

City of Bethel Action Memorandum

Action memorandum No.	19-28		
Date action introduced:	April 9, 2019	Introduced by:	Peter Williams, City Manager
Date action taken:		Approved	Denied
Confirmed by:			

Action Title: Direct Administration to complete and submit a Community Transportation Program project nomination by the May 15, 2019 deadline with the requisite cash match approved by City Council that will be reviewed, scored, and hopefully selected for inclusion in the Statewide Transportation Improvement Program (STIP) 2020-2023.

Attachment(s): (1) Resolution of Project Sponsorship (sample), (2) Map of Akakeek, Ptarmigan, Delapp Heavy Use Road Improvement Project, (3) STIP Project Evaluation Criteria, (4) City Streets and Roads Foreman's List of Bethel Road Projects.

Department/Individual:	Initials:	Remarks:
Administration / Peter Williams	PW	
Public Works / Bill Arnold	WA	
Finance / Christine Blake	CB	
Amount of fiscal impact:	Account information:	
	No fiscal impact at this time.	
	Requires funding in FY 2019 Budget.	
\$85,511	Requires funding in FY 2020 Budget. TBD	

Summary Statement

The Alaska Department of Transportation and Public Facilities is calling for Community Transportation Program project nominations to be reviewed, scored, and potentially recommended for inclusion in the Statewide Transportation Improvement Plan (STIP) 2020-2023. This Action Memorandum was written with Administration's recommended road project for STIP nomination so that Council can concur or select an alternative. The deadline is May 15, 2019.

City Administration recommends that Bethel City Council direct Administration to pursue STIP funding to cover costs associated with the Akakeek, Ptarmigan, Delapp Heavy Use Road Improvement Project. The project calls for an engineer to design improvements to contiguous sections of Akakeek Street, Ptarmigan Street from Owl Road to Delapp Drive, and Delapp Drive and construct those hard-surface improvements. Pre-construction work and design are likely to include a geotechnology study, surveys, easement/right-of-way mapping, and environmental clearances. Construction of a gravel road will likely include removal of several feet of existing road material, application of geotextile fabric, polystyrene insulation, and non-frost susceptible fill.

The City must provide 9.03% of the project cost as cash match in order to qualify for STIP funding. The City can earn up to 8 additional points for cash contributions made over and above

the minimum 9.03% required. Using the City's engineer cost estimate of \$1 million per mile to construct a gravel road in rural Alaska, the City's proposed project would cost:

Linear Feet/Mile = 5,280 ft.

Project Linear Feet = 4,988 (rounded to 5,000 for simplicity)

Project Cost = $5,000/5,280 * \$1,000,000 = \$946,970$

City Cash Match = $\$946,970 * 9.03\% = \$85,511$

Bethel City Council will have to approve a resolution of project sponsorship like the one attached. The resolution, Long Range Transportation Plan Draft, and other supporting documents must be included in the City's application for maximum points in the *Public Support* criterion.