

REMINDERS

<u>DATE</u>	<u>EVENT</u>	<u>TIME</u>
Tuesday, September 8	Regular Meeting	6:00 PM
Tuesday, September 22	Regular Meeting	6:00 PM

****Assembly Meetings are being held at UAS – Room 229****



Municipal Election Reminders

Tuesday, October 6 Municipal Election

Expiring Terms:

Assembly
Matthew Hunter
Michelle Putz

School Board
Cass Pook
Jennifer Robinson

Assembly Calendar

2014 [Jan](#) [Feb](#) [Mar](#) [Apr](#) [May](#) [Jun](#) [Jul](#) [Aug](#) [Sep](#) [Oct](#) [Nov](#) [Dec](#) 2016

September 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 Aug	31	1 Sep	2	3	4	5
Guevin McConnell	Guevin McConnell	McConnell 7:00pm Planning	McConnell 7:00pm Library Board	McConnell 12:00pm - 1:30pm SEDA Board Meeting	McConnell	McConnell
6	7	8	9	10	11	12
McConnell	McConnell Miyasato	McConnell Miyasato 12:00pm Health Needs & Human Services Commission 6:00pm <u>Reg Assembly Mtg</u>	McConnell Miyasato Putz 6:00pm Historic Preservation	McConnell Miyasato Putz 12:00pm LEPC 12:00pm <u>Parks & Rec</u>	McConnell Miyasato	McConnell
13	14	15	16	17	18	19
McConnell	McConnell 6:00pm Citizens' Taskforce	McConnell 12:00pm <u>Tree/Landscape</u> 7:00pm <u>Planning</u>	McConnell	McConnell	McConnell	McConnell
20	21	22	23	24	25	26
McConnell		6:00pm <u>Regular Assembly Mtg</u>	6:00pm Police and Fire Commission - Fire Hall			
27	28	29	30	1 Oct	2	3
		1:00pm SCVB Board		12:00pm - 1:30pm SEDA Board Meeting		

Assembly Calendar

[2014](#)
[Jan](#)
[Feb](#)
[Mar](#)
[Apr](#)
[May](#)
[Jun](#)
[Jul](#)
[Aug](#)
[Sep](#)
[Oct](#)
[Nov](#)
[Dec](#)
[2016](#)

October 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 Sep	28	29	30	1 Oct	2	3
		1:00pm SCVB Board		12:00pm - 1:30pm SEDA Board Meeting		
4	5	6	7	8	9	10
		Municipal Election Day 7:00pm Planning	7:00pm Library Board	12:00pm LEPC 12:00pm Parks & Rec		
11	12	13	14	15	16	17
		12:00pm Health Needs & Human Services Commission 6:00pm Reg Assembly Mtg	6:00pm Historic Preservation			
18	19	20	21	22	23	24
		12:00pm Tree/Landscape 7:00pm Planning				
25	26	27	28	29	30	31 Nov
		1:00pm SCVB Board 6:00pm Regular Assembly Mtg	6:00pm Police and Fire Commission - Fire Hall			



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of
Environmental Conservation
DIVISION OF SPILL PREVENTION AND RESPONSE
Prevention, Preparedness and Response Program

Post Office Box 111800
410 Willoughby Avenue, Suite 305
Juneau, Alaska 99801-1800
Main: 907.465.5346
Fax: 907.465.2237
dec.alaska.gov

August 19, 2015

City and Borough of Sitka
100 Lincoln Street
Sitka, Alaska 99835

Attn: Municipal Administrator Mark Gorman

RE: Jarvis Power Plant Diesel Tank 1; Spill # 1511991522701

Dear Mr. Gorman:

This letter is to advise you that on or about August 15, 2015 a pollution incident occurred at your power generating facility located on Jarvis Street, Sitka, Alaska. You may be financially responsible for this incident. The spill occurred when an estimated 30,000 gallons of diesel fuel was released to the facility's secondary containment area. The valve on the secondary containment area failed and released as much as 7,000 gallons of diesel into the storm drain system which empties into Sitka Sound near the mouth of the Indian River.

Alaska Statute Title 46 authorizes the State to respond to this pollution incident and to take appropriate action to minimize damages to human health, safety or welfare or to the environment. Under Title 46, the owner or operator may be held financially responsible for any actions taken by the State. If you undertake response actions, they must be approved in advance by the Department under 18 AAC 75.300 - .396, and the adequacy of those actions will be evaluated by Allison Natcher, the Project Manager for this pollution incident. Response actions are adequate if they accord with state and federal law, including 18 AAC 75.

If you are taking adequate actions, State action will be limited to approving cleanup plans, monitoring the progress of cleanup activities and providing guidance as necessary. Alaska Statute 46.08.070 requires that recovery be sought for certain costs, including oversight activities, incurred by the State in responding to pollution incidents. If you are determined to be a responsible party, the State may bill you at a later date for State expenditures associated with this pollution incident. Billable State expenditures include the direct costs of State staff time and indirect State overhead costs, as well as contractual and materials costs. Billable State staff time includes all time spent on activities related to the incident, including site visits, response and report reviews, telephone conversations, meetings, legal services, and interest.

If you believe someone else may be responsible for this pollution incident or if you have any questions concerning this matter, please contact me either on my cell at (206)280-9012 or at my office at (907)465-5367.

Hand delivered

Date: 19 August, 2015

By: [Signature]

Received

by: [Signature]

Sincerely,

A handwritten signature in black ink, appearing to read "Allison A. Natcher".

