	RC5818	37062	215	Unleaded	21.3	\$ 2.607	\$ 55.5291	10.09	
						TOTAL:	\$	363.9239	10.40	AVG MPG
						Year		\$ 18,924.0428		
										10.37

Rider Surveys

Surveys were passed out to passengers while riding the bus during the transit test weeks. The surveys were printed in four languages: English, Tagalog, Spanish and Japanese.

English



Rider Survey For the Unalaska Transportation Plan



Survey conducted by:
**City of Unalaska Planning
Department**

Phone: (907) 581-3100
Email: planning@ci.unalaska.ak.us

Place
Stamp
Here

**CITY OF UNALASKA
PLANNING DEPARTMENT
PO BOX 610
UNALASKA, AK 99685**

The City of Unalaska is conducting a transportation study to identify the transportation issues and needs of the community, now and into the future.

This survey will help the City identify if there is a need and desire for local bus service, and with other sources of data will help inform the Comprehensive Plan for 2030.

Please assist us by completing the survey. No signature or personal identification is necessary.

Simply return the survey to the bus driver, City Hall, or mail to:

**City of Unalaska
PO Box 610
Unalaska, AK 99685**



Your Input is Important to Us!

Please check your answers below - Thank You for taking our survey!

1. How did you get to the bus stop?
a. Walked less than 5 minutes
b. Walked between 5 and 10 minutes
c. Walked more than 10 minutes
d. Other
2. What was the last place you came from before boarding this bus?
a. Home e. Personal Appt.
b. Work f. Social/Recreation
c. School g. Doctor/Dentist
d. Shopping h. Other _____
3. What was the location of that place?
(Note the nearest intersection or name of building/store)
a. Intersection _____
b. Building/Store _____
4. After departing this bus, what is your destination?
a. Home e. Personal Appt.
b. Work f. Social/Recreation
c. School g. Doctor/Dentist
d. Shopping h. Other _____
5. What is the location of that destination?
(Note the nearest intersection or name of building/store)
a. Intersection _____
b. Building/Store _____
6. After departing this bus, how will you get to your final destination?
a. Walk less than 5 minutes
b. Walk between 5 and 10 minutes
c. Walk more than 10 minutes
d. Other

7. How often do you expect to take the bus?
a. Less than once a week
b. 1 to 3 days a week
c. 4 to five days a week
8. Do you have a driver's license?
a. Yes b. No
9. How many vehicles do you and others in your household own?
a. Zero b. One
c. Two d. Three
e. Four or more
10. What is your employment status?
a. Full-time d. Unemployed
b. Part-time e. Looking
c. Retired f. Other _____
11. Do you feel expanded bus service is needed? If yes, in what neighborhood?

12. What do you feel is a fair price per bus ride?

13. Based on your experience, do you agree, disagree, or have no opinion on the following statements?
a. Frequency of service is adequate:
 Agree Disagree No Opinion
b. Schedule/route information is readily available:
 Agree Disagree No Opinion
14. Do you have any comments or suggestions regarding bus service?

Mangyaring suriin ang iyong mga sagot sa ibaba - Salamat sa pagsagot saming survey!

1. **Paano ka nakarating sa hintuan ng bus?**
 - a. Lumakad ng wala pang 5 minuto
 - b. Lumakad sa pagitan ng 5-10 minuto
 - c. Lumakad ng mahigit pasa 10 minuto
 - d. Iba pa
2. **Saan ka huling nanggaling bago ka sumakay sa bus na ito?**
 - a. Bahay
 - b. Trabaho
 - c. Eskwela
 - d. Pamilihan
 - e. Personal Appt.
 - f. Sosyal/Libangan
 - g. Doktor/Dentista
 - h. Iba pa
3. **Saan ang lokasyon ng lugar na iyon? (Tandaan ang pinakamalapit na:)**
 - a. Interseksyon
 - b. Gusali/Pamilihan
4. **Pagkatapos umalis sa bus na ito, saan ang iyong destinasyon?**
 - a. Bahay
 - b. Trabaho
 - c. Eskwela
 - d. Pamilihan
 - e. Personal Appt.
 - f. Sosyal/Libangan
 - g. Doktor/Dentista
 - h. Iba pa
5. **Saan ang lokasyon ng lugar na iyon? (Tandaan ang pinakamalapit na:)**
 - a. Interseksyon
 - b. Gusali/Pamilihan
6. **Pagkatapos umalis sa bus na ito, paano ka nakarating sa iyong huling destinasyon?**
 - a. Lumakad ng wala pang 5 minuto
 - b. Lumakad sa pagitan ng 5-10 minuto
 - c. Lumakad ng mahigit pasa 10 minuto
 - d. Iba pa

