

CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator ~~ASA~~ (Acting)

From: Melissa Henshaw, Public and Government Relations Director
Melissa Haley, Finance Director

Date: April 5, 2023

Subject: Authorization to Execute an Alaska Department of Transportation & Public Facilities Community Transportation Program (CTP) Grant to support the Katlian Avenue Paving and Improvements Project

Grant Background

Infrastructure Investment and Jobs Act (IIJA) requires the State to have a competitive process to allow eligible entities to submit projects for funding for [The Community Transportation Program \(CTP\)](#). A competitive surface transportation program held every three years and is administered by the Alaska Department of Transportation & Public Facilities (DOT&PF).

The Call for Projects is broken into two phases. Phase one consisted of submission of a Notice of Intent to Apply (NOIA) that included project title, location, scope, short justification, and eligibility screening in order to be eligible for phase two call for projects. CBS submitted the NOIA and met with the Regional Planner to discuss scope, eligibility, management responsibilities, match requirements, estimating details, supporting documents and more.

Phase 2 – call for projects DOT&PF used the preliminary project information to determine eligibility and prepare a scope, schedule, and estimate. CBS is responsible to develop the full project application.

Awarded projects will be developed and managed by ADOT&PF as this program does not issue grants to communities directly.

Criteria include: Economic benefits, health and quality of life, safety, intermodal, contribution, M&O Costs, public support, environmental, corrects deficient roadway, cost effectiveness, deficient bridges, functional class, and others.

CTP grant key factors:

- Draft applications were due February 28, 2023. Resolutions and financial commitments are due at the time of the nomination (expected in May).

- All projects require a 9.03% local match and if the DOT&PF approved estimate increases over the life of the project, the community will be required to match the new estimate accordingly.
- The required match is based on the DOT&PF engineer's estimate, not the project sponsor's estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.
- This program is expected to award close to \$110 million for this award cycle.
- CTP Projects are limited to two project submittals per public entity not to exceed federal share amount of \$15 million per submittal as determined by DOT&PF certified estimate using recent unit cost and bid tabs from successful bids.
- Project awards will be announced in May 2023.

Project Background

Katlian Avenue is a busy road that has many uses, not only a main funnel into the downtown/main street area, but this road also has vital businesses, offices, marine services, and residents.

The asphalt and concrete surfaces are deteriorating. The current road condition is poor with extensive alligator cracking, centerline seams are failing with many potholes and pavement failures taken place that have been covered up with numerous spray patches. The current road configuration is also difficult to maintain properly essentially in the winter months performing snow and ice removal. There have been a number of traffic accidents. Aging storm drain system requires significant maintenance and poses imminent risk of failure. Drainage pipes are failing and, in some areas, so badly corroded that the bottom on the pipe is gone.

Although not a part of this grant funding opportunity, the water and sewer aging infrastructure will need to be replaced. The water infrastructure was installed in 1968; the sewer infrastructure in 1985.

Pedestrian facilities do not meet Americans with Disabilities Act (ADA) requirements. Safety improvements are needed where private properties encroach on right of way. Sidewalks are spalling, cracking, and are settling with areas of tripping hazards and severe cross slopes, poor lighting.

This project is in the General Fund's Capital Project budget for FY23, it is supported by [STA's Sitka Transportation Safety Plan](#), and [Sitka's Strategic Plan 2022-2027](#) goal 4: Plan and invest in sustainable infrastructure for future generations, specifically 4.1: Identify and pursue funding to address existing capital needs and deferred maintenance.

Fiscal Note

We respectfully ask the Assembly to set a match commitment for this application. The more match funds committed yields the higher score. The estimate as required to be completed by DOT&PF for the project is \$10,589,000.