Allison A. Natcher
Environmental Program Specialist
Project Manager

cc: Bob Mattson, SOSC
Cost Recovery, SPAR/RFA



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506
Main: (907) 465 1799
Toll free: (800) 575-4540
Fax: (907) 465-2030
TTY TDD: (800) 770-8973
dot.state.ak.us

August 28, 2015

Mark Gorman
100 Lincoln Street
Sitka, Alaska 99835

Dear Mr. Gorman,

This will reply to your letter dated August 26, 2015 regarding the Needs List, establishment of a Regional Transportation Planning Organization (RTPO), and aviation planning. This letter was nearly identical to the letter sent from CBS to our Department on May 15, 2015. Our response, dated June 15, is provided as Enclosure 1. Please refer to this letter for responses related to the RTPO and aviation planning.

For the topics related to the Needs List, please note that our Highway Planner, Marie Heidemann, has worked with Dan Tadic to complete this request. Enclosure 2 details the additions made to the Needs List in response to your August 26, 2015 letter.

We enjoyed meeting with you to discuss the STIP. Per our recent phone conversation, please let us know when you are available to discuss these issues further.

Sincerely,

A handwritten signature in blue ink that reads "Andy Hughes".

Andy Hughes
Southcoast Region Planning Chief

ENCL: (1)
(2)

cc:

Senator Bert Stedman
Representative Jonathan Kreiss-Tomkins
Rob Campbell, Southcoast Region Director
Michael Harmon, CBS Public Works Director

Marie Heidemann, Southcoast Region Highway Planner
Mike Lesmann, Legislative Liaison
Mayor McConnell and Assembly
Mike Vigue, Statewide Program Development Division Director



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION PLANNING

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Phone: (907) 465-1776
Toll free: (800) 575-4540
Fax: (907) 465-2016
TTY-TDD: (800) 770-8973
dot.state.ak.us

Enclosure 1

June 15, 2015

Mark Gorman
100 Lincoln Street
Sitka, Alaska 99835

Dear Mr. Gorman,

This will reply to your letter dated May 15th, 2015 regarding the Needs List, establishment of a Regional Transportation Planning Organization, and aviation planning.

As you are aware from our March 16, 2015 letter, Southcoast Region is updating the Needs List. The Needs List is a list of many transportation needs that have been identified by staff, community representatives, and the general public. A project must be added to the Needs List before it can be included in the Statewide Transportation Improvement Program (STIP). However, there is no priority ranking in the Needs List and a project can be added at any time, even concurrently with a STIP request, therefore there is flexibility in managing the Needs List. For this update, Southcoast Region staff chose to review the list and remove those Needs which may be completed, outdated, or redundant to allow a cleaner and shorter list to be sent out for community review. This is likely why many of the projects from the City's Resolution 2010-22 were no longer on the Needs List that was sent for review. Our Highway Planner, Marie Heidemann, has contacted you to determine which projects from the Resolution 2010-22 the City would like to have re-activated in the Needs List. She will also add the FY2016 priorities that were sent and delete the two projects that are successfully moving forward. Thanks for helping us with this update of the Needs List.

In your letter you also re-iterated your request for establishment of a Regional Transportation Planning Organization (RTPO). The decision to establish an RTPO would not be made at the regional level and would require devoted planning funds. Such funds would come from the State's transportation allocation and would reduce the amount of funds going directly to projects. The Southcoast Region currently looks to several groups that help to facilitate an open forum for seeking and provision of advice regarding transportation in the region. These groups include the Marine Transportation Advisory Board (MTAB), Southeast Conference, Prince of Wales Community Advisory Council (POWCAC), Southwest Alaska Municipal Conference (SWAMC), and the Kodiak Archipelago Rural Regional Leadership Forum. We encourage the

City to stay involved and bring transportation needs and concerns to the appropriate groups for your area.

While this is not a decision that lies with Southcoast Region, I would like to touch on the subject and some of the complexities associated with such an action. In the lower 48, an RTPO's focus is typically on strategizing how to use funds on the established federal aid system which often connects the communities together. Therefore projects may provide a mutual benefit to all or many communities within the RTPO. In the Southcoast Region, with the exception of Prince of Wales Island, the only connecting highway between communities is the Alaska Marine Highway System (AMHS). As a result, transportation needs among communities, even for the AMHS, are often competing, rather than of mutual benefit. Furthermore, for an RTPO to effectively debate and prioritize project selection, a determined funding allocation would likely need to be established. Currently, Statewide Program Development does not set regional allocations and this has historically been beneficial to our region with lower population and total road miles. We are able to promote projects based on individual road pavement or traffic needs for the National Highway System or Alaska Highway System. For projects not on these systems (lower functional class and local roads), project nominations must go through a formal nomination process and be ranked by the Project Evaluation Board. This practice would likely continue despite the establishment of an RTPO because federal funded projects in Alaska are prioritized on a statewide basis.

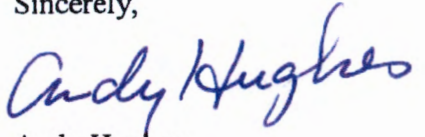
All of this said, we are concerned that you feel your communication with us is inadequate and that the City does not have a "seat at the table". We attempt to maintain positive and frequent communication with all communities within our region. To do this efficiently, we send out mass mailings for topics that affect the region at large and use personal emails and phone calls for community or project specific issues. Those project specific communications have been frequent in the past few years because of the multitude of active projects in your area. Please know that you are always welcome to call or email us with any concerns. Additionally, if the City would prefer regular scheduled teleconferences, we can set up such meetings per your desired frequency.

The city's concerns about development at Sitka Rocky Gutierrez Airport were discussed in recent meetings in your offices attended by staff from our Airport Leasing section and the Southcoast Planning section. The airport master plan, terminal area plan, airport parking, and lease lot development were covered in some detail. Additionally, Lynette Campbell, the Regional Leasing Chief provided a white paper concerning the management of parking on the airport – a subject that seems to be at the center of the city's concerns.