7. **Gaano mo inaasahan na sasakay sa bus?**
 - a. Mas mababa sa isang beses sa isang Linggo
 - b. Isa o tatlong araw sa isang Linggo
 - c. Apat o limang araw sa isang Linggo
8. **Mayroon ka bang lisensya sa pagmamaneho?**
 - a. Meron
 - b. Wala
9. **Ilang sasakyan meron ka at ang miyembro ng iyong pamilya?**
 - a. Wala
 - b. Isa
 - c. Dalawa
 - d. Tatlo
 - e. Apat o higit pa
10. **Ano ang kalagayan mo sa trabaho?**
 - a. Full-time
 - b. Part-time
 - c. Nagretiro
 - d. Walang Trabaho
 - e. Naghahanap
 - f. Iba pa
11. **Sa palagay mo, kailangan ba ng ekspansyon ng bus? Kung oo, saang bahagi/ lugar?**

12. **Sa iyong palagay, mga magkano ang pamasaha sa pagsakay ng bus? (Magbigay ng patas na presyo)**

13. **Batay sa iyong karanasan, sang-ayon kaba, hindi sang-ayon, o walang opinyon sa mga sumusunod na pahayag?**
 - a. **Sapat na ang serbisyo ng bus:**
 - Sang-ayon
 - Hindi Sang-ayon
 - Walang Opinyon
 - b. **Impormasyon ng Iskedyul/Ruta ay madaling gamitin/maintindihan:**
 - Sang-ayon
 - Hindi Sang-ayon
 - Walang opinyon
14. **Meron ka bang komento o mungkahi tungkol sa serbisyo ng bus?**

Appendix E: Acknowledgments

Many people and city departments assisted with this transportation study. Most of the assistance was needed during the two public transit operation weeks operated in August 2017 and January 2018. Due to city policies and insurance restrictions, only city personnel were able to assist in driving vehicles during the public transit weeks. Employees who helped drive the busses have an asterisk (*) after their name. Everyone's assistance is greatly appreciated.

Planning

William M. Homka, Director *
Thomas Roufus, Associate Planner *
James Price, GIS Administrator *
Judy Huling, Administrative Assistant
Christian Schmidt, Student Intern
Ira Mae Cristobal, Intern
Keylene Esnardo, Intern

Parks, Culture & Recreation

Carlos Tayag, Recreation Program Coordinator *
Nick Cron, Operations Manager *
Sean Peters, Lifeguard *
Nichel Kernin, Recreation Program Coordinator *

Public Works

Tom Cohenour, Director *
Timothy Napper, Wastewater Operator II *
Beau Blankenship, Installation maintenance Worker *
Jim Dixon, Roads Crew Chief

Utilities

Dan Winters, Director *
Trudie Rose, Supply Division Supervisor *
Kevin Kloft, Water Operator III *
Jason Gates, Wastewater Operator II *
Erik Hernandez, Water Operator II *
William "BJ" Cross, Solid Waste Operator II *
Joel Collins, Utility Lineman Chief *

Administration

Debbie Hanson-Zueger, Risk Management Manager
Kelly Styles, Human Resources Director (Past)
Michelle Murdock, Human Resources Director

City Clerks

Marjie Veeder, City Clerk *
Roxanna Winters, Deputy City Clerk *

City Council

Rachelle Hatfield, City Councilwoman *

ATTACHMENT B

Draft Consulting Services Agreement

CITY OF UNALASKA

Consultant Agreement

Unalaska Public Transportation Study

FILE NO. TBD

Prepared By:

**City of Unalaska
P.O. Box 610
Unalaska, Alaska 99685
907.581.1260**

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AGREEMENT FOR CONSULTING AND RELATED SERVICES

THIS AGREEMENT is entered into this _____ day of _____, **2019** by and between _____, (hereinafter called "Consultant"), and the **CITY OF UNALASKA** (hereinafter called "City").

