

ONC and City of Bethel Joint Meeting Agenda, February 16, 2023 – 6:30 PM



Location: Council Chambers, City Hall, 300 Chief Eddie Hoffman Highway, Bethel

ONC Council Members: Traditional Chief Ignatius “Louie” Andrew, Chair Walter Jim, Vice Chair Henry Hunter Sr., Secretary Robert “Bobby” Hoffman, Treasurer Thaddeus Tikiun, Gloria Simeon, Robert Lekander, Gregory Hoffman

City Council Members: Mayor Rose Henderson, Vice-Mayor Henry Batchelor, Mark Springer, Eric Whitney, Beth Hessler, Sophie Swope, Patrick Snow

Agenda and Packet available at: <https://www.cityofbethel.org/councilmeetings>

Zoom Meeting Link: <https://us06web.zoom.us/j/4888456188?pwd=bkN1dGI4MHpGZ1kwOUVYWU5kd0xhZz09>

Zoom Meeting ID: 488 845 6188

Zoom Meeting Passcode: 13871

Zoom Meeting Conference Line Numbers: 833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5257 US Toll-free

888 475 4499 US Toll-free

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. PEOPLE TO BE HEARD – FIVE MINUTES PER PERSON

4.1.



Written Public Comments can be submitted by opening your phone camera and hovering over this URL code. The link to the submission form will appear. You may also go to www.cityofbethel.org.

5. APPROVAL OF AGENDA

6. APPROVAL OF MEETING MINUTES

6.1. Orutsararmuit Native Council And Bethel City Council Joint Meeting 11-22-2021

7. NEW BUSINESS

- 7.1. The City's Plan's On Connecting Iteryaraq Street To Ptarmigan Street Also Known As The Donut Hole Road (ONC)
- 7.2. Status And Future Plans For Bethel Zoning (ONC)
- 7.3. Status And Future Plans For The Sewer Lagoon (ONC)
- 7.4. Status And Future Plans For The Recycle Center (City)
- 7.5. ONC Subdivision Water And Sewer Infrastructure Plan (City)
- 7.6. Update On Lighting Along The Boardwalk At Pinky's Park (ONC)
- 7.7. Pinky's Park Boardwalk Replacement Project (City)
- 7.8. City Sub to YKHC Trail Project (City)
- 7.9. Ptarmigan Street Bridge Project (City)

8. COMMENTS

9. ADJOURNMENT

Posted 2/10/2023 at AC Co., Swanson's, City Hall, and the Post Office.

Kevin Morgan, Deputy City Clerk

City Clerk's Office Contact Information: Email cityclerk@cityofbethel.net Phone 907-545-4120

The Council may by unanimous consent, after 12:00 AM Fix the Time to Which To Adjourn until the following day at 6:30 PM

Joint Meeting Orutsararmuit Native Council and Bethel City Council

11-22-2021, 6:30 p.m.

I. CALL TO ORDER

II. ROLL CALL

Orutsararmuit Native Council

Walter Jim, Chair

Henry Hunter, Sr., Vice Chair

Robert “Bobby” Hoffman

Thaddeus Tikiun

Gloria Simeon X

Robert Lekander

Bethel City Council

Mark Springer, Mayor

CJ McCormick, Vice-Mayor

Perry Barr

Michelle DeWitt

Rose “Sugar” Henderson

Eric Whitney

Beth Hessler

III. PEOPLE TO BE HEARD

IV. APPROVAL OF AGENDA

Approve the Agenda

Rose Henderson

CJ McCormick

All in favor

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

a. ONC Subdivision Water and Sewer Infrastructure Plans (City)

b. Violence Prevention/Wellness (COB/ONC)

c. Multi-Purpose Building Property Transfer (ONC)

d. Boardwalk Extension Between Cultural Center and YKHC (COB)

ONC will consider drafting a resolution to present to YKHC to encourage their collaborative development in the pathway.

e. Mask Mandate and Marketing to Visitors (ONC)

ONC will draft a letter for a joint release to surrounding communities to encourage visitors to wear masks.

f. Nora Guinn Courthouse Space Availability (COB)

VII. COMMENTS

Walter Jim, Chair – Appreciative of the Joint Meeting.

Joint Meeting Orutsararmuit Native Council and Bethel City Council 11-22-2021, 6:30 p.m.

Henry Hunter, Sr., Vice Chair – Water and sewer rate increases in accordance with the grant, asked if those rates will continue to go up. Presented a need to start going after bootleggers to help reduce the violence around the region and community. Stated his hope to finish the boardwalk lighting to protect the many residents that use the walking path are safe.