Unfortunately, while the City asserts the need to manage development in accordance with the airport master plan – which is always our intention – the most troublesome issue at present seems to be the potential loss of long-term parking on a trespass lot that is not part of the master plan. We have discussed a variety of solutions to the perceived parking problem that would be in accordance with the master plan, but none seem acceptable to the City. Because our mandate is to manage our airports for aviation uses, and because the currently proposed use for the lease lots in question is direct aviation, that use must take precedence over an ad hoc parking use. This is in accordance with the master plan. If the City has suggested changes to the airport master plan, we would be happy to consider them; however, the priority of aviation uses over all others, and the extremely limited amount of property available for development will continue to inform land use decisions in our planning process.

Thank you for taking the time to help us with our Needs List update and for relaying your City's transportation needs. I will follow up with a phone call to discuss the level and frequency of communication the City would like to have with Southcoast Region Planning and to schedule a meeting to discuss the Draft 2016-19 STIP which is expected to be posted for public notice within the next month.

Sincerely,

A handwritten signature in blue ink that reads "Andy Hughes". The signature is written in a cursive, flowing style.

Andy Hughes
Southcoast Region Planning Chief

cc:

Rob Campbell, Southcoast Region Director
Marie Heidemann, Southcoast Region Highway Planner
Verne Skagerberg, Southcoast Region Aviation Planner
Mike Vigue, Statewide Program Development Division Director
Lynette Campbell, Southcoast Region Leasing Chief

Heidemann, Marie E (DOT)

From: Heidemann, Marie E (DOT)
Sent: Wednesday, July 08, 2015 3:18 PM
To: 'michael@cityofsitka.com'
Cc: Hughes, Andrew N (DOT)
Subject: Needs List Update

Enclosure 2

Michael,

This email is to inform you that the changes you requested to the Needs List have been completed. See list below for Need ID Numbers. Sorry for the delay; I had technical issues with access to the appropriate program that were resolved this week.

Need ID	Project Title
30289	Reconstruction of Sitka's Failing Paved Roads
30290	New Construction: Granite Creek to Starrigavan
30291	Lincoln Street Improvements: Harbor Way to Harbor Drive
28452	Cross Trail Multimodal Pathway
30292	Sawmill Creek Road Bypass Trail: National Historical Park to Raptor Center
10071	Harbor Drive Seawalk Construction (Sea Walk Phase II)

Additionally Need IDs 26108 and 26111 have been marked as completed in the Needs List.

You can search for these and other projects using this link:
<http://www.dot.state.ak.us/stwdplng/cip/stip/needslist/index.cfm>

Call or email if you have any questions.

Marie Heidemann
Transportation Planner
Southcoast Region, ADOT&PF
465-1775



City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

Coast Guard City, USA

August 26, 2015

Andy Hughes, Southcoast Region Planning Chief
Department of Transportation and Public Facilities
P.O. Box 112506
Juneau, AK 99811-2506

Dear Mr. Hughes:

Thank you for meeting with the City and Borough of Sitka staff and citizens. We appreciate the opportunity to discuss the STIP Needs List for Sitka. I would like to reiterate that the needs list did not include all the projects listed in City and Borough of Sitka Resolution 2010-22 that the Assembly requested be added to the Needs List (see copy enclosed), and others which were approved by the Assembly for submittal to the Alaska State Legislature and Department of Transportation and Public Facilities for FY'2016 (see enclosed project requests). Please add these projects to the STIP Needs List:

Road Projects

- Reconstruction of Sitka's Failing Paved Roads is included in the City and Borough of Sitka's FY'2016 Legislative Priorities. The following high-priority roads are included in this request:
 - DeGroff Street (\$1,890,000 – Full Reconstruction)
 - Lincoln Street – Harbor Drive to Metlakatla Street (\$2,600,000 – Full reconstruction)
 - Brady Street – Halibut Point Road to Gavan Street (\$410,000 – Full reconstruction)
 - Cathedral Way (\$150,000 – Full reconstruction)
 - Lake Street – Sawmill Creek Road to Peterson Street (\$3,600,000 – Full reconstruction)
 - American Street (\$250,000 – Full reconstruction)
 - Barracks Street – Seward Street to Race Street (\$140,000 – Full reconstruction)
 - Kashevaroff Street – Edgumbe Drive to Kimsham Street (\$210,000 – Repave)
 - Marine Street – Seward Street to New Archangel Street (\$1,900,000 – Full reconstruction)
- Road to Resources – Granite Creek to Starrigavan (\$7,400,000—New construction)
- Lincoln Street Improvements – Harbor Way to Harbor Drive (\$1,900,000)

Trails and Paths

- **Cross Trail Multimodal Pathway Project** – Please incorporate Phase 6 (Kramer Avenue to Starrigavan) to Need ID 28452. Phase 6 is funded for planning and design by a FLAP grant and should be reflected as a priority transportation project. This modified project can be titled Cross Trail Multimodal Pathway and eliminate the phase numbers and locations. The description could be “Design, complete environmental clearance, permit, and build remaining phases of the Cross Trail Multimodal Pathway.
- **The Sawmill Creek Road Bypass Trail, National Historical Park to Raptor Center**, which was included in 2010 CBS Resolution 2010-22, was apparently not added to the Needs List. It remains an active priority. This project entails resolving the safety issues with uncontrolled pedestrian crossings on Sawmill Creek Road where the National Historical Park pedestrian pathway crosses to the Raptor Rehabilitation Center, a major visitor destination. This project may qualify for FLAP funds. Please add this project to the Needs List.
- **Harbor Drive Seawalk Construction** (subsequently renamed Sea Walk Phase II) was also included in CBS Resolution 2010-22 but not added to the Needs List. This project is also an active priority. CBS obtained FLAP grant funds for design and planning for this project. Including this partially funded project in the Needs List helps secure additional FLAP grants. Please add this project to the Needs List.

