

RESOLUTION 2013 -03

**A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF SITKA
SUPPORTING THE CITY'S APPLICATION TO THE ALASKA FEDERAL LANDS ACCESS
PROGRAM (FLAP) GRANT CONSISTING OF \$1,131,269 FOR CONSTRUCTION OF THE
CROSS TRAIL MULTIMODAL PATHWAY**

WHEREAS, funding from the Alaska FLAP, if awarded, will fund construction of a critical section of the Cross Trail Multimodal Pathway (Cross TMP) adjacent to downtown and located in the center of a ten mile system of Sitka multiuse pathways and is vital for the system's functionality.

WHEREAS, the Sitka Cross Trail multimodal pathway project is a priority to the community of Sitka because the pathway provides a non-motorized transportation alternative to Sitka's roads and links schools, recreation facilities, downtown, trails, subdivisions and other major public destinations; and

WHEREAS, the Sitka Cross Trail is a publicly identified priority in the 2003 Sitka Trail Plan to which the City is a MOU partner, the Sitka Non Motorized Transportation Plan 2002, Sitka Parks and Recreation Plan, 2007 CBS Comprehensive Plan and 2011 Sitka Outdoor Recreation Plan; and

WHEREAS, the construction of the Cross TMP will match the multimodal pathway design of previously constructed and reconstructed sections thereby significantly improving safety, reducing damage to wetlands, reducing maintenance and increasing recreational uses; and

WHEREAS, the City and Borough of Sitka Assembly passed Resolution 2009-33, February 2009, in support of the Cross Trail Project on the Statewide Transportation Improvements Program (STIP) and Resolution 2012-21 in support of including the project in the City's 2014 Legislative request; and

THEREFORE, BE IT RESOLVED, that the Municipal Administrator of the City and Borough of Sitka, Alaska is hereby authorized to negotiate, execute and administer any and all documents required for the application and acceptance of funding from the Alaska Federal Lands Access Program and to manage those funds on behalf of the City and Borough of Sitka.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 12th day of February 2013.

Mim McConnell, Mayor

ATTEST:

Colleen Ingman, MMC
Municipal Clerk

MEMORANDUM

To: Mayor McConnell and Assembly Members
Jim Dinley, Municipal Administrator

Through: Michael Harmon, Public Works Director *MH*
Gary Baugher Jr., Maint. & Operations Superintendent *GEB*

From: Lynne Brandon, Parks and Recreation Manager

Reviewed: Jay Sweeney, Financial Director

Date: January 14, 2013

Subject: Resolution 2013 – XX Federal Land Access Program Grant

The City and Borough of Sitka Parks Division staff has an opportunity to apply for a MAP-21 Federal Lands Access Program (FLAP) Grant for the Cross Trail multimodal pathway (Cross TMP). This project was recently de-funded by the Department of Transportation in the STIP Amendment Four due to changes in funding priorities in the Transportation bill, MAP-21 funded by Congress last spring. With elimination of the STIP TRAAK funding, the FLAP has great potential for funding the heart of Sitka's ten mile system of multiuse pathways extending from the Harbor Mountain Road to Sawmill Cove Industrial Park.

Background:

Since 2007, 1.4 million dollars have been expended to construct and reconstruct 3.5 miles of the Cross TMP. The Cross TMP along with Sitka multimodal pathway (Sawmill Creek and Indian River Road separated pathways) stretches from Harbor Mountain Road to Sawmill Cove Industrial Park. Future phases will extend the Cross TMP to the Alaska Marine Highway terminal. The pathway provides a non-motorized transportation alternative to Sitka's roads and links schools, recreation facilities, downtown, subdivisions and other major public destinations. This project proposes reconstruction and construction of sections of the pathway, adjacent to downtown, in the center of a ten mile system of Sitka multiuse pathways, vital for the system's functionality.

The Cross Trail project competed with other projects across the State and was included in the State Department of Transportation and Public Facilities (DOT&PF) in the 2010-13 STIP and received design and construction funding through the TRAAK program. The new MAP-21 Federal Transportation Bill eliminated TRAAK (Trails and Recreational Access for Alaskans) funding. As a result, the heart of Sitka's ten mile system of multiuse pathways extending from the Harbor Mountain Road to the old Pulp Mill site is in jeopardy.