Robert “Bobby” Hoffman- Hoped to begin meeting more frequently. Would like to see the trail developed. Stated he would not like the Beer and Wine Restaurant Eating Place License issued.

Thaddeus Tikiun - Presented appreciation to the Mayor for organizing the discussion well this evening.

Gloria Simeon – Appreciated the discussion and recognized there is still a lot of work to do. Thankful for the idea to consider rental space at the Nora Guinn Courthouse for ONC. The discussion of the land under the Multipurpose Building is encouraging.

Robert Lekander – Together we will be able to get the work done.

Mark Springer, Mayor-Thanked ONC for their meeting with us this evening. It is critical that we maintain good lines of communication between the two Councils. Once the infrastructure bill passes both agencies will have the opportunity to go after a lot of money. Working together to improve our community will have the best outcome.

CJ McCormick, Vice-Mayor-Thanked ONC for participating in the meeting this evening. Liked the idea of having a special order of business at the Council’s regular meetings to provide ONC to provide input. Supported the idea of having cultural training.

Perry Barr – The sexual assault study was recently completed, and the City Council will be reviewing it at their next regular meeting. In his career in law enforcement, has attended a lot of meetings. Looks to both bodies to create strategic plans to organize a plan to accomplish the goals discussed this evening. Presented concerns over the lack of transparency with our law enforcement. Supported the idea of cultural training for all city employees, not just police officers.

Michelle DeWitt –Hopes to begin meeting more frequently as working together will help us accomplish more for our community.

Rose “Sugar” Henderson-Excited to be working with ONC on these issues. Hopes the City takes advantage of the cultural training opportunities presented by ONC.

Eric Whitney-Supported the idea of the pathway between City Subdivision and YKHC. Glad to hear there is a plan to add lighting to the Boardwalk that connects Housing to City Subdivision.

Beth Hessler – This meeting has presented many positive ideas that will help improve the community.

VIII. ADJOURNMENT

Rose Henderson

**Joint Meeting Orutsararmuit Native Council and Bethel City Council
11-22-2021, 6:30 p.m.**

Council Member Whitney

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

CITY OF BETHEL

Resolution # 23-02

SUPPORT FOR CITY OF BETHEL APPLICATION TO COMMUNITY TRANSPORTATION PROGRAM TO FUND DONUT HOLE ROAD PROJECT

WHEREAS, with a population of 6,154, Bethel is the largest rural community in Alaska off the central Statewide road network and located 400 miles west of Anchorage in the Yukon-Kuskokwim Delta region;

WHEREAS, the community of Bethel has 36 miles of road, half of which are paved and mostly managed by the State of Alaska and half of which are gravel and managed by the City;

WHEREAS, the State of Alaska, Department of Transportation & Public Facilities (DOT&PF), Division of Program Development & Statewide Planning, is currently soliciting road project nominations through the Community Transportation Program for inclusion in the Statewide Transportation Improvement Plan (STIP);

WHEREAS, the CTP application requires this resolution for its road project and the city commitments contained therein;

WHEREAS, the City of Bethel is eligible to apply for funding for design and construction of the Donut Hole Road from the State under this opportunity and has support for this project from Philana Miles, Acting Central Regional Planner;

WHEREAS, the proposed Donut Hole Road is a gravel road that will begin at the Chief Eddie Hoffman Highway and extend north through many city easements in a nearly straight path to Ptarmigan Street;

WHEREAS, Easements and rights-of-ways will be sought, if funded, from Bethel Native Corporation and other land owners;

WHEREAS, the north-south road will be bisected by an extension of Akiachak Avenue, which will provide a direct route from either direction to the YK Fitness Center and Yuut Elitnarviat-The People's Learning Center;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

