CITY OF GUSTAVUS, ALASKA
PROJECT SCOPING and DEVELOPMENT FORM

This form is to be used to document project planning and approval to assure that: project options are well-considered; the best option is put forward; initial and continuing costs and funding are addressed; and that Council approval has been given for implementation. Use this project scoping form with the Project Planning and Approval Process Flow Chart.

Answer the questions that pertain to your proposed project. Attach additional narrative pages if necessary. Type in the electronic form using as much space as you feel is necessary.

Part 1. Project Identification

Name of Project: Pedestrian/Bicycle Sidepath System

City Department: Contact: City Hall

E-mail: Phone: 907-697-2451

Part 2. Project Scope refers to a project's size, goals, and requirements. It identifies what the project is supposed to accomplish and the estimated budget (of time and money) necessary to achieve these goals. Changes in scope will need Council approval.

1. What is the project?
   - What are its goals and objectives?
     - Construction of pedestrian/bicycle "sidepaths" within the State of Alaska right-of-ways parallel to Gustavus Road/Mountain View Road from the Gustavus airport to the Glacier Bay National Park boundary, approximately 5.2 miles, and from Four Corners to the Gustavus Dock, a distance of approximately 1.4 miles.

   - Who/what will be aided by this project? Who are the targeted stakeholders/customers?
     - A dedicated lane or path will help separate bicyclists and pedestrians from vehicular traffic, which will increase safety and foster an increase in bicycling and walking in Gustavus among:
     - Students (Today, a path from the airport to Good River Corner would serve the to-and-from-school route along Gustavus Road for about 85 percent of the students attending Gustavus School.) Students who walk or bicycle to school arrive at school more alert and ready to learn than if they are driven.
     - Gustavus residents, who will have an enhanced opportunity to conduct their normal business or to recreate by walking or riding a bicycle.
     - Visitors, who will have an enhanced opportunity to recreate in Gustavus by walking or riding a bicycle. (The lane of paths will enhance Gustavus as a tourist destination, offering a safe, healthy activity that few communities in Alaska can offer.)
     - Additionally, a dedicated lane or path will be an avenue to better community health because people of all ages will have an enhanced

opportunity to exercise.

- Is a preliminary survey necessary to identify the number of potential customers/users? How will you design and conduct the survey?
    - No survey is necessary.

- What is NOT covered by this project? What are its boundaries?
    - The project covers only the pedestrian/bicycle paths within the right-of-ways along approximately 6.6 miles of road.

2. Why is the project needed?
   - What community problem, need, or opportunity will it address?
        - Separate pedestrians and bicyclists from vehicular traffic.

   - What health, safety, environmental, compliance, infrastructure, or economic problems or opportunities does it address?
        - Health: provides a free means of healthy exercise
        - Safety: separates pedestrians and bicyclists from vehicular traffic. Of great concern is the safety of students traveling to and from school.
        - Environmental: walking and bicycling are no-carbon means of transportation
        - Compliance: n/a
        - Infrastructure: Increases transportation opportunities
        - Economic: Walking and bicycling are cheap forms of transportation. Having a system of pedestrian/bicycle paths will make Gustavus a more desirable place to live and to visit.

3. Where did the idea for this project originate? (Public comments, Council direction, committee work?)
   - People in Gustavus have for years noted the need to make Gustavus more conducive to walking and bicycling.
   - The City of Gustavus received a $15,000 Alaska Department of Transportation Safe Routes to Schools planning grant in 2013.
   - In 2015, the City of Gustavus applied for a grant for the construction of a pedestrian/Bicycle connector trail between Gustavus and the boundary of Glacier Bay National Park. The City elected not to accept this grant because of the matching-fund requirements.
   - Funding for a pedestrian/bicycle path may be available through Alaska's Statewide Comprehensive Outdoor Recreation Plan (SCORP) or through state and federal infrastructure-development funding.

4. Is this project part of a larger plan? (For example, the Gustavus Community Strategic Plan, or committee Annual Work Plan?)
   - Ideally, the project would be completed in conjunction with a similar project along the Glacier Bay National Park & Preserve section of the road. The distance from the Glacier Bay National Park boundary to Glacier Bay Lodge, at Bartlett Cove, is about 4.2 miles. According to the park's 2019 Frontcountry Management Plan, the plan there would be to "Widen the entire park entrance road up to 60" and restripe it to support on-grade

bike and pedestrian use on one side. The road would be constructed for year-round active transportation (bike, pedestrian, and ski)."

5. What is your timeline for project planning?
   - By when do you hope to implement the project?
     - With funding and good fortune, this project could be completed within 3–4 years

   - Will the planning or final project occur in phases or stages?
     - It depends on funding, but the Dock Road section might be completed separately from the section from the airport to the Glacier Bay National Park boundary.

6. What is your budget for the planning process? Will you be using a consultant?

   - In 2015, the Federal Highway Administration listed the preliminary engineering cost of a pedestrian/bicycle path from the Gustavus airport to the Glacier Bay National Park boundary as $510,000. This would be equivalent to approximately $622,000 today. Adding the 1.4 miles of path between Four Corners and the dock, the preliminary engineering cost for the entire project would be approximately $790,000.