City and Borough of Sitka also requests that DOTPF delete the Needs List ID 26108 Edgecumbe Drive Pavement Rehabilitation Project and Needs List ID 26111 Jeff Davis Street Reconstruction. These projects are funded and either in or planned for construction.

City and Borough of Sitka appreciates your notice that the Southeast Alaska region has been expanded and renamed. This is an excellent opportunity to reiterate our request as detailed in the December 29, 2010 comment on the DOTPF transportation planning process under the Non-Metropolitan Local Official Consultation Process (NMLOCP). CBS requested, at a minimum, that a Regional Transportation Planning Organization (RTPO) be established for the Southeast Alaska region. Although this recommendation was not favorably received, City and Borough of Sitka resubmits this request to give Southcoast communities a “seat at the table” with DOTPF and improve the inadequate two-way communication and cooperation that could greatly benefit the Southcoast region. Please see enclosed December 2010 comment letter for more information.

Finally, City and Borough of Sitka requests that DOTPF engage with CBS and Sitka Airport users in a meaningful planning process for the Sitka Airport, before any large-scale deviation from the Sitka Airport Master Plan occurs. Rather than dealing with each lease lot development application without regard to the impacts it will have on the entire airport including future lease lot and general aviation impacts, the City and Borough of Sitka requests to review the entire near-term Sitka Airport Master Plan development proposals. A detailed discussion is needed to determine how DOTPF and CBS, as well as airport users, can cooperate to ensure

that Sitka Airport development can proceed consistent with the Master Plan and will not cause adverse consequences for Sitka Airport and its users.

Thank you again for your recent visit and for the opportunity to discuss Sitka's transportation needs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Gorman', with a long horizontal flourish extending to the right.

Mark Gorman
Municipal Administrator

Enclosures

cc: Senator Bert Stedman
Representative Jonathan Kreiss-Tomkins
Verne Skagerberg, DOTPF
Mayor McConnell and Assembly
Michael Harmon, Public Works Director

CITY AND BOROUGH OF SITKA

RESOLUTION 2010-22

A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF SITKA IN SUPPORT OF SITKA TRANSPORTATION PROJECTS FOR THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, the City and Borough of Sitka wishes to work with the State of Alaska to upgrade Sitka's streets, pedestrian facilities, utilities, harbors and docks, airports, trails, and other transportation facilities, regardless of ownership; and

WHEREAS, the Alaska Department of Transportation and Public Facilities (ADOT-PF) is beginning work on the 2012-2015 State Transportation Improvement Plan (STIP), a rolling three year plan for transportation projects utilizing State funds or Federal funds provided through the State; and

WHEREAS, the ADOT-PF has asked communities to nominate additional items for the STIP "Needs List", "a state-maintained list of transportation priorities for the State, including community nominated and community-owned and maintained infrastructure", and the deadline for nominations is September 13, 2010; and

WHEREAS, only projects on the Needs List can be considered for inclusion in the STIP;

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka, Alaska, that the following projects are the Sitka City and Borough's STIP priorities (highest are prioritized) for the State Transportation Improvement Program, and the Assembly requests that they be included on the Needs List:

Priorit

- | <u>y</u> | <u>Project Name</u> |
|----------|--|
| 1 | Sitka: Halibut Point Road Pavement Rehabilitation |
| 2 | Sawmill Creek Road Reconstruction (Roundabout to Jeff Davis) |
| 3 | Paving Failed Collector Streets |
| 4 | Sawmill Creek Road Upgrade - Stage 3 (Whale Park to SCIP) |
| 5 | Paving Failed Arterial Streets |
| 6 | ANB Harbor Replacement |
| 7 | Intermodal and Harbor Systems Analysis |
| 8 | Airport Terminal Expansion |
| 9 | Seaplane Facility Relocation and Upgrade |
| 10 | Baranof Warm Springs State Dock Reconstruction |
| - | Nelson Logging Road Upgrade |
| - | Sawmill Cove Industrial Park Waterfront Development |
| - | Upgrade State Eagle Way and Old Harbor Mountain Road |
| - | Commercial Passenger Vessel Visitors Facilities Improvements |
| - | Granite Creek Road Improvements |
| - | Crescent Harbor Sidewalk Widening |
| - | Katlian Street Widening |

- Monastery Street Sidewalk Construction
- Baranof Street Sidewalk Construction
- Sawmill Creek Road Surface Treatment (Bridge to End of Route)
- Blue Lake Road Upgrades
- Green Lake Road Upgrades
- New Harbor Construction
- Parallel Taxiway, Phase I
- Parallel Taxiway, Phase II
- General Aviation Apron and Lease Lot Development, Phase I
- General Aviation Apron and Lease Lot Development, Phase II
- General Aviation Apron, Lease Lot Development, Phase III
- Terminal: Sitka FT Mooring Modifications
- Sitka Access EIS
- Sitka Community Ride
- Sitka, Alaska - Transit Needs
- Halibut Point Road Bridge Replacement
- Takatz Lake Road Construction
- Safe Routes to Schools Projects
- Lightering Facility Breakwater Construction
- Upgrade State Highway Sidewalks to ADA Requirements
- Mass Transit Bus Pullout Facilities on State Highways