- WHEREAS,** completion of the Donut Hole Road will provide a convenient north-south local road to help move vehicles, bicycles, and pedestrians on the east side of town easier, quicker, and safer than the use of Akakeek Street or Ridgcrest Drive;
- WHEREAS,** this resolution is made public by issuance of the council meeting agenda and packet on the City's website, posting on the City's facebook page, paper notices on bulletin boards in Bethel, KYUK Radio Station advertisements, and the Civic Clerk subscription service for packet dissemination;
- WHEREAS,** Bethel community member involvement is encouraged during the council meeting via emails in advance of the meeting that will be read out loud by the City Clerk or speaking on zoom during the meeting or speaking in-person at City Hall;
- WHEREAS,** the new road will be designed and constructed to conform to the City's Complete Streets requirement in Bethel Municipal Code 12.05, which will certainly include safety features that mitigate crashes and provide room for bicycles and pedestrians and crossings for snowmachines and four-wheelers;
- WHEREAS,** the new road will improve accessibility and reduce transportation cost from the Tundra Ridge Subdivision, Ouivuk subdivision, and those living on Ptarmigan Street to City Center, the Post Office, and Yukon Kuskokwim Health Corporation facilities;
- WHEREAS,** the Donut Hole Road will open up City land and private land development along the road, increasing economic opportunities;
- WHEREAS,** the City uses CDL drivers/operators to maintain 18 miles of roadways, driveways, and parking lots by operating graders, dump trucks, bulldozers, rollers, sand spreaders, water sprayers, and water haul trucks to build roads, repair roads, remove snow and vehicles from easements, reduce ice impacts, improve drainage, and other crucial duties;
- WHEREAS,** the City plans to demonstrate the use of a new emulsifier on one mile of gravel road in summer 2023 and if the use of this emulsifier proves successful, the city will incorporate it into the maintenance of the Donut Hole Road as an innovative binding agent for gravel and sand in Bethel;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

WHEREAS, the city estimates the cost to design and construct the donut hole road to be \$11,000,000 (\$1,000,000 for design and \$10,000,000 for construction), but a DOT&PF engineer cost estimate will be used to determine the City's match requirement;

WHEREAS, the new road is expected to be used by all Bethel residents, but those in close proximity include 117 households in Bethel Heights containing individuals in the low-income bracket managed by the Alaska Housing Finance Corporation;

WHEREAS, The Donut Hole Road passes by the Ciullkulek Subdivision, the subdivision being developed by the Orutsararmiut Native Council, the Tribe in Bethel, as it begins from Chief Eddie Hoffman Highway and heads north to the connection to Akiachak;

WHEREAS, the City's required match is 9.03% of the total cost (\$11,000,000) or \$993,300, and the City pledges to provide this amount for the project;

WHEREAS, the City commits to operate and maintain the Donut Hole Road in perpetuity, once completed in 3-4 years and ready for use;

NOW, THEREFORE, BE IT RESOLVED the City of Bethel supports the development and submittal of a CTP application to request funding for design and construction of the Donut Hole Road in Bethel, Alaska;

NOW, BE IT FURTHER RESOLVED that if the project is funded, the City commits to operate and maintain the Donut Hole Road with all of the personnel, equipment, and materials it deems necessary so that the public may enjoy the use of the road for the foreseeable future;

ENACTED THIS 14th DAY OF FEBRUARY 2023 BY A VOTE OF ___ IN FAVOR AND ___ OPPOSED.

Rose Henderson, Mayor

ATTEST:

Lori Strickler, City Clerk





ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

CTP AND TAP PROGRAMS OPEN

This public notice is the formal announcement for a new award cycle of two community transportation programs administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The Community Transportation Program (CTP) and the Transportation Alternative Program (TAP) are competitive surface transportation programs to preserve, upgrade or create new roads, bridges, and trails outside the Metropolitan Planning Organizations (Anchorage & Fairbanks) boundaries.

PROGRAM PROCESS

Responding to community needs is important to the department and the State of Alaska. The Call for Projects will be broken into two phases.

Phase One - Notice of Intent to Apply (NOIA) will help ensure DOT&PF supports community applications through the nomination process including an eligibility determination and development of a Scope, Schedule, and Estimate (SSE) for the project. Projects submitted to the DOT&PF will be screened for eligibility, and eligible projects will advance to the next phase. Early notification allows DOT&PF to work with communities to make projects more competitive.

Phase Two – Call for Projects (CFP) requires a full project application, vetting matching funds and management responsibility for the project, and a community resolution of support.

After complete project applications are received during Phase Two, all projects will receive a preliminary score from the DOT&PF Area Planners. Those that score high enough will advance to the Project Evaluation Board for a final evaluation and potential project award.

Note that 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. For this reason, contingencies will be assessed on community match (50% on preconstruction phases and 15% on the construction estimate). A formal match agreement will be prepared for eligible projects that move forward to scoring.