This project has been assigned a comparatively high-risk score (the highest unfunded project in the General Fund). As of the date of this memo, there is \$926,238 in the FY24 capital budget for Katlian, which is \$30,000 short of the minimum required match amount of 9.03%. A discussion

is warranted to determine where additional funding would come from. Though it would be difficult to justify full Commercial Passenger Vessel Excise Tax funding for the difference, there could be potential for a combination of funding sources including from the Visitor Enhancement Fund (estimated to have approximately \$250,000 at the end of FY23). The below table shows minimum requirement for the different point levels:

	Total	State	CBS	Points	Funding need after FY24 appropriation	Possible Source(s)
					926,238	GF-Appropriation in FY24 budget
Minimum 9.03%	10,589,000	9,632,813.30	956,186.70	0	29,948.70	VEF
1% greater than minimum	10,589,000	9,526,923.30	1,062,076.70	2	135,838.70	VEF
5.1% greater than the minimum	10,589,000	9,092,774.30	1,496,225.70	3	569,987.70	VEF/CPV
10.1% greater than the minimum	10,589,000	8,563,324.30	2,025,675.70	4	1,099,437.70	VEF/CPV/GF (defund other lower-risk project)
15.1% greater than the minimum	10,589,000	8,033,874.30	2,555,125.70	5	1,628,887.70	VEF/CPV/GF (defund other lower-risk project)

As noted in the criteria weight chart below, contributing funds is weighted at the highest level at 12%.

Urban/Rural

URBAN/RURAL STANDARD	WEIGHT
Other Factors	2%
Economic Benefits	2%
Health & Quality of Life	3%
Public Support	5%
Intermodal	5%
Functional Class	5%
Environmental Approval Readiness	10%
Corrects Deficient Roadway	10%
Deficient Bridges	10%
Cost Effectiveness	12%
Contributing Funds	12%
M&O Costs	12%
Safety	12%

The Resolution has been drafted with a match commitment of \$1,496,226 that would give CBS 3 points out of 5 for the “Contributing Funds” category. During the assembly meeting on March 28, 2023, the assembly requested that staff also present options to fund at the match level that would give the CBS 4 points for the “Contributing Funds” category. Two possible options have been presented below, though it is important to note that the decision of how to fund a possible

match does not need to be made at this time. In addition to the options for 4 points, we have presented below a 3rd option, should the Assembly want to consider funding at the 5 point-level.

In preparing the options below, a preliminary projection of the FY23 year-end surplus was conducted that shows a surplus of revenue over expense of approximately \$3.5 million. With this higher than anticipated projected surplus, it is reasonable to assume that there would be sufficient funding for a transfer into the Public Infrastructure Sinking Fund and that surplus could fund the higher match amount required to earn 4 or 5 points, which would result in a lower transfer to the PISF for FY23, which would impact how much funding was available to fund capital projects for FY25. Possible funding scenarios are below:

Option 1 to cover match that will earn 4 points

Existing FY24 appropriation	926,238	
Visitor Enhancement	220,000	
CPV Funds	350,000	
Use anticipated FY23 surplus	529,438	Lower transfer to the PISF for FY25 budget
<hr/>		
TOTAL	2,025,676	

Option 2 to cover match that will earn 4 points

Existing FY24 appropriation	926,238	
Visitor Enhancement	220,000	
CPV Funds	350,000	
Reallocate FY24 capital funding	529,438	Take from 2 phases of Lincoln Street (FY27/FY28)
<hr/>		
TOTAL	2,025,676	

Option 3 to cover match that will earn 5 points

Existing FY24 appropriation	926,238	
Visitor Enhancement	220,000	
CPV Funds	350,000	
Reallocate FY24 capital funding	1,058,888	Lower transfer to the PISF for FY25 budget
<hr/>		
TOTAL	2,555,126	

Recommendation

Approve this resolution authorizing the Municipal Administrator to execute a Community Transportation Program (CTP) grant for the Katlian Avenue Paving and Improvements Project and include a match commitment.

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2023-15

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA (CBS) AUTHORIZING THE MUNICIPAL ADMINISTRATOR TO APPLY FOR AND EXECUTE A GRANT FOR THE COMMUNITY TRANSPORTATION PROGRAM WITH THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) FOR THE KATLIAN AVENUE PAVING AND IMPROVEMENTS PROJECT

WHEREAS, Katlian Avenue is in poor condition with road, sidewalk, asphalt, and concrete surfaces deteriorated beyond their useful life and not meeting current Americans with Disabilities Act (ADA) requirements; and

WHEREAS, the CBS received a request from the ADOT&PF to nominate projects for inclusion in the Alaska Community Transportation Program as outlined in the ADOT&PF's application packet; and

WHEREAS, the CBS is participating as an eligible project sponsor in the ADOT&PF Community Transportation Program; and

WHEREAS, federal monies are available under a Community Transportation Program, administered by ADOT&PF, for the purpose of creating and promoting the planning and development of transportation projects in Alaska; and

WHEREAS, the CBS acknowledges the scope, schedule, and estimate confirmation provided by the State of Alaska Department of Transportation & Public Facilities Southcoast Region; and

WHEREAS, the CBS acknowledges availability of the required match of no less than 9.03% understanding that more points are scored for a higher match; and

WHEREAS, after appropriate public input and due consideration, the governing body of CBS has recommended that an application be submitted to the State of Alaska for the Katlian Avenue Paving and Improvements Project.