Trails and Paths

- 1 Path Connection to Indian River Trail
- 2 Cross Trail Construction, Ferry Terminal to Harbor Mountain Road
- 3 Cross Trail Cascade Creek to Kramer Avenue
- Cross Trail Construction High School to Baranof, Charles, Yaw and Pherson
- 4 St.
- 5 Cross Trail Construction, Yaw Drive to Indian River Trailhead
- 6 Sitka: Halibut Point Road Multiuse Path
- 7 Cross Trail Pedestrian Access
- 8 Harbor Drive Seawalk Construction
- 9 Oja Way Path Upgrade
- 10 Japonski Island Walkway Construction
- 11 Moller Field to Lake Street Connection (Trail)
- 12 Cross Trail Construction, Indian River trailhead to Verstovia Trail
- Sawmill Road Bypass Trail, NHP to Raptor Center

30

31 PASSED AND APPROVED by the Assembly of the City and Borough of Sitka, Alaska, on this 24th
 32 day of August, 2010.

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 Scott McAdams, Mayor

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ATTEST:

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 Colleen Ingman, MMC

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Municipal Clerk

CBS HIGHEST MUNICIPAL PRIORITIES

PROJECT TITLE

Reconstruction of Sitka's Failing Paved Roads

Total Project Cost	\$11,000,000 (100%)
FY 2016 State Funding Request	\$11,000,000 (100%)
City and Borough of Sitka Federal Tax ID Number	92-0041163

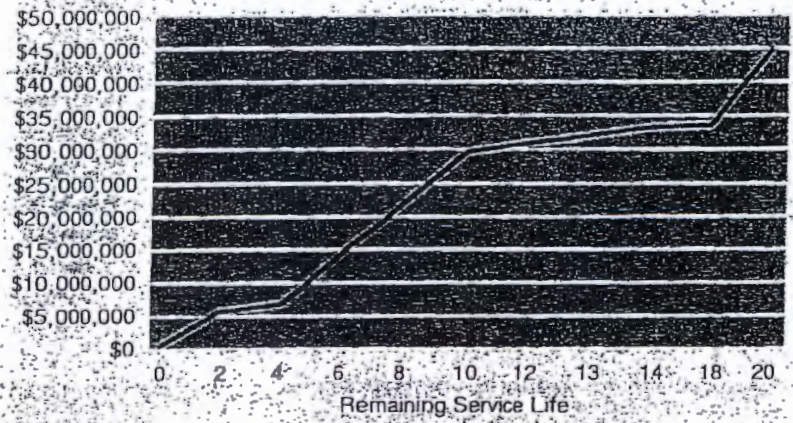
City and Borough of Sitka (CBS) requests \$11,000,000 to reconstruct Sitka priority roads. Many of the Sitka's paved roads are failing. A sustainable road program would require up to \$2.7 million annually. Recognizing the critical nature of the issue and with no current local funding stream in place, the Sitka Assembly is considering a vehicle registration fee or other mechanisms to provide an estimated \$700,000 per year. Even with that level of funding, the local taxpayers need state participation in order to address the need and ensure that paved roads do not return to gravel out of necessity. The following high priority roads are included in this request:

- DeGroff Street (\$1,890,000 – Full Reconstruction)
- Lincoln Street – Harbor Drive to Metlakatla Street (\$2,600,000 – Full Reconstruction)
- Brady Street – Halibut Point Road to Gavan Street (\$410,000 – Full Reconstruction)
- Cathedral Way (\$150,000 – Full Reconstruction)
- Lake Street – Sawmill Creek Road to Peterson Street (\$3,600,000 – Full Reconstruction)
- American Street (\$250,000 – Full Reconstruction)
- Barracks Street – Seward Street to Race Street (\$140,000 – Full Reconstruction)
- Kashevaroff Street – Edgumbe Drive to Kimsham Street (\$210,000 – Repave)
- Marine Street – Seward Street to New Archangel Street (\$1,900,000 – Full Reconstruction)



An example of poor asphalt condition due to subgrade issues. This is indicative of the condition of many municipal roads in Sitka.

Cumulative Total RSL Cost
Total Road System



CBS LEGISLATIVE CAPITAL PROJECTS REQUESTS

PROJECT TITLE

**Road to Resources –
Granite Creek to Starrigavan**

Total Project Cost	\$7,400,000 (100%)
FY 2016 State Funding Request	\$7,400,000 (100%)
City and Borough of Sitka Federal Tax ID Number	92-0041163

Due in part to recent large construction projects – including the State Department of Transportation's (DOT) airport, Sawmill Creek Road and Halibut Point Road projects – City and Borough of Sitka (CBS) and privately owned rock quarries in Sitka are near the end of their productive lives. There do not appear to be many opportunities for additional private quarries, leaving CBS as the primary source of construction rock products in Sitka. If additional quarries are not developed, rock materials for future development projects may need to come from outside of Sitka, greatly driving up construction costs. CBS is proposing to build a "Road to Resources" to help us develop additional quarries.

Laboratory testing indicates that rock from No Name Mountain, which would be made accessible by the proposed road, is of superior quality. A comparison of material testing results on a 2012 sample taken from No Name Mountain to the 2004 Alaska DOT Standard Specifications for Highway Construction indicates that this rock, when crushed, may satisfy the conditions of the Superior Performing Asphalt Pavements ("Superpave") requirements. It is our understanding that no quarry in Southeast Alaska was able to provide Superpave-quality materials for the Halibut Point Road project, forcing the DOT to pay for aggregate imported from Washington State.

In addition, access to the Starrigavan Valley is required to develop a water well field which could provide an alternate source for drinking water for the community. Currently, CBS drinking water is provided from Blue Lake. Required maintenance at the penstock periodically causes this water source to be unavailable. The only other currently feasible source of drinking water is Indian River. This historical water source would require expensive filtration to meet current federal drinking water standards.