PROPOSED TIMELINE

Sept. 1 – 30, 2022	Public Comment Opportunity for Project Evaluation Criteria
Sept. 1 – Oct. 31, 2022	Phase One – Intent to Apply – Communities wishing to apply must submit an NOIA form. Applicants will be asked to provide project title, location/termini, scope, short justification, and answer eligibility screening.
Nov. – Feb. 2023	Phase Two – Call for Projects – DOT&PF will use preliminary project information to determine eligibility and prepare a Scope, Schedule, and Estimate. Communities develop full project applications for eligible projects.
March – April 2023	Pre-screening and project package development by DOT&PF for projects to compete at PEB (highest scoring projects).
April 2023	Statewide Project Evaluation Board (PEB) Meeting
May 2023	Project Awards Announced

09/2022

CTP AND TAP ELIGIBLE PROJECTS

Example CTP projects for this solicitation include:

- improve existing surface transportation facilities; improve or make new transportation facilities that provide access to important resources or connect communities; rural ports & barge landings; connect different types of transportation modes such as transit and trails or roads; enhance travel and tourism; electric vehicle charging infrastructure; reduction of wildlife-vehicle collisions, i.e., wildlife crossings.

Example TAP projects may include:

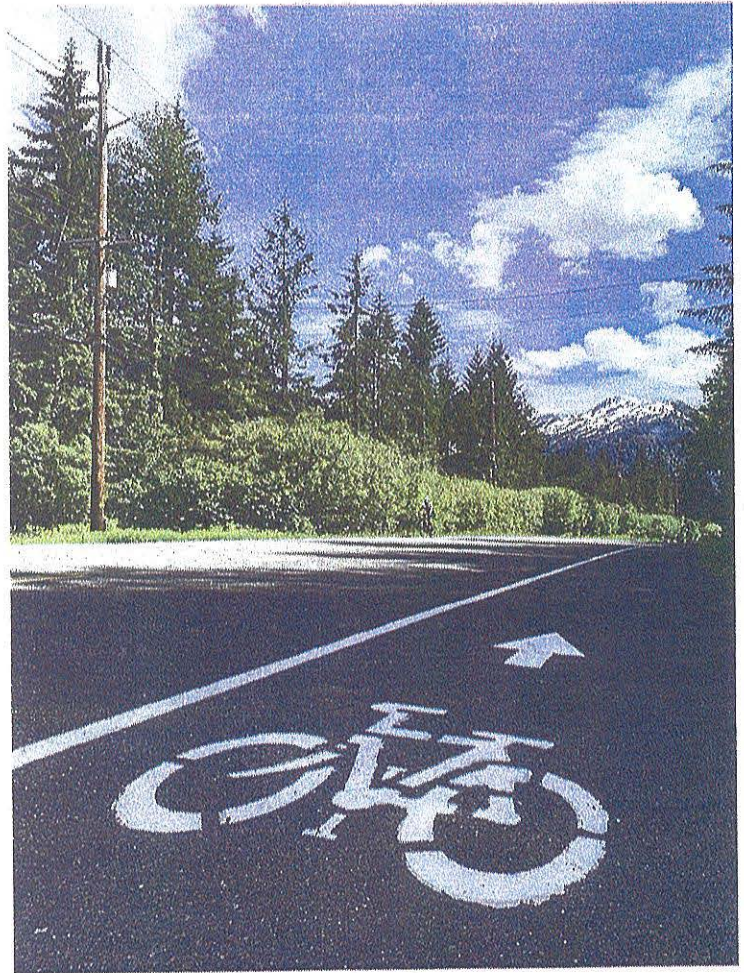
- on-road and off-road facilities for pedestrians and bicyclists; safe routes for non-drivers (formerly Safe Routes to School); convert abandoned railroad corridors for trails for non-motorized transportation users; create turnouts, scenic overlooks and viewing areas; support historic preservation and rehabilitation; support environmental mitigation related to stormwater and habitat connectivity; and, vulnerable road user safety assessments.

2022 CTP AND TAP AWARD AMOUNTS

We are expecting to award close to \$80-120 million for CTP, and \$20-30 million for TAP this award cycle.

CTP Projects are limited to two project submittals per public entity with a not-to-exceed federal share amount of \$15,000,000, as determined through a DOT&PF certified estimate using recent unit costs and bid tabs from successful bids. DOT&PF is an eligible sponsor for CTP community roads.

TAP projects are limited to two project submittals per community with a not-to-exceed federal share amount of \$5,000,000.



WHEN DOES THE RCPP BEGIN?