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka to authorize the CBS Municipal Administrator to apply for and execute a grant with ADOT&PF for the Community Transportation Program with a match commitment of 14.13% totaling \$1,496,226.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 11th day of April 2023.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading 4/11/2023

Sponsor: Administrator

Scope, Schedule, Estimate (SSE) Confirmation

Project Name	Katlian Street Paving and Improvements		
DATE	20-Feb-23	CATEGORY	Modernization
NEED ID	tbd	REASON	<input checked="" type="radio"/> New Project <input type="radio"/> Update SSE

PLANNING SSE

PROPOSED SCOPE	<p>Rehabilitate Katlian St from Lincoln Street to Halibut Point Road (~4000') to include reconstruction of failing pavement, drainage, and sidewalks accessing Sitka's Indian Village and the core downtown. Project will improve safety and accessibility with the incorporation of bus stops, ADA compliant sidewalks and raised crossings, textured paving to calm traffic speeds, parking areas, and other public spaces were possible in support of public health, safe mobility, and strengthened commerce. Accessibility will be improved to better serve the underprivileged through the incorporation of shared street design in accordance with FHWA-HEP-17-096 for accommodating pedestrians with vision disabilities including multimodal design features such as shared lane markings, improved channelization, signage, lighting, and pedestrian priority improvements.</p> <p>Estimate below provided by community:</p>
-----------------------	--

PLANNING ESTIMATE	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	100,000	800,000	200,000								1,100,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			7,600,000								7,600,000
TOTAL	100,000	800,000	7,800,000	-							8,700,000

CONFIRMED SSE

CONFIRMED SCOPE	<p>Rehabilitate Katlian St from Lincoln Street to Halibut Point Road (~4000') to include reconstruction of failing pavement, drainage, and sidewalks accessing Sitka's Indian Village and the core downtown. Project will improve safety and accessibility with the incorporation of bus stops, ADA compliant sidewalks and raised crossings, textured paving to calm traffic speeds, parking areas, and other public spaces were possible in support of public health, safe mobility, and strengthened commerce. Accessibility will be improved to better serve the underprivileged through the incorporation of shared street design in accordance with FHWA-HEP-17-096 for accommodating pedestrians with vision disabilities including multimodal design features such as shared lane markings, improved channelization, signage, lighting, and pedestrian priority improvements.</p>
------------------------	---

ENGINEERS CONFIRMED	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	1,448,000	621,000									2,069,000
<i>Utilities</i>											-
<i>Right of Way</i>			250,000								250,000
<i>Construction</i>				8,270,000							8,270,000
TOTAL	1,448,000	621,000	250,000	8,270,000							10,589,000

Scope, Schedule, Estimate (SSE) Confirmation

Project Name	Katlian Street Paving and Improvements		
DATE	2/23/2023	CATEGORY	Modernization
NEED ID	tbd	REASON	<input checked="" type="radio"/> New Project <input type="radio"/> Update SSE

CONSIDERATIONS

SSE	Value	Comments
<i>Basis for Estimate</i>	Itemized Approximate	
<i>Field Review or Recon</i>	No	
<i>List Assumptions & Unknowns</i>	All quantities were estimated using Google Maps and project as-builts. Unit prices are based on historical bids.	

ENVIRONMENTAL	Value	Comments
<i>Anticipated Environmental Doc</i>	CE	
<i>Environmental Doc Prep Time</i>	0.5 to 1.5 years	
<i>4(F) Involvement</i>	Yes	Due to cultural/historic resources (assuming no adverse effect).
<i>Permits Required</i>	No	
<i>List Assumptions & Unknowns</i>	The project area has one eligible building, one National Historic Landmark, and one NRHP-listed building. NPS would be involved.	