The requested funding would provide a road from the developed Granite Creek Rock Quarries area north to Nelson Logging Road, with a spur road north of No Name Mountain connecting to Halibut Point Road. This request would not only provide access to much-needed rock sources, but also provide a route for a future potable water supply line from Starrigavan Valley.

City and Borough of Sitka requests state assistance of \$7,400,000 to provide a Road to Resources to access additional rock for state, city, and private Sitka projects between Granite Creek and No Name Mountain. The project also would also provide an access route for a potable water transmission line from Starrigavan Valley to the community.

CBS LEGISLATIVE CAPITAL PROJECTS REQUESTS

PROJECT TITLE

Commercial Passenger Visitor Facilities – Lincoln Street Improvements

Total Project Cost	\$1,900,000 (100%)
FY 2016 State Funding Request	\$1,900,000 (100%)
City and Borough of Sitka Federal Tax ID Number	92-0041163

The City and Borough of Sitka requests \$1,900,000 funding from the State of Alaska to complete a capital project to enhance commercial passenger vessel services, enhance passenger safety, and support cruise ship visitor activities. Sitka has experienced a precipitous drop in cruise ship visitors from a high of 286,000 in 2006 to less than 100,000 in 2014. Efforts are underway to regain the visitor counts through dialogue with the cruise lines and investment in infrastructure which supports the visitor industry.

The 2012 Sitka Health Summit listed Downtown Revitalization as a top priority for the community. Lincoln

Street is the primary economic center for the cruise industry in Sitka. This project would replace the existing aging and failing asphalt, curb & gutter and sidewalk along the central business district of Lincoln Street from Harbor Way to Lake Street with new hardscape. Improvements will also include replacement of existing non-conforming wheelchair ramps with new Americans with Disabilities Act (ADA) wheelchair ramps and new enhanced pavement crosswalks. These improvements will support visitor activities within Sitka's downtown by improving the visitor experience and enhancing pedestrian safety and demonstrate to the cruise industry that Sitka is open for business.



An example of how new hardscape can enhance public space.



City and Borough of Sitka

PUBLIC WORKS

100 LINCOLN STREET • SITKA, ALASKA 99835
PHONE (907) 747-1804 • FAX (907) 747-3158

December 29th, 2010

Marcheta Moulton
DOT&PF – SWP Program Development
PO Box 112500
Juneau, AK 99811-2500

RE: Non-Metropolitan Local Official Consultation Process (NMLOCP)
Request for Comments by 12/30/2010

Dear Ms. Moulton:

The City and Borough of Sitka (CBS) appreciates the opportunity to comment on the State Department of Transportation (DOT) transportation planning process. There is no doubt that our community is seeking more input in the transportation planning process. Specifically, we are concerned about the lack of opportunities to improve this process to include non-metropolitan municipalities on a regional basis much like other states have been doing for over 20 years. Alaska is a young State with a relatively undeveloped transportation system making this planning process vitally important. However, it appears that our State may be taking a minimalist approach in allowing the lowest level of Federal requirements to drive the process.

It has been requested for our comments to consider the following basic essentials:

- How frequently community and borough officials are contacted
- What communication methods are used to work with local officials
- How transportation priorities are identified at the local and state levels
- If there is a clear way that projects are selected to be included on the state's priority list, and if the progress toward construction on those projects is transparent (for example, projects do not drop off the list after a period of time)
- Whether transportation decisions are linked with local efforts to create jobs or decisions about where community facilities like schools and health clinics are located

Unfortunately these basic essentials to transportation planning highlight the areas that are weak or nonexistent in regards to DOT's involvement in coordinating with the CBS. Our regional planning strategy is primarily run by email and postcard announcements requesting information such as comments, needs, or filling out STIP project applications. We are not aware of any organized regional transportation strategies developing the "Needs List" or what gets submitted to the STIP. The municipalities basically respond to the requested information, which is often unclear and then follow up to find out what decisions were made by DOT.

To create a strategic and transparent plan, CBS recommends implementing Regional Transportation Planning Organizations (RTPO). RTPO's can establish a consistent and meaningful method of making transportation decisions on a regional basis. Such a process could assure that all issues are brought out for open discussion and debated. This is an important element of the planning process that is currently absent in Alaska that could help determine the future direction and characteristics of each RTPO for years to come.

At a minimum, an RTPO should be established for Southeast Alaska. It would be important for the organization to embody some of the following basic essentials:

- An RTPO Organization should be a formal organization, with membership of boroughs, cities, and tribes within the region.
- The RTPO should determine its own structure to ensure equitable and acceptable representation by member governments.
- Once the RTPO is established, it should be subject to certification and consistency requirements.
- The RTPO should be established exclusively as a transportation planning organization.
- DOT would have an interlocal agreement that establishes the organization and defines duties and relationships.
- RTPO's would designate a Lead Planning Agency to staff the Regional Transportation Planning Program. The lead planning agency is the designated recipient for any regional transportation planning grants from DOT.
- DOT would develop a planning grant program to help support the RTPO's in developing comprehensive transportation plans and provide match money grants required for STIP projects.
- RTPO's would be responsible for developing and maintaining a Regional Transportation Plan that spans four years consistent with the STIP.
- RTPO's would also create a Transportation Policy Board, to provide policy advice to the RTPO. The RTPO would allow representatives of major employers, DOT, bus transit organizations, port districts/departments, tribal organizations, cities, and boroughs to participate in policy making. The Transportation Policy Board would provide a means of formal participation in the Regional Transportation Plan development for those not a member of the RTPO, but who have a major stake in regional transportation facilities.
- RTPO's would utilize the technical expertise of member jurisdictions and Transportation Policy Board members through technical advisory committees in the development and upkeep of the Regional Transportation Plan. A citizen participation process should be required as part of the Regional Transportation Plan Standards being developed for this program. RTPO's would provide for meaningful citizen participation at all stages in the regional transportation planning process.