The formal Intent to Apply period (Phase One) will begin September 1, 2022 and will run through October 31, 2022. Scan the QR code to link to the NOIA or go to the links below and follow directions for the NOIA:

- CTP: dot.alaska.gov/stwdplng/cip/stip/projects/CTP.shtml
- TAP: dot.alaska.gov/stwdplng/cip/stip/projects/TAP.shtml



Sign up for announcements about this program from Alaska DOT&PF at dot.alaska.gov/inform

09/2022

Grant Applications and Use of City Match Funds

Community Transportation Grant (Section 5311)

	<u>Grant</u>	<u>Match</u>
Administration	\$145,735	\$14,466
Operating	106,705	80,958
Preventive Maint.	5,003	497
New Transit Vehicle	196,319	19,487
New Heating System	<u>500,335</u>	<u>49,665</u>
	\$954,097	\$165,073

CTP Project #1: Donut Hole Road

Grant	Match
\$10,006,700	\$993,300

CTP Project #2: Ptarmigan Street Bridge

Grant	Match
\$2,729,100	\$270,900

TAP Project #1: City Sub. – YKHC Trail

Grant	Match
\$413,914	\$41,087

TAP Project #2: Pinky's Park Boardwalk Replacement

Grant	Match
\$982,476	\$97,524

RAISE Grant (City may pursue) 80% grant to 20% match) Min. project = \$1 million

Grant	Match
\$800,000	\$200,000

Public Safety Communications Tower

\$500,000

Fence Around V&E Shop

\$XXX

Fire Training Facility

SCADA System to Finish Tie-Out

The Avenues Water & Sewer Project

It is anticipated that the existing water treatment plants will be able to produce and treat the projected design water demand. This statement is based on the assumption that both water treatment plants are producing and treating water at a design rate of 400 gpm or 576,000 gpd. The estimated design water demand is 283,200 gpd (50% of capacity) for the BHWTP and 393,200 gpd (68% of capacity) for the CSWTP. The plants will need to increase the amount of time they are producing and treating water to meet the projected design demand. It is estimated that CSWTP will need to increase production time to 16 hours per day and BHWTP will need to increase production time to 12.5 hours per day.

It is assumed that the existing wells will be able to meet the design demand. A preliminary assessment of well BHWTP #2 performed October 13 and 14, 2021 indicates that the well can be pumped at 350 to 400 gpm for extended periods of time assuming that the downward trend observed in the well after pumping for five hours will continue for the design pumping duration or 15 to 16 hours a day. If the response to pumping is similar in the other two wells then the design demand can be met. CSWTP does not have a redundant water source like BHWTP and is therefore at more of a risk to delay water service to customers should a problem develop with the well or the pump.

5.1.2.2 Phase 1 (Water Distribution Center)

A distribution center and an extension of the CSWTP Loop A/ IC Loop circulating water main are proposed for design and construction as Phase 1. The purpose of the distribution center is to create storage, pressure, and heat necessary to provide piped water to Ciulkulek Subdivision that will be constructed in Phase 2. The distribution center will also serve as a water truck fill point for hauled services located closer to Bethel's western subdivisions. The distribution center will reduce the round-trip water delivery distance to the western subdivisions by 2.4 miles, saving the City significant time and money. Later in the project the distribution center will also serve as a critical structure for the expansion of the pipe network. By the end of the project, it will distribute water to additional distribution centers and water main loops throughout the western subdivisions.

The proposed distribution center will be located just north of Chief Eddie Hoffman Highway (CEHH) and west of Iteryaraq Street on a city owned piece of property (Lot 15, US Survey 4117 Sec 18 of T.8N., R71W. Seward Meridian). The footprint is estimated to be one acre and include a 500,000-gallon water storage tank, a 24-foot-wide driveway that has entrances and exits on both CEHH and Iteryaraq Street, and a 2,000 SF building. The building will include distribution (circulation, pressure, and high demand) pumps to serve Ciulkulek Subdivision, filling equipment, and an add heat boiler system. It will also include space for additional distribution (circulation, pressure, and high demand) pumps that will be added as part of subsequent phases (Phase 8 through Phase 10).

The distribution center is assumed to have a passively cooled foundation is assumed as a flat loop. The storage tank however will have a passively cooled foundation as thermosyphons similar to existing storage tanks at CSWTP and BHWTP. The distribution center will be designed with adequate automation and simplicity to eliminate the need for full-time staff at the facility.

The water main will be constructed as a 4,350 LF extension of the existing CSWTP Loop A/IC Loop. The extension will connect to the existing southwest corner of the Loop A/IC Loop located east of Calista Drive and southwest of the Bethel Long Term Care Facility.