WITNESSETH THAT:

WHEREAS City desires to engage Consultant to render consulting and related services for the performance of the **Unalaska Public Transportation Project**, and

WHEREAS Consultant represents that it has the experience and ability to perform such services; and

WHEREAS the parties hereto desire to enter into a basic agreement setting forth the terms under which Consultant will, as requested, perform such work;

NOW THEREFORE the parties hereto do mutually agree as follows:

1. Employment of Consultant

Consultant agrees to provide professional services in accordance with the provisions of this Agreement. A written description of the work to be performed, schedule and compensation is set out in **Exhibits A-C** of this Agreement.

2. Performance

Consultant agrees to perform the work described in **Exhibit A- Scope of Services**; however, the Consultant is not authorized to perform any work or incur any expense which would cause the amount for which he is entitled to be paid under this Agreement to exceed the amount set forth in **Exhibit C – Fee Proposal** without the prior written approval of the City. All services shall be rendered in accordance with the schedule set forth in **Exhibit B – Contract Schedule**.

The work shall include but not be limited to the following: furnishing all equipment, transportation, per diem, travel, and supplies to perform all scopes of work that are authorized under the State of Alaska's Professional Engineering License, in connection with the **Unalaska Public Transportation Study**.

3. Fee

After receipt of a periodic billing for said services, the City agrees to pay Consultant as compensation for the services under this Agreement such sums of money as set forth in **Exhibit C** of this Agreement. The amount payable to the Consultant shall not exceed the amount specified in **Exhibit C**.

4. Payments

City agrees to make monthly payments to Consultant as services are performed and costs are incurred, provided Consultant submits a proper invoice for each payment, in such form accompanied by such evidence in support thereof as may be reasonably required by the City. City may, at its option, withhold ten percent (10%) from each monthly payment pending satisfactory completion of the work by Consultant. All invoices are otherwise due and payable within thirty (30) days of receipt by City. City shall pay Consultant for the services identified in **Exhibit A** the **Time and Material Not to Exceed Total Fee of \$_____**. The Not to Exceed Total Fee is based on the distribution of the Not to Exceed Total Fee between tasks set forth in **Exhibit A**. The portion of the Not to Exceed Total Fee billed and paid for Consultant's services shall be equal to the proportion of services actually completed for each task set forth in **Exhibit A** during the billing period to the fee total specified for that task.

5. Personnel

Consultant agrees to furnish all personnel necessary for expeditious and satisfactory performance of this Agreement, each to be competent, experienced, and well qualified for the work assigned. No person objected to by the City shall be employed by Consultant for work hereunder.

6. Independent Contractor Status

In performing under this Agreement, Consultant acts as an independent contractor and shall have responsibility for and control over the details and means for performing the consulting services required hereunder.

7. Indemnification

Consultant shall defend and save harmless City or any employee, officer, insurer, or elected official thereof from and against losses, damages, liabilities, expenses, claims, and demands but only to the extent arising out of any negligent act or negligent omission of Consultant while performing under the terms of this contract.

City shall defend and save harmless Consultant or any employee, officer, or insurer thereof from and against losses, damages, liabilities, expenses, claims, and demands but only to the extent arising out of any negligent act or negligent omission of City while performing under the terms of this contract.

8. Assignment

Consultant shall not assign this Agreement or any of the monies due or to become due hereunder without the prior written consent of City.

9. Subcontracting

Consultant may not subcontract its performance under this Agreement without prior written consent of City. Any subcontractor must agree to be bound by terms of this Agreement.

10. Designation of Representatives

The Parties agree, for the purposes of this Agreement, the City shall be represented by and may act only through the Deputy Director of Public Utilities or such other person as he may designate in writing. Consultant shall advise City in writing of the name of its representative in charge of the administration of this Agreement, who shall have authority to act for and bind Consultant in connection with this Agreement.

11. Termination

Either party shall have the right to terminate this Agreement in whole or in part at any time and for reasonable cause, by delivery of thirty (30) days written notice, specifying the extent and effective date thereof. After receipt of such notice, Consultant shall stop work hereunder to the extent and on the date specified in such notice, terminate all subcontracts and other commitments to the extent they relate to the work terminated, and deliver to City all designs, computations, drawings, specifications and other material and information prepared or developed hereunder in connection with the work terminated.