It is difficult to decipher how Southeast Alaska's transportation priorities are being discussed and decided. Each jurisdiction should decide this for itself. The collective discussion of transportation issues under an RTPPO process makes it easier to determine transportation costs and benefits leading to the adoption of effective strategies and policies. It should be the responsibility of each community to determine its regional vision, the transportation systems its citizens want to plan for, and the resources its citizens are willing to invest to achieve these goals.

For example, although our ferry service is a vital transportation rural highway that connects Southeast to the rest of the Nation, planning direction by DOT appears to be emphasizing ridership and revenue versus Level of Service (LOS). Highways commonly generate little to no revenue and are extremely expensive to operate and maintain. Transportation planning should be about maintaining or increasing the LOS, not based on revenue. Ridership should only dictate the size of the infrastructure needed to maintain a high LOS. Other States would never reduce the availability of their highways to increase the traffic volumes when the roads are open. Likewise, Alaska should not reduce the ferry availability to increase passenger volumes. A Southeast RTPPO would better serve in developing such important planning policies and direction for the region.

CBS continues to strongly endorse a regional planning process that is about local citizens, private interests, public interests, elected officials, and resource agencies partnering to jointly determine a future for our local communities, boroughs, and regions. Starting on the required RTPPO legislation should be a high priority for the State and DOT. The basic motivation for the planning process legislation should be driven by the need for a community/regional vision that supports how the community wants its transportation system to look and perform in the years ahead. CBS looks forward to cooperating with other Southeast Communities to implement this much needed Regional Transportation Planning Organization.

Sincerely,



Michael Harmon
Public Works Director

c: Senator Bert Stedman
Representative Peggy Wilson
Mike Korsmo, MTAB Chair
Shelly Wright, SE Conference
Kathie Wasserman, Alaska Municipal League
Jim Dinley, CBS Municipal Administrator
Marlene Campbell, CBS Government Relations Director

COUNCIL ANNETTE ISLANDS RESERVE

METLAKATLA INDIAN COMMUNITY

AUDREY M.L. HUDSON, MAYOR
JUDITH A. EATON, SECRETARY
NATHAN W. FAWCETT, TREASURER

ESTABLISHED 1887

POST OFFICE BOX 8
METLAKATLA, ALASKA 99926
PHONE (907) 886-4441
FAX (907) 886-7997

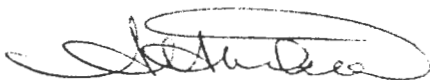
August 21, 2015

Mim McConnell
City & Borough of Sitka
100 Lincoln St.
Sitka, Alaska 99835

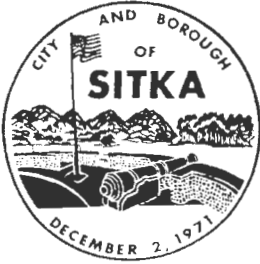
Dear Madam Mayor,

Words cannot express how deeply sorry I am to hear about your community's recent loss. I'm in shock to hear this news. Please know that you and the families that have lost their loved ones to this tragic natural disaster are in my thoughts and prayers.

Sincerely,



Audrey M. L. Hudson, Mayor
Metlakatla Indian Community



City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

Coast Guard City, USA

August 26, 2015

Ann Wilkinson
PO Box 174
Sitka AK 99835

Dear Ann,

On behalf of the City and Borough of Sitka, I want to thank you for your personal contributions of time and service to our community.

The Assembly voted at their meeting on August 25, 2015 to formally dissolve the existing Sitka Community Hospital Board for the purpose of restructuring.

If you believe the Assembly was not authorized to restructure the board, you may appeal by submitting a letter to the assembly outlining why you feel the Assembly's action was not within their discretion. Such appeals shall be postmarked by September 9, 2015.

Your time as a board member was appreciated and we hope that you, too benefited from the experience.

Sincerely,

Melissa Henshaw
Deputy Clerk

**A letter and certificate were
sent to each
board member**

Service Award

The Assembly of the City and Borough of Sitka awards to

Ann Wilkinson

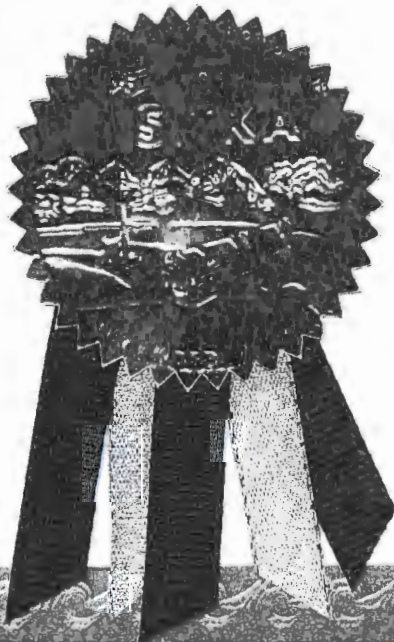
this expression of grateful acknowledgment for your valued service
rendered in the public interest while serving on the
Sitka Community Hospital Board.