Since the 2009 STIP award, a substantial amount of work to develop this phase has been completed. The potential routes have been determined; permitting, right-of-way negotiations, survey and design are underway. Meanwhile, in anticipation of project funding, the existing Cross Trail has continued to deteriorate and now has significant safety issues and maintenance needs that have to be addressed in the future.

Analysis:

The Alaska Program will receive \$7 million or more for each of the next five years. The FLAP is a new MAP-21 program which will potentially make up for the lost STIP amount. The program is designed to assist state agencies and municipalities with transportation projects that enhance access to federal lands. Construction and reconstruction of trails and transportation facilities, environment mitigation that improves public safety and also facilities for pedestrians and bicycles will be considered for funding. The Cross TMP provides critical access to high use USFS recreational facilities: the Gavan Trail, Indian River Trail, Harbor Mountain Trail and Harbor Mountain recreation area so will rank high in the evaluation criteria.

This project is a partnership effort with Sitka Trail Works and the US Forest Service. Applicants for funding are required to work closely and coordinate with a federal Land management agency (FLMA) in development of the project proposals. Since the Cross TMP provides multiple access points to the Forest, crosses USFS land and the USFS is a Sitka Trail Plan partner in the project, the Forest Service has said they will provide joint project endorsement. We are discussing partnering with the National Parks Service staff as well. More federal endorsements strengthen the application.

The 2003 Sitka Trail Plan creates a system of trails connected by the primary backbone, the Cross TMP and the Sitka separated multiuse pathways. This interconnected non-motorized transportation system will be non-functional without this project's construction. With project funding, the deferred maintenance for the old Cross Trail will be eliminated; rotten, failing boardwalk removed and public safety and maintenance issues will be resolved. Future maintenance costs will be negligible. Blow down is currently cleared by volunteers or STW. Mechanized brushing may be required every 5 -7 years. The sustainable trail design will mean no replacement costs or life cycle costs.

Fiscal Note:

\$1,243,563 is needed for the 1.7 mile central portion of the Cross TMP. This amount is slightly higher than the legislative request's \$1,023,000 total due to the federal TRAP's requirement for higher project contingencies.

The ability to utilize \$148,618 in grant funds will be lost if new project funding isn't identified. This includes the \$78,618 in funds was raised by Sitka Trail Works (STW) and CBS as a match for the STIP project and another \$70,000 of Federal Title II RAC funding was raised by STW to use to remove rotten boardwalk from abandoned sections of the old Cross Trail. All these funds will be in jeopardy if the project isn't funded for the 2014 season.