In the event of any termination pursuant to this clause, Consultant shall be entitled to be paid as provided herein for direct labor hours expended and reimbursable costs incurred prior to the termination pursuant to Section 3 hereof, and for such direct labor hours and reimbursable costs as may be expended or incurred thereafter with City's approval in concluding the work terminated, it being understood that Consultant shall not be entitled to any anticipated profit on services not performed. Except as provided in this clause, any such termination shall not alter or affect the rights or obligations of the parties under this Agreement.

12. Ownership and Use of Documents

Work products produced under this Agreement, except items which have pre-existing copyrights, are the property of the City. Payments to the Consultant for services hereunder include full compensation for all work products produced by the Consultant and its Subcontractors and the City shall have royalty free nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, such work products.

Should the City elect to reuse work products provided under this Agreement for other than the original project and/or purpose, the City will indemnify the Consultant and its Subcontractors against any responsibilities or liabilities arising from such reuse. Additionally, any reuse of design drawings or specifications provided under this Agreement must be limited to conceptual or preliminary use for adaptation and the original Consultant or Subcontractor's signature, professional seals and dates removed. Such reuse of drawings and specifications, which require professional seals and dates removed, will be signed, sealed and dated by the professional who is in direct supervisory control and responsible for all adaptation.

13. Insurance

- A. During the term of the contract, the Contractor shall obtain and maintain in force the insurance coverage specified in these requirements. Such coverage shall be with an insurance company rated "Excellent" or "Superior" by A. M. Best Company, or a company specifically approved by the City.
- B. The contractor shall carry and maintain throughout the life of this contract, at its own expense, insurance not less than the amounts and coverage herein specified, and the City of Unalaska, its employees and agents shall be named as additional insured under the insurance coverage so specified and where allowed, with respect to the performance of the work. There shall be no right of subrogation against the City or its agents performing work in connection with the work, and this waiver of subrogation shall be endorsed upon the policies. Insurance shall be placed with companies acceptable to the City of Unalaska; and these policies providing coverage thereunder shall contain provisions that no cancellation or material changes in the policy relative to this project shall become effective except upon 30 days prior *written* notice thereof to the City of Unalaska.
- C. Prior to commencement of the work, the contractor shall furnish certificates to the City of Unalaska, in duplicate, evidencing that the Insurance policy provisions required hereunder are in force. Acceptance by the City of Unalaska of deficient evidence does not constitute a waiver of contract requirements.
- D. The contractor shall furnish the City of Unalaska with certified copies of policies upon request. The minimum coverages and limits required are as follows:
 - 1. Workers' Compensation insurance in accordance with the statutory coverages required by the State of Alaska and Employers Liability insurance with limits not less than \$1,000,000 and, where applicable, insurance in compliance with any other statutory obligations, whether State or

Federal, pertaining to the compensation of injured employees assigned to the work, including but not limited to Voluntary Compensation, Federal Longshoremen and Harbor Workers Act, Maritime and the Outer Continental Shelf's Land Act.

2. Commercial General Liability with limits not less than \$1,000,000 per Occurrence and \$2,000,000 Aggregate for Bodily Injury and Property Damage, including coverage for Premises and Operations Liability, Products and Completed Operations Liability, Contractual Liability, Broad Form Property Damage Liability and Personal Injury Liability.
 3. Commercial Automobile Liability on all owned, non-owned, hired and rented vehicles with limits of liability of not less than \$1,000,000 Combined Single Limit for Bodily Injury and Property Damage per each accident or loss.
 4. Umbrella/Excess Liability insurance coverage of not less than \$1,000,000 per occurrence and annual aggregate providing coverage in excess of General Liability, Auto Liability, and Employers Liability.
 5. If work involves use of aircraft, Aircraft Liability insurance covering all owned and non-owned aircraft with a per occurrence limit of not less than \$1,000,000.
 6. If work involves use of watercraft, Protection and Indemnity insurance with limits not less than \$1,000,000 per occurrence.
 7. Professional Liability insurance with limits of not less than \$1,000,000 per claim and \$1,000,000 aggregate, subject to a maximum deductible \$10,000 per claim. The City of Unalaska has the right to negotiate increase of deductibles subject to acceptable financial information of the policyholder.
- E. Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expense.