7. What is your rough estimate of the total cost of the planning and final product? At the least, please list cost categories. See Part 4. (Ques. 4-8) and Part 5 (Budget) for guidance.

   - Regarding even a rough estimate of the cost of constructing these pedestrian/bicycle paths, we have to start somewhere. According to a 2013 report prepared by the University of North Carolina for the Federal Highway Administration, the national per-mile average cost, including design and engineering (adjusted to reflect year 2022 dollars) of an unpaved, eight-foot-wide multi-use trail is $148,000.
   - Reducing the average cost by ten percent to approximately reflect the construction of a six-foot-wide trail, the per-mile cost of unpaved pedestrian/bicycle path would be about $133,000.
   - This amount, however, must be adjusted. Aurah Landau, of HDR engineering, told me that construction costs in Alaska are 20 percent higher than in the lower-48, and that construction costs today are 100–150 percent higher than last year. Inflation—currently 8.5 percent—must also be factored in.
   - Based on Alaska costs being 20 percent higher than in the lower-48, the per-mile cost would be $159,600 ($133,000 x 120 percent = $159,600). If costs are 100 percent higher than last year, the per-mile cost would be $319,200 ($159,600 x 200 percent = $319,200). If cost are 150 percent higher than last year, the per-mile cost would be $399,000 ($159,600 x 250 percent = $399,000). Factoring in 8.5 percent inflation, the per-mile cost will range approximately from $346,332 to $432,915.
   - Based on these figures, the approximate cost of constructing a path, not including a potential bridge over the Salmon River, between the Gustavus Airport and the Glacier Bay National Park boundary would range from $1.7 million to $2.1 million. The approximate cost of constructing a path from Four Corners to the beginning of the paved shoulders at Gustavus Dock would range from about $447,000 to $559,000. (Calculations: 5.2 x $319,200 = $1,659,840; 5.2 x $399,000 = $2,074,800; 1.4 x $319,200 = $446,880; 1.4 x $399,000 = $558,600)

     Total Cost: $2.7 million

That said, Todd Boris, an Alaska Department of Transportation engineer, thought the cost, including design and engineering, would be approximately $500,000 to $750,000 per mile. Based on these estimates, the total cost of the project would be $3,300,000 to $4,950,000.

Note, too, that two things work in this project's+ favor: Gustavus's flat terrain and the fact that along Gustavus Road/Mountain View Road, the sidepath can be constructed atop the recently installed electrical intertie that connects the Alaska Power Company's facility at Gustavus with the National Park Service electrical facility at Bartlett Cove. In the process of installing the intertie, essential environmental and social analysis was done, the vegetation where the intertie cable is buried was cleared, and the route leveled and filled, making an excellent subbase for a sidepath.

Parts 3., 4., 5., 6. Project Investigation and Development

Parts 3.-6. refer to social, environmental, and financial impacts of various options. These questions will help you document your consideration of alternatives and your choice of the option providing the best value for the community. Your goal is to generate alternatives and make a recommendation from among them. Return to Part 3., "Summary" after applying Parts 4.-6.

Summary:

1. What alternative approaches or solutions were considered? Make a business case for your top two or three options by discussing how effectively each would fulfill the project goals, and by comparing the economic, social, and environmental costs vs. benefits of each one.

   Response: The only other option considered is to widen the road and put a pedestrian/bicycle lane on one or both sides. While this would facilitate snow removal, it would not provide the desired separation between pedestrians/bicyclists and vehicular traffic. Moreover, since it would require a large quantity of asphalt, it would be very expensive.

2. What solution was chosen as the best and why is it the best?

   Response: A path separated from the road is the safest and provides the most satisfaction for users.

3. Identify your funding source(s).

   Response: Various local, state, and federal infrastructure funds that are and may become available. (Potential funding sources are an Endowment Fund grant or capital funding from the City or other infrastructure grant opportunities.)

Part 4. Environmental, Social, Financial Impacts

1. Project Impacts Checklist

Will this project affect:	No	Yes (+/-)	Maybe

Environmental quality? **(+ = impact is beneficial; - = harmful)**			
• Climate change		+	
• Streams/groundwater quality	x		
• Air quality		+	
• Soils/land quality		-	
• Fish/wildlife habitat, populations	x		
• Plant Resources (timber, firewood, berries, etc.)	x		
• Invasive or pest species	x		
• Natural beauty of landscape or neighborhoods		-	
• Neighborhood character		+	
• Noise or other environmental impacts		+	
• Environmental sustainability		+	
• Hazardous substances use	x		
• Community waste stream	x		
• Light pollution at night	x		
Recreational opportunities?			
• Public land use and access		+	
• Trails/waterways		+	
• Parks		+	
• Public assembly/activities		+	
Education/training/knowledge & skill development?	x		
Public safety?		+	
Public health?		+	
Medical services?	x		
Emergency response?	x		
Economic performance & sustainability?			
• Employment of residents			
○ Short-term (i.e. construction)		+	
○ Long-term (operating and maintenance)		+	
• Cost of living reduction		+	
• Return on investment		+	
• Visitor opportunities/impressions/stays/ purchases		+	
• Competitive business environment	x		
• Support for existing businesses		+	
• New business opportunities		+	
• Economic sustainability		+	
• Attractiveness of City to new residents/businesses		+	
City government performance?			
• Infrastructure quality/effectiveness/reach (more people)		+	
• Existing services	x		
• New services		+	

