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MEMORANDUM

DATE: **January 19, 2023**

TO: **Chair Bryson and Public Works and Facilities Committee**

FROM: **Katie Koester, Engineering & Public Works Director**

SUBJECT: **Resolutions of support for ADOT grant applications**

The purpose of this memo is to summarize the attached three (3) separate resolutions that are required for CBJ to apply for grant funding through the Community Transportation Program and Transportation Alternative Program.

The Transportation Alternatives Program (TAP) is a federally funded program through Alaska Department of Transportation (ADOT) that provides funding for small-scale transportation projects such as pedestrian and bicycle facilities. Communities are eligible to apply for up to two projects, either owned by the State or the community, however the project will be managed by ADOT. A local match is required, with a 25% match scoring the highest points. More information on the program can be found here. CBJ is applying for two TAP projects:

1. **Resolution 3018: Lemon Creek Multimodal Path $4M**. Because TAP has a limit on the amount of funds per community, CBJ's application focuses on the first phase of the Lemon Creek Multimodal path commencing near the intersection of Vanderbilt Hill Road and Glacier Highway to the east side of Lemon Creek adjacent to Egan Drive. This section is fairly straightforward and will remain consistent even if public outreach and site inspection determines an alternate trajectory for the remainder of the path. CBJ has applied for a Reconnecting Communities grant for scoping, stakeholder engagement, and feasibility that, if awarded, will help inform this project and future phases. If funded, CBJ would match the grant with $1M of the $1.1M that the Assembly has appropriated for the project. Additionally, Proposition 3 - Voter approved 1% Sales Tax allocates an additional $1.5M for the project between FY24 and FY29.
2. **Resolution 3014: Montana Creek Bridge $1.5M.** During the September 2022 storms, the pedestrian bridge over Montana Creek failed and has been decommissioned. CBJ is applying for TAP funds to replace the bridge. ADOT has committed to covering the local match with State funds and CBJ has committed to taking over ownership and maintenance of this popular recreation facility if the grant is successful.

The Community Transportation Program (CTP) is a parallel program to TAP for local roads with many of the same eligibility requirements, similar scoring criteria and a ceiling of $15M per community. More information on CTP can be found here. CBJ is applying for one CTP project:

1. **Vintage Boulevard and Clinton Drive $10.7M.** These CBJ streets are over 40 years old and require repair and upgrades. The area has experienced significant growth, which has exacerbated the need for improved pedestrian facilities. CBJ staff believes this project is a good fit for CTP criteria and has been identified as a need in the six-year Capital Improvement Program (CIP). The proposed FY2024 CIP identifies $2.1M to match the CTP request or to reconstruct Conifer Ln. If the CTP is successful for Vintage and Clinton, the Conifer Lane project would be rescheduled as a FY2025 request. An additional $575k would be requested in the FY2025 CIP to fund the full 25% CBJ CTP match.

Recommendation: Forward Resolutions 3018, 3014 and 3017 to the Assembly for approval.
Enc:
Resolution 3018, Lemon Creek Multimodal Path
Resolution 3014, Montana Creek Bridge
Resolution 3017, Vintage Boulevard and Clinton Drive