It is assumed that no additional upgrades to the existing water distribution system will be necessary because the 500,000-gallon water tank constructed as part of the Distribution Center can be filled at off peak times. This statement is based on the following assumptions:

- 2/3 of the current hauled demand for CSWTP or 41,000 gpd will be transferred to the new distribution center.
- The maximum capacity of the current circulation pump on the Loop A/IC Loop is 185 gpm. If the water storage tank was filled at night at the maximum rate of 185 gpm it would only take approximately 3.7 hours to meet the demand.
- The storage tank could also be filled during the day at a lower rate because the peak hour demand is estimated to be 130 gpm or lower than the maximum capacity of the pumps.

5.1.2.3 Phase 2 (Ciullkulek Subdivision)

Approximately 5,930 LF of circulating water distribution main as one loop with services, are proposed for construction as part of Phase 2. The purpose of the phase is to provide piped water to the Ciullkulek Subdivision. The subdivision is only partially built-out so it will therefore be easier to install the mains and services prior to residential construction. Phase 2 cannot be constructed without first constructing Phase 1.

It is assumed that one circulating water distribution loop with services will provide approximately 10,296 gpd of water to the Ciullkulek Subdivision. The distribution loop will originate from the Phase 1 Distribution Center. Additional upgrades to the water distribution system are not anticipated. CSWTP may need to increase their operation time by 30 minutes to satisfy the demand for a total of 6.5 hours of pumping (assuming 6 hours of current pumping).

5.1.2.4 Phase 3 (Avenues/Alligator Acres Subdivision)

Approximately 9,550 LF of circulating water distribution main as one loop with services are proposed for construction as part of Phase 3. The purpose of the phase is to provide piped water service to the southern and eastern portion of the Avenues Subdivision and Alligator Acres Subdivision. The proposed mains will be constructed as extensions to the Avenues Piped Water and Sewer Project. It is assumed that a water system booster center will also be constructed.

It is expected that the additional water demand added to the system by Phase 3 will be 28,500 gpd. No additional upgrades to the water distribution system are anticipated. BHWTP may need to increase their production time by one hour to satisfy the demand for a total of 9 hours of pumping (assuming 8 hours of pumping after the Avenues Water and Sewer Project is constructed).

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

CITY OF BETHEL

Resolution # 23-04

SUPPORT FOR CITY OF BETHEL APPLICATION TO TRANSPORTATION ALTERNATIVES PROGRAM TO FUND ADA-COMPLIANT PINKY'S PARK BOARDWALK CONVERSION PROJECT

WHEREAS, with a population of 6,154, Bethel is the largest rural community in Alaska off the central Statewide road network and is located 400 miles west of Anchorage in the Yukon-Kuskokwim Delta region;

WHEREAS, the State of Alaska, Department of Transportation & Public Facilities (DOT&PF), Division of Program Development & Statewide Planning, is currently soliciting trail project nominations through the Transportation Alternatives Program (TAP) for inclusion in the Statewide Transportation Improvement Plan (STIP);

WHEREAS, the TAP application requires this resolution for its trail project and the city commitments contained therein;

WHEREAS, the City of Bethel designated 26 acres in Pinky's Park as an outdoor recreation site in perpetuity;

WHEREAS, there is a 1.2 mile boardwalk that winds around in Pinky's Park with a section leading to Owl Park, another section leading to Akakeek Street in the Bethel Heights Subdivision, and a third section leading to Akiachak Avenue in City Subdivision;

WHEREAS, the Bethel Public Works Department's Property Maintenance Division is responsible for repairing and maintaining the boardwalk;

WHEREAS, despite the City's best efforts, individuals on four-wheelers, motorcycles routinely get on the pedestrian-only boardwalk and cause damage and consternation to pedestrians;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

- WHEREAS,** the boardwalk has been extremely difficult to maintain over the years partly due to the continually shifting ground that has jacked it up in some places and sunk it lower in other places, causing left- or right-sloping surfaces;
- WHEREAS,** vandals regularly attack the boardwalk by tearing out wooden planks, burning holes in the planks, and spray painting graffiti on the walking surfaces, gazebos, and benches;
- WHEREAS,** the materials used to construct the boardwalk have contributed to the decay that is evident, including the negative impact of the chemical reaction that has occurred between the nails used on the treated lumber;
- WHEREAS,** the use of treated lumber to construct the boardwalk does not last forever; it breaks down and rots eventually and may be degrading faster in Bethel's wet environment exacerbated by snow, ice, and summer rain;
- WHEREAS,** whole 200-foot sections of the boardwalk have been removed by the Property Maintenance crew because they were in poor condition and presented