• Cost of City services			
• Tax income to City		+	
Transportation?			
• Air	X		
• Water	X		
• Roads	X		
Communications?			
• Internet	X		
• Phone	X		
• TV/radio	X		
Other? (type in)			

2. How does this project provide benefits or add value in multiple areas? (E.g., benefits both to the environment and to business performance.)
Response: It is environmentally sound and facilitates travel around Gustavus.

3. Are other projects related to or dependent on this project?
- Is this project dependent on other activities or actions?

  Response: No.

- If yes, describe projects, action or activities specifying phases where appropriate.

  Response: N/A

4. Will the project require additional infrastructure, activity, or staffing outside the immediate department or activity? (e.g., will the construction of a new facility require additional roads or road maintenance or more internal City staffing?)

Response: The path will have to be maintained, which may include snow removal.

5. What regulatory permits will be required and how will they be obtained?

Response: Probably just a permit to utilize the Department of Transportation's right-of-way.

6. What are the estimated initial (e.g., construction or purchase) and continuing operational costs of the project?

Response: The initial cost is discussed above. Operational costs should be minimal. Snow could be removed using a four-wheeler equipped with a plow.

7. Is an engineering design or construction estimate necessary?

Response: Yes, the cost of which is discussed above.

8. Will operation of the project generate any revenue for the City, such as sales, user fees, or new taxes? If so, how will the new revenue be collected?

Response: No user fees, sales tax, or new tax are involved.

Part 5. Project Budget

There is not yet a budget for this project.

Proposed Budget Line Items

Construction project Budget estimate	Cost	Operational budget estimate (annual)	Cost
Administrative	$0	Personnel	$0
Project management	$0	Benefits	$0
Land, structures, ROW, easements	$0	Training	$0
Engineering work	$0	Travel	$0
Permitting, inspection		Equipment	$0
Site work	$0	Contractual	$0
Construction	$	Supplies	$0
Waste disposal	$0	Utilities	$0
Equipment	$	Insurance	$0
Freight	$0	Repair & maintenance	$
Contingencies	$	Other (list)	$0
Other (list)	$	Other (list)	$0
Other (list)		Total direct costs	$
		Indirect costs	$
		Income (fees, taxes)	$
		Balance: costs-income	

Updated Latest Estimate Budget Line Items if Changed Date: _____

Construction project Budget estimate	Cost	Operational budget estimate (annual)	Cost
Administrative	$	Personnel	$
Project management	$	Benefits	$
Land, structures, ROW, easements	$	Training	$
Engineering work	$	Travel	$
Permitting; inspection		Equipment	$
Site work	$	Contractual	$
Demolition and construction	$	Supplies	$
Waste disposal	$	Utilities	$
Equipment	$	Insurance	$
Freight	$	Repair & maintenance	$
Contingencies	$	Other (list)	$
Other (list)	$	Total direct costs	
		Indirect costs	
		Income (fees, taxes)	$
		Balance: costs-income	$

Part 6. Jobs and Training (required by some granting agencies)

1. What service jobs will be needed for operation and maintenance? A contracted person to plow snow.

2. How many full-time, permanent jobs will this project create or retain?
_____0___Create/retain in 1-3 years
____0_____Create/retain in 3-5 years

3. What training is necessary to prepare local residents for jobs on this project? N/A
4. How many local businesses will be affected by this project and how? The path will facilitate customers traveling to and from businesses.

Part 7. Business Plan (Upon Council request)

Upon Council request, please prepare a business plan for the operating phase of your leading option(s). Plans will differ according to the nature of the project.

There are a number of good Internet sites that will assist you in developing a business plan. One example (12/2010): is http://www.va-interactive.com/inbusiness/editorial/bizdev/ibt/business_plan.html

Basic components of a business plan:

- The Product/Service
- The Market
- The Marketing Plan
- The Competition
- Operations
- The Management Team
- Personnel

Part 8. Record of Project Planning and Development Meetings

1. Please document the manner in which public input was received.
   - Public comment on agenda item at committee or Council meeting
   - Special public hearing
   - Dates and attendance for the above.
   - Written comment from the public (please attach)

2. Please use the following chart to document committee meetings, Council reports, and so on. Did the committee make recommendations or requests? Did the Council make requests of the committee?

Meeting Record

Event (Meeting of committee, Council report, public hearing, etc.	Date	Agenda Posted (date)	Minutes or record attached? (yes/no)	Outcome Rec to Council, requested action of Council, etc.	No. of attendees

Part 9. Feedback to the Council

With the understanding that this form must be adapted to a variety of projects, please provide feedback on how the form worked for your committee. Thank you for your suggestions.