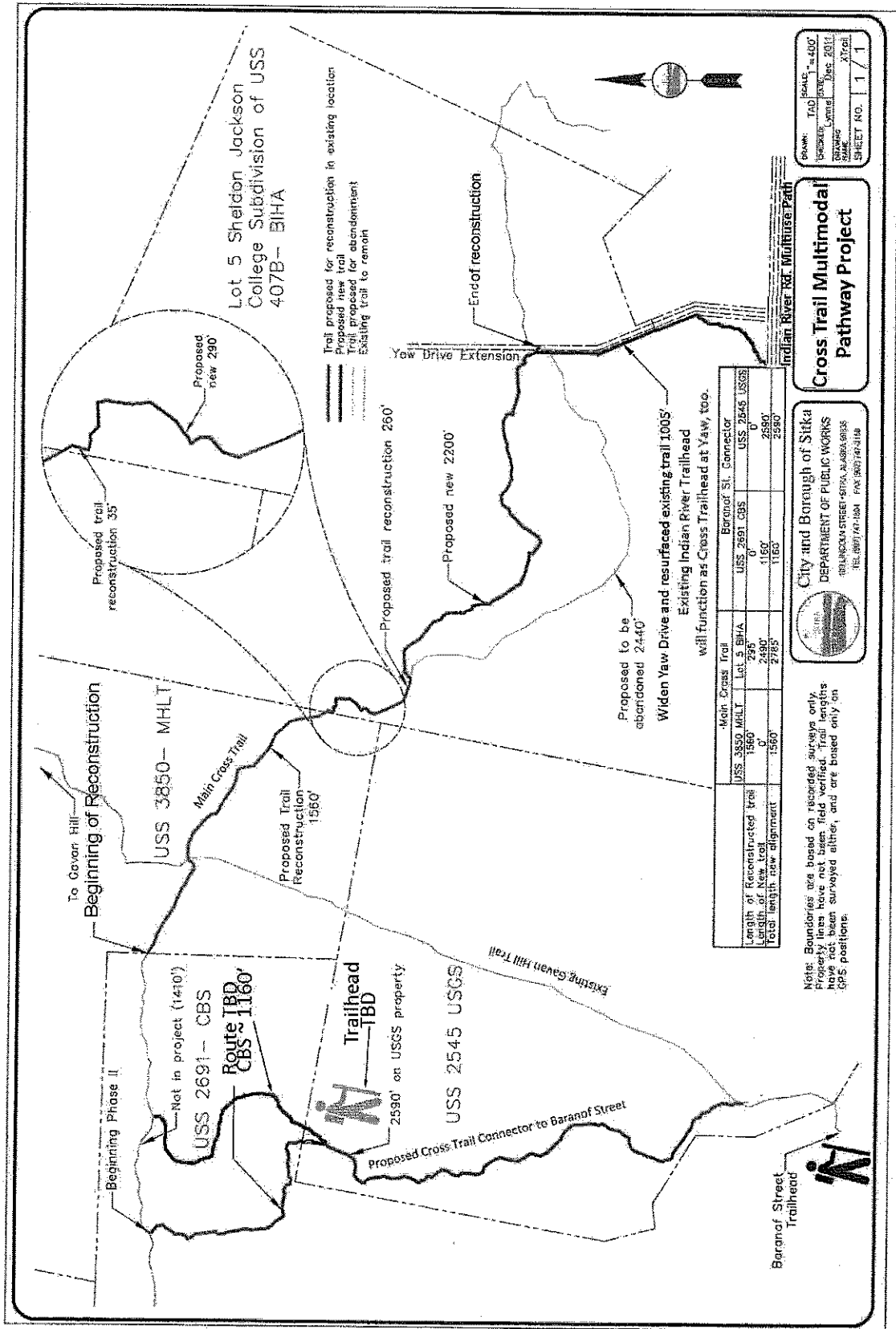
The match is the same as required for the STIP funding or 9.03%. Even though the \$70,000 federal grant for eradicating abandoned sections of the trail qualifies for match this amount won't be needed. The CBS and STW secured a match of \$78,618 for the DOT STIP project. This amount combined with \$70,000 RAC funding will be more than enough to leverage the needed \$1,131,269.

Sources of Match funds:

Legislative Grant	\$40,618
STW Members	\$18,000
Rasmuson Grant	\$20,000
Federal RAC	\$70,000
	<hr/>
	\$148,618

Recommendation:

Pass resolution 2013- XX.



	Main Cross Trail	Baranof St. Connector
Length of Reconstructed Trail	USS 3850 MHLT 1560'	USS 2691 CBS 0'
Length of New Trail	2440'	0'
Total length new alignment	1560'	1160'
	2785'	2580'
		2580'
		2580'

Scale: 1" = 400'
 Date: 10/11
 Sheet No: 1/1

Cross Trail Multimodal Pathway Project

City and Borough of Sitka
 DEPARTMENT OF PUBLIC WORKS
 400 JONAS STREET - SITKA, ALASKA 99583
 TEL: (907) 421-1000 FAX: (907) 742-1104

Note: Boundaries are based on recorded surveys only. Property lines have not been field verified. Trail lengths have not been surveyed either, and are based only on GPS positions.

Project: Sitka Cross Trail (Phase 5)
Revised---New Length = 9100ft

Item #	Item	Avg. Width (ft)	Avg. Depth (ft)	Avg. Length (ft)	Quantity	Units	Unit Price	Amount
640(1)	Mob/Demob (5% of other items totaled)							\$29,683.41
201(3A)	Clearing and Grubbing	25		9100	5.22	acre	\$10,000.00	\$52,226.61
203(3)	Unclassified Excavation	12	1.5	9100	6.067	cy	\$20.00	\$121,333.33
301(2)	Aggregate Base Course Grading D-1	10	1.5	9100	5.056	cy	\$50.00	\$252,777.78
611(1)	Riprap, Class I	1	5	6825	1.264	cy	\$65.00	\$82,152.78
641(1)	Geotextile Drainage, Class	14		9100	14,156	sy	\$5.00	\$70,777.78
642(3)	Construction Surveying				120	hr	\$120.00	\$14,400.00
								Mob/Demob
								\$593,668.28
								\$29,683.41