Signed and sealed this 26th day of August, 2015

Attest:

Sara Peterson

Sara Peterson, CMC
Municipal Clerk





Hospital Board Roster

Board Member	Phone	Address, E-mail	Employer/ Occupation	First Appointed	Term Expires
Ann Wilkinson President	747-2707 h	PO Box 174 wilkinson99835@gmail.com	Self-Employed	6/28/11 6/24/14	6/30/14 6/30/17
Hans von Rekowski Vice-President	747-5419	3003 Mikele Street hvonnr@acsalaska.net	Retired	3/25/14	6/30/17
Brooke Volschenk Secretary	208-283-0203	1805 B Alder Way bkvolschenk@uas.alaska.edu	Sitka Sound Science Center	2/10/15	6/30/15 <i>Hart's term</i>
Mary Ann Hall	747-7265 h	2037 Halibut Point Road ob1jry@gmail.com	Retired/Lab Technician	10/13/09	6/30/16
Paul Bahna, MD	747-7749 w 623-0945 h	600 DeGroff Street A bnbahna@uas.alaska.edu	Biology Professor	7/1/13	6/30/16
Gloria Hagerman	747-3656 h	347 Wortman Loop hags@gci.net	Retired	2/10/15	6/30/15 <i>Fredrickson's term</i>
<i>Celeste Tydingco</i>	<i>747-3621 h</i>	<i>118 Jacobs Circle sitkant@gmail.com</i>	<i>Homemaker</i>	<i>2/08/11</i>	<i>6/30/15 Resigned 4/14/15</i>
<u>Medical Staff Liaison*</u> Debra Pohlman, MD	747-3241 w	Sitka Community Hospital 209 Moller Avenue dpohlman@sitkahospital.org	Physician	Dec 31 each year
<u>Assembly Liaison*</u> Steven Eisenbeisz	738-9075 c	208 Lincoln Street assemblyeisenbeisz@cityofsitka.com			October (each year after election)
<u>Hospital Staff</u> Rob Allen Wendy Fowler	747-1738 747-1725	Interim CEO Exec Asst/Recording Secretary	rallen@sitkahospital.org wfwowler@sitkahospital.org		

* Non-Voting

Hospital Board meets the **fourth Thursday of each month at 6:30 p.m.** in the Hospital Classroom.

- 6 Members from Public 3-year terms
- 1 Member a Physician 3-year term

*unless unable to fill in 60 days; a non-physician will be appointed

1 Member from the Assembly 1-year - non-voting

1 Member from Medical Staff 1-year - non-voting; recommended by medical staff, approved by Assembly

Established by Ordinance 73-55

OATH OF OFFICE REQUIRED

Revised: April 30, 2015

Due to the recent deadly event on Harbor Mountain, we the people in the affected areas would like to request a meeting with the city to discuss the safety of our families and homes. Many of us are rehashing that deadly event each night before we go to bed. We humbly feel that Fire Chief Miller and Assistant Fire Chief Al Stevens have tried to express what they know about the landslide. It was comforting, to a degree, to hear what they had to say.

However, it still does not alleviate the overriding concern that we all feel. Many of us have expressed our disapproval of building on the land directly behind our homes. In addition, we feel somehow misinformed because when we purchased our homes, we were told that the area was designated as a greenbelt.

Another area of concern is the drainage that was put in above our residences. In the past, we, as a constituency, have expressed at city meetings that it was substandard and lacked the necessary means to carry water away from our homes. A few years ago in the infancy of the Kramer subdivision, many of us were interviewed by a hydrologist. We told him what we had witnessed and expressed all of the recent problems that have been occurring due to the Kramer Subdivision. We were then led to believe that this gentleman would take the necessary steps to secure information to base his findings and report back to the city. When asked by a resident if he took any water or core samples or walked through the area, the hydrologist said he would base his findings on a previous city report. This leads us to believe that the whole area lacked appropriate direction and planning. Therefore, this put us in a deadly situation.

If you research landslides, you will find out that many have occurred due to recent construction, interference with or changes to natural drainage, modifications of slopes, excavation or displacement of rocks near the slope or toe, and deforestation. The amount of water that fell that day was staggering and caused an unfortunate event that took the lives of three fellow Sitkans. It could have been even more devastating.

The events of August 18 don't lessen the fact that the area directly behind us is not safe in its current state. We believe that because of this deadly event some remediation needs to occur and would hope that the city would listen and take into account our concerns.

Sincerely,

The residents of Sand Dollar Drive and Whale Watch

Tony Conforti 104 Sand Dollar
of Cindy Conforti
Israel Siskind 109 Sand Dollar
Glenn Segheno 109 Sand Dollar
Dana Pitt 106 Sand Dollar Dr
Honie Pitt
Ariel & Luke Starbuck 2168 HPR
Aidi Morrison 107 Sand Dollar
Vanessa 107 Sand Dollar
Pat & Marjorie Esquivos 108 Sand Dollar Dr.

Katie Kumeri - 7361283
Robert & MAIA Nerida 110 SAND DOLLAR
Gary & Shasta Smith 105 Sand Dollar
Chris Washles 110 Sand Dollar Dr #B
Nancy Wilson 111 Sand Dollar
Luella Wilson
Teddyman 2176 H.P.R.
over →

Busy Daily Per. 2180 HPR
Per. 2180 HPR



City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

Coast Guard City, USA

September 3, 2015

Dear Sand Dollar Drive and Whale Watch Drive Residents,

City Hall is in receipt of your letter regarding the neighborhood concerns about the August 18 landslide.

In the next weeks and months, we will be evaluating many of the elements that you identified in your letter. At this point in time, we have more questions than answers but are committing to an open and public process so we as a community can go forward with confidence that we are making the correct decisions regarding the landslide impacted areas as well as the future development of the Benchlands.

City staff would be pleased to have a meeting with the Sand Dollar Drive and Whale Watch Drive residents if that would be of help. If so, please identify the contact person, and we will work to schedule a time that is convenient for the neighborhood.

Sincerely,

Mark Gorman, Administrator

cc: Mayor McConnell and Members of the Assembly
Jay Sweeney, Chief Finance and Administrative Officer
Michael Harmon, Director of Public Works
Dave Miller, Fire Chief
Maegan Bosak, Planning and Community Development Director
Sara Peterson, Municipal Clerk