ROW	Value	Comments
<i>Confidence in ROW Estimate</i>	Moderate	
<i>List Assumptions & Unknowns</i>	The City of Sitka's website provides a GIS ROW map. The ROW width is about 60' near Halibut Point Road but narrows down to about 32' after Littlefield Way.	

UTILITY	Value	Comments
<i>Confidence in Utility Estimate</i>	Low	
<i>List Assumptions & Unknowns</i>	A survey of overhead and underground utilities is needed.	

OTHER	Value	Comments
<i>Impacts to Annual M&O</i>	Yes	Maintenance and operation of the road will be the City of Sitka.
<i>Bridge Work Included</i>	No	
<i>Geotech Considerations</i>	Yes, a geotechnical investigation will be needed for the project.	
<i>List Assumptions & Unknowns</i>		

CERTIFICATION & APPROVAL

Please adjust comment boxes to fit all text before converting to PDF

Confirmed SSE Prepared By	Mar with DOWL	3/10/23
Confirmed SSE Pre-Construction Approval	<div style="border: 1px solid black; padding: 2px;"> <small>Name</small> <small>DocuSigned by:</small> <small>Signature, Pre-Construction Engineer</small> </div>	<small>Date</small>
Confirmed SSE Planner Approval	<div style="border: 1px solid black; padding: 2px;"> <small>Name</small> <small>DocuSigned by:</small> <small>Signature, Planning Chief</small> </div>	3/10/2023
	<div style="border: 1px solid black; padding: 2px;"> <small>Name</small> Marie Heidemann <small>Name</small> </div>	3/10/2023



SSE Estimate

State of Alaska - Department of Transportation and Public Facilities

Southcoast Region

Project Name: Katlian Street Paving and Improvements

Project Number: Unassigned

SCOPE: Rehabilitate Katlian St from Lincoln Street to Halibut Point Road (~4000') to include reconstruction of failing pavement, drainage, and sidewalks accessing Sitka's Indian Village and the core downtown. Project will improve safety and accessibility with the incorporation of bus stops, ADA compliant sidewalks and raised crossings, textured paving to calm traffic speeds, parking areas, and other public spaces were possible in support of public health, safe mobility, and strengthened commerce. Accessibility will be improved to better serve the underprivileged through the incorporation of shared street design in accordance with FHWA-HEP-17-096 for accommodating pedestrians with vision disabilities including multimodal design features such as shared lane markings, improved channelization, signage, lighting, and pedestrian priority improvements.