								Subtotal	\$623,351.69	
								Construction Contingency 30%	Subtotal	\$187,005.51
								Subtotal	\$810,357.20	
								Construction Mgt 10%	Subtotal	\$81,035.72
								Subtotal	\$891,392.92	
								Engineering (including surveys, permitting, ROW, etc.) 15%	Subtotal	\$133,708.94
								Subtotal	\$944,066.13	
								ROW Cost and ACOE mitigation	Subtotal	\$269,497.00
								Subtotal	\$1,213,563.13	
								Pre-construction/Preliminary Work - Planning, Design, Compliance	Subtotal	\$30,000.00
								Subtotal	\$1,243,563.13	
								TOTAL ESTIMATED CROSS TMP COST	\$1,243,563.13	
								REQUIRED MATCH 9%	\$112,293.75	
								FEDERAL LANDS ACCESS LANDS GRANT REQUEST 91%	\$1,131,269.38	

Sponsor: Administrator

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Mim McConnell, Mayor

ATTEST:

Colleen Inman
Municipal Clerk



U.S. Department
of Transportation

**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

January 2, 2013
Sent Via Electronic Mail

In Reply Refer To: HFL-17

Federal Land Managers
Alaska Department of Transportation and Public Facilities
Regional & Local Governments
Tribal Governments

Re: Request for Project Proposals
2013 Alaska Federal Lands Access Program

Greetings:

The Alaska Federal Lands Access Program (AK Access Program) is soliciting proposals for capital improvement construction, enhancement, planning, and alternative transportation projects in FY 2013 through FY 2018. Project approvals will be contingent upon availability of funds. Attached are the Federal Lands Access Program Project Proposal form and Evaluation Criteria. The proposals must be received by **February 28, 2013**.

Applications would be completed by the State/Borough/City or Tribal Governments with the specific Federal Land Management Agency (FLMA) co-signing the application. Close coordination with the specific FLMA on a proposed project is important. This letter includes a list of contacts for each FLMA.

The AK Access Program would like to emphasize that:

- There is only \$7 million annually for this program;
- The program would like to distribute funds across the State of Alaska and between FLMAs; and
- Leverage the limited Access Program funds with other funding sources.

What is the purpose of the Federal Lands Access Program (Access Program)?

The purpose of the Access Program is to provide safe and adequate transportation access to and through Federal lands for visitors, recreationists, and resource users.

Where can projects be located?

Proposed projects must be located on a public highway, road, bridge, or trail system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state or municipal government.

Who may apply?

The state and local agencies interested in a project should work closely with the appropriate FLMA in developing the application. All proposals must be submitted by the state or local agency with title or maintenance responsibility in close consultation with the FLMA. The entity with title or maintenance responsibility must be a state or municipal government.

FLMAs can apply for an enhancement project for a site owned and maintained by the FLMA that is an enhancement to a state or municipal government's transportation facility. The FLMA would need to get the state or municipal government that owns the adjacent route to sign the enhancement application also.

What types of proposals will be considered?

Projects proposals will be accepted for capital improvement, enhancement and planning projects that are included in the activities listed below. Capital improvement projects include rehabilitation, restoration, construction, and reconstruction of roads and trails. This includes improvements such as, but not limited to, safety improvements, widening, realignments, surfacing, culverts, bridges, signing and associated roadway appurtenances. Enhancements are road and trail related improvements such as, but not limited to, interpretative signing, kiosks, viewpoints, restrooms, provisions for pedestrians and bicycles, scenic easements, trailheads, and improvements that reduce vehicle-wildlife conflicts. Planning projects include corridor plans, transportation plans, and studies related to transportation.

The following activities will be considered in this call:

- 1) Rehabilitation, restoration, construction and reconstruction of transportation facilities.
- 2) Adjacent vehicular parking areas.
- 3) Provisions for pedestrian and bicycles.
- 4) Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.
- 5) Construction and reconstruction of roadside rest areas, including sanitary and water facilities.
- 6) Other appropriate public road facilities, as determined by the Secretary.
- 7) Operation and maintenance of transit facilities.

Proposed projects should also be identified in a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan.

What size of project will be considered?

The AK Access Program is currently estimated to receive about \$7.0 million annually. The final amount will be determined within the next few months based on data provided by the FLMAs.

Projects in all funding amounts will be considered and evaluated. However, due to limited program funding amounts, projects will receive additional consideration when the project size is under \$7.0 million and there is funding leveraged from other sources.