- F. All insurance policies as described above are required to be written on an “occurrence” basis. In the event occurrence coverage is not available, the contractor agrees to maintain “claims made” coverage for a minimum of two years after project completion.
- G. If the contractor employs subcontractors to perform any work hereunder, the contractor agrees to require such subcontractors to obtain, carry, maintain, and keep in force during the time in which they are engaged in performing any work hereunder, policies of insurance which comply with the requirements as set forth in this section and to furnish copies thereof to the City of Unalaska. This requirement is applicable to subcontractors of any tier.

14. Claims Recovery

Claims by City resulting from Consultant’s failure to comply with the terms of and specifications of this contract and/or default hereunder may be recovered by City by withholding the amount of such claims from compensation otherwise due Consultant for work performed or to be performed. City shall notify Consultant of any such failure, default or damage therefrom as soon as practicable and no later than 10 days after discovery of such event by written notice. Nothing provided herein shall be deemed as constituting an exclusive remedy on behalf of City, nor a waiver of any other rights hereunder at law or in equity. Design changes required as a result of failure to comply with the applicable standard of care shall be performed by the Consultant without additional compensation.

15. Performance Standard

Services performed under this Agreement will be performed with reasonable care or the ordinary skill of the profession practicing in the same or similar location and under similar circumstances and shall comply with all applicable codes and standards.

16. Compliance with Applicable Laws

Consultant shall in the performance of this Agreement comply with all applicable federal, state, and local laws, ordinances, orders, rules, and regulations applicable to its performance hereunder, including without limitation, all such legal provisions pertaining to social security, income tax withholding, medical aid, industrial insurance, workers' compensation, and other employee benefit laws. Consultant also agrees to comply with all contract provisions pertaining to grant or other funding assistance which City may choose to utilize to perform work under this Agreement. The Consultant and all subcontractors must comply with state laws related to local hire and prevailing wages.

17. Records and Audit

Consultant agrees to maintain sufficient and accurate records and books of account, including detailed time records, showing all direct labor hours expended and all

reimbursable costs incurred and the same shall be subject to inspection and audit by City at all reasonable times. All such records and books of account pertaining to any work performed hereunder shall be retained for a period of not less than six (6) years from the date of completion of the improvements to which the consulting services of this Agreement relate.

18. Reporting of Progress and Inspection

Consultant agrees to keep City informed as to progress of the work under this Agreement by providing monthly written progress reports, and shall permit City to have reasonable access to the work performed or being performed, for the purpose of any inspection City may desire to undertake.

19. Form of City Approval

Except as otherwise provided in this Agreement, City's requests and approvals, and Consultant's cost estimates and descriptions of work to be performed, may be made orally where necessary, provided that the oral communication is confirmed immediately thereafter in writing.

20. Duration of Agreement

This agreement is effective for a period of three (3) years from the date first shown above. The agreement may be extended by the mutual written agreement of City and Consultant.

21. Inspections by City

The City has the right, but not the duty, to inspect, in the manner and at reasonable times it considers appropriate during the period of this Agreement, all facilities and activities of the Consultant as may be engaged in the performance of this Agreement.

22. Endorsements on Documents

Endorsements and professional seals, if applicable, must be included on all final plans, specifications, estimates, and reports prepared by the Consultant. Preliminary copies of such documents submitted for review must have seals affixed without endorsement (signature).

23. Notices

Any official notice that either party hereto desires to give the other shall be delivered through the United States mail by certified mail, return receipt requested, with postage thereon fully prepaid and addressed as follows:

To City:
Tom Cohenour, DPW Director

To Consultant:

City of Unalaska
Box 610
Unalaska, Alaska 99685

The addresses hereinabove specified may be changed by either party by giving written notice thereof to the other party pursuant to this paragraph.

24. Venue/Applicable Law

The venue of any legal action between the parties arising as a result of this Agreement shall be laid in the Third Judicial District of the Superior Court of the State of Alaska and this contract shall be interpreted in accordance with the laws of the State of Alaska.

25. Attorney's Fees

In the event either party institutes any suit or action to enforce its right hereunder, the prevailing party shall be entitled to recover from the other party its reasonable attorney's fees and costs in such suit or action and on any appeal therefrom.

26. Waiver

No failure on the part of City to enforce any covenant or provisions herein contained, nor any waiver of any right hereunder by City, unless in writing and signed by the parties sought to be bound, shall discharge or invalidate such covenants or provisions or affect the right of City to enforce the same or any other provision in the event of any subsequent breach or default.