ITEM No.	Pay Item	Pay Unit	Quantity	Unit Price	Amount
201.0009.0000	Clearing and Grubbing	LS	ALL REQ'D	\$ 1,000.00	\$ 1,000.00
202.0001.0000	Removal of Structures and Obstructions	LS	ALL REQ'D	\$ 2,000.00	\$ 2,000.00
202.0002.0000	Removal of Pavement	SY	8,890.0	\$ 12.00	\$ 106,680.00
202.0009.0000	Removal of Curb and Gutter	LF	7,000.0	\$ 9.00	\$ 63,000.00
301.0001.00D1	Aggregate Base Course, Grading D-1	TON	2,880.0	\$ 60.00	\$ 172,800.00
306.0001.0000	ATB	TON	1,510.0	\$ 300.00	\$ 453,000.00
401.0001.002A	HMA, Type II; Class B	TON	1,006.7	\$ 250.00	\$ 251,666.67
401.0004.5828	Asphalt Binder, Grade PG 58-28	TON	53.4	\$ 1,500.00	\$ 80,030.00
402.0001.STE1	STE-1 Asphalt for Tack Coat	TON	3.0	\$ 1,000.00	\$ 3,000.00
603.0001.0024	CSP 24 Inch	LF	2,500	\$ 200.00	\$ 500,000.00
604.0001.0000	Storm Sewer Manhole	EA	8	\$ 9,000.00	\$ 72,000.00
604.0005.000A	Inlet, Type A	EA	40	\$ 5,000.00	\$ 200,000.00
608.0001.0004	Concrete Sidewalk, 4 inches thick	SY	4,450.0	\$ 175.00	\$ 778,750.00
608.0006.0000	Curb Ramp	EACH	16.0	\$ 4,500.00	\$ 72,000.00
606.0001.0000	W-Beam Guardrail	LF	37.5	\$ 120.00	\$ 4,500.00
606.0006.0000	Removing and Disposing of Guardrail	LF	87.5	\$ 25.00	\$ 2,187.50
606.0013.0000	Parallel Guardrail Terminal	EACH	1.0	\$ 8,000.00	\$ 8,000.00
609.0002.0001	Curb and Gutter, Type 1	LF	7,000.0	\$ 45.00	\$ 315,000.00
615.0001.0000	Standard Sign	SF	300.0	\$ 150.00	\$ 45,000.00
618.0002.0000	Seeding	LB	12.0	\$ 250.00	\$ 3,000.00
618.0003.0000	Water for Seeding	MGAL	8.0	\$ 250.00	\$ 2,000.00
620.0001.0000	Topsoil	SY	888.9	\$ 15.00	\$ 13,333.33
639.2000.0000	Approach	EACH	8.0	\$ 1,500.00	\$ 12,000.00
640.0001.0000	Mobilization and Demobilization	LS	ALL REQ'D	10% BB	\$ 317,000
640.0004.0000	Worker Meals and Lodging, or Per Diem	LS	ALL REQ'D	5% BB	\$ 159,000
641.0001.0000	Erosion, Sediment and Pollution Control Administration	LS	ALL REQ'D	2% BB	\$ 64,000
641.0003.0000	Temporary Erosion, Sediment and Pollution Control	LS	ALL REQ'D	2% BB	\$ 64,000
641.0005.0000	Temporary Erosion, Sediment and Pollution Control by Directive	CS	ALL REQ'D	5% BB	\$ 159,000
641.0006.0000	Withholding	CS	ALL REQ'D	\$ -	\$ -
641.0007.0000	SWPPP Manager	LS	ALL REQ'D	5% BB	\$ 159,000
642.0001.0000	Construction Surveying	LS	ALL REQ'D	5% BB	\$ 159,000
642.0003.0000	Three Person Survey Party	HR	8.0	\$ 300	\$ 2,400
643.0002.0000	Traffic Maintenance	LS	ALL REQ'D	15% BB	\$ 475,000
643.0003.0000	Permanent Construction Signs	LS	ALL REQ'D	3% BB	\$ 95,000
643.0023.0000	Traffic Price Adjustment	CS	ALL REQ'D	\$ -	\$ -
643.0025.0000	Traffic Control	CS	ALL REQ'D	5% BB	\$ 159,000
643.0032.0000	Flagging	CS	ALL REQ'D	5% BB	\$ 159,000
644.0001.0000	Field Office	LS	ALL REQ'D	\$ 2,000	\$ 2,000.00
644.0002.0000	Field Laboratory	LS	ALL REQ'D	\$ 2,000	\$ 2,000.00
644.2004.0000	Engineering Communications	CS	ALL REQ'D	\$ 2,000	\$ 2,000.00
646.0001.0000	CPM Scheduling	LS	ALL REQ'D	\$ 2,000	\$ 2,000.00
670.0001.0000	Painted Traffic Markings	LS	ALL REQ'D	\$ 1,000	\$ 1,000.00

Subtotal \$ 5,141,347.50

Contingency 20% \$ 1,028,270.00

CE @ 25% \$ 1,542,404.00

Subtotal \$ 7,712,021.50

ICAP @ 7.18% \$ 553,723.14

Phase 4 Total \$ 8,265,744.64

Rounded Phase 4 Total \$ 8,270,000.00

Katlian Street Paving and Improvements SSE Notes:

Design Speed:

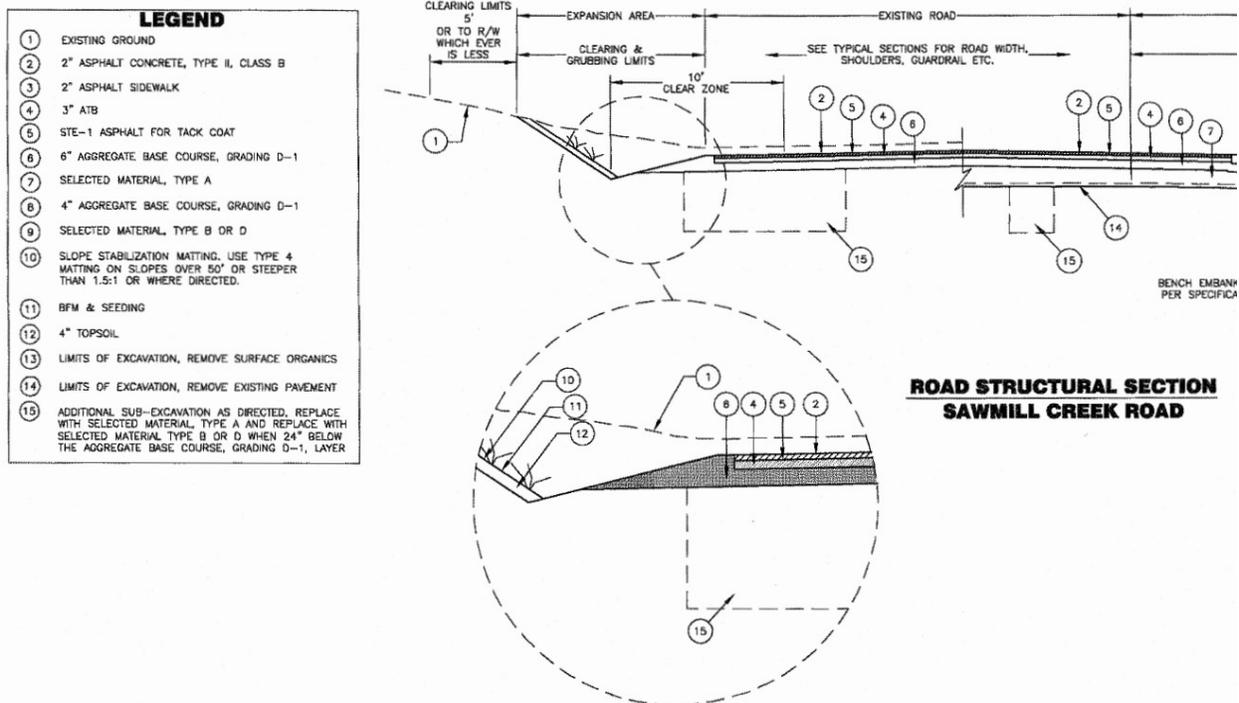
Section 1160.5.3 of the Highway Preconstruction Manual (HPCM) states to use the minimum design speed or posted speed limit. The project will use a design speed of 25mph, which is the posted speed limit for Katlian Street.

Lane and Shoulder Width:

Section 5.3.2 – Width of Traveled Way, pg. 5-13 of the AASHTO GB states that travel lanes for a local urban street should be 10' to 11'. Using Google Earth, the existing roadway width of Katlian Street is 20'. It will be assumed the travel lanes for the road will be 10'.

Typical Section:

For estimating purposes, the typical section will follow a recent SR DOT&PF as-built project. Based on the Sawmill Creek Road Upgrade Phase III – Whale Park to Sawmill Creek Bridge project, the typical section consisted of 2" of HMA, Type II; Class B, tack coat, 3" of ATB, asphalt binder, and 6" of Aggregate Base Course, Grading D-1. See typical section below:



Drainage:

Proposed drainage improvements include replacing curb and gutter, storm drain pipes, manholes, and storm drain inlets. Based on the City and Borough of Sitka Stormwater Management Plan (June 2013), it was estimated that the length to replace the storm drain pipes is about 2,500'. It was also estimated that the number of manholes and inlets to be replaced is 8 and 40, respectively. See attached City and Borough of Sitka Stormwater Management Plan.

ROW:

Based on the City of Sitka's official GIS map, the project area is within the city's ROW. However, due to tight ROW and adjacent properties, further ROW investigation may be needed.

Utilities:

No public utility records were found, and as a result, a survey of overhead and underground utilities of Katlian Street will be needed.

Maintenance & Operations (M&O):

The road is owned by the City of Sitka. Katlian Street will be maintained and operated by the City of Sitka.



— Road Improvement



0 300 600 Feet



KATLIAN STREET PAVING AND IMPROVEMENTS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811

FEBRUARY 21, 2023

FIGURE 1