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In addition, the program requires a match of 9.03 percent of the total project costs. The match will follow the current guidance requirements established by Alaska Department of Transportation for Federal-Aid projects.

How will the projects be evaluated?

A Project Selection Team will evaluate and prioritize the proposed projects according to following areas: Safety, Preservation, Recreation, Economic, Mobility, and Environmental (see attached Evaluation Criteria). In addition, preference shall be given to projects that provide access to, are adjacent to, or are located within high-use Federal recreation sites or Federal economic generators, as identified by the FLMA.

The Project Selection Team will include representatives from the Federal Highway Administration, Alaska Department of Transportation, Alaska Municipal League, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the U.S Army Corp of Engineers.

How will a final decision be made on the proposals?

After the project proposals are evaluated and prioritized, the Program Decision Committee (Federal Highway Administration, Alaska Department of Transportation, and Alaska Municipal League) will make a final decision on the project proposals. The Committee will make these decisions while also considering such things as project support, project readiness, agency priorities, applicant's share of project costs, availability of funds, project development delivery schedules, previous federal investment specifically related to the project, environmental and right-of-way time constraints. The Committee also will coordinate with the FLMAs prior to making a final decision. The final decision on the project proposals should be made by summer 2013.

How do I submit a proposal?

The best available data should be used in completing the project proposal forms. Maps and photos should be included to support the proposal. Letters of support from other entities that will not be signing the official application may also be included. Email the completed proposal form with all required maps, signatures, and photos to WFL.CallForProjects@dot.gov. The proposal must be received by **February 28, 2013**. The total file size for the proposal form (including maps and photos) should not exceed 10 megabytes.

What about previously approved Forest Highway projects?

Attached is the Forest Highway Program and Federal Lands Access Program Project Status list. The list shows which projects have been approved for funding by either the Forest Highway Program or the Access Program.

Projects that are shown as "Funded" do not need to resubmit a project proposal.

Who should I contact if I have questions?

Should you have any questions, please contact Pete Field or the Federal Lands Access Program coordinator for your agency:

Agency	Contact	Phone	Email Address
Federal Highway Administration	Pete Field	360-619-7619	peter.field@dot.gov
Alaska Department of Transportation	Mike Vigue	907-465-2065	mike.vigue@alaska.gov
Alaska Municipal League	Kathie Wasserman	907-586-1325	kathie@akml.org
US Forest Service	Amy Thomas or Marie Messing	503-808-2473 or 907-586-8834	aethomas@fs.fed.us or mmessing@fs.fed.us
National Park Service	Paul Schrooten	907-644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Randy Goodwin	907-474-2369	Randy_Goodwin@blm.gov
US Fish & Wildlife Service	Troy Civitillo	907-786-3579	troy_civitillo@fws.gov
US Army Corp of Engineers	Tim Feavel	907-488-2748	tim.a.feavel@usace.army.mil

Sincerely yours,

/s/ Peter C. Field

Pete Field
Program Coordination Manager

PF/nr

Attachments (3):

ecc: Sam Carlson, Director of Engineering Management, USFS Region 10, AK
Christy Darden, Deputy Director, USFS Region 6 and 10, OR
Amy Thomas, Federal Liaison, USFS, Region 6, 10 and 1, OR
Marie Messing, Transportation Systems Engineer, USFS, Region 10, AK
Paul Schrooten, Regional Transportation Program Coordinator, NPS, AK
Randy Goodwin, Alaska Travel Mngmt and OHV Coordinator, BLM, AK
Troy Civitillo, Facility Prgms/Refuge Roads Coordinator USFWS, AK
Tim Feavel, Senior Park Ranger, ACOE, AK
Jeff Ottesen, Program Development Director, AKDOT, AK
Mike Vigue, Chief of Surface Transportation Programs, AKDOT, AK

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Kathie Wasserman, Executive Director, AKML, AK
John Lohrey, Statewide Programs Team Leader, FHWA, AK
Phyllis Chun, Planning & Programs Manager, WFLHD, WA
Tom Erkert, Federal Lands Access Program Manager, WFLHD, WA
Ted Wood, Project Management Engineer, WFLHD, WA
Dennis Quarto, Project Development Engineer, WFLHD, WA
Cheryl Clark, Technical Systems Engineer, WFLHD, WA