27. Binding Effect

The terms, conditions and covenants contained in this Agreement shall apply to, inure to the benefit of, and bind the parties and their respective successors.

28. Entire Agreement/Modification

This agreement, including **Exhibits A-C**, and the Consultant's proposal dated _____ constitutes the entire Agreement between the parties with respect to the subject matter hereof, and all prior negotiations and understandings are superseded and replaced by this Agreement and shall be of no further force and effect. No modification of this Agreement shall be of any force or effect unless reduced to writing, signed by both parties and expressly made a part of this Agreement.

In witness whereof, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in duplicate on the respective date indicated below.

CONSULTANT:

CITY OF UNALASKA, ALASKA

By: _____
_____, Its _____

By: _____
Thomas Thomas, City Manager

State of Alaska)
) ss.
Third Judicial District)

State of Alaska)
) ss.
Third Judicial District)

The foregoing instrument was acknowledged before me on the ____ day of _____, 2019, by _____, the _____ of _____, a _____ Corporation, on behalf of the corporation.

The foregoing instrument was acknowledged before me on the ____ day of _____, 2019, by Thomas Thomas, City Manager for the City of Unalaska, a First Class Alaska Municipal Corporation, on behalf of the City of Unalaska.

Notary Public, State of Alaska
My Commission Expires _____

Notary Public, State of Alaska
My Commission Expires _____

CITY OF UNALASKA

**EXHIBIT "A"
SCOPE OF SERVICES**

The Consultant will work with the City to complete the **Unalaska Public Transportation Study**.

Proposal dated _____ attached.

CITY OF UNALASKA
Unalaska Public Transportation Study
EXHIBIT "B"
CONTRACT SCHEDULE

Schedule dated _____ attached.

CITY OF UNALASKA

**EXHIBIT "C"
FEE PROPOSAL**

Fee Proposal dated _____ attached.

ATTACHMENT C

Evaluation Score Sheet

Evaluation Summary
Unalaska Public Transportation Study

--

Technical Attributes	Weight	%
Professional Qualifications	35	35.0%
Experience and References	30	30.0%
Alaska Experience	5	5.0%
Narrative	30	30.0%

	A	B	C	D	E	F
	100.0	95.0	90.0	85.0	80.0	75.0
	75.0	80.0	85.0	90.0	95.0	100.0
	95.0	85.0	75.0	100.0	95.0	90.0
	100.0	95.0	90.0	95.0	85.0	75.0
	92.3	90.0	87.8	90.3	86.8	83.3
	92.3%	90.0%	87.8%	90.3%	86.8%	83.3%
	1	3	4	2	5	6

Technical Proposal Raw Score	100	--
Technical Proposal Adjusted Score	--	100%
Technical Proposal Successive Rank Difference	5%	--

Enter the Price Proposal (if any) in USD
--

Cost Attributes	Weight	%
Cost USD	0	--

	A	B	C	D	E	F
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	1	1	1	1	1	1

Price Proposal Score	--	0%
Price Rank	--	--

Total Score
Ranking

92.3%	90.0%	87.8%	90.3%	86.8%	83.3%
1	3	4	2	5	6

**Evaluation Summary
Unalaska Public Transportation Study**

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc. No ties do not skip or repeat numbers.

<i>Attributes</i>	<i>Weight</i>	<i>%</i>
Professional Qualifications	35	35.0%
Experience and References	30	30.0%
Alaska Experience	5	5.0%
Narrative	30	30.0%

<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
1	2	3	4	5	6
6	5	4	3	2	1
2	4	6	1	2	3
1	2	3	2	4	6

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

<i>Attributes</i>	<i>Weight</i>	<i>%</i>
Professional Qualifications	35	35.0%
Experience and References	30	30.0%
Alaska Experience	5	5.0%
Narrative	30	30.0%

<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
100.0	95.0	90.0	85.0	80.0	75.0
75.0	80.0	85.0	90.0	95.0	100.0
95.0	85.0	75.0	100.0	95.0	90.0
100.0	95.0	90.0	95.0	85.0	75.0

Total Weight 100 100.0%
Ranking

92.3	90.0	87.8	90.3	86.8	83.3
1	3	4	2	5	6

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature:

Date:

ATTACHMENT D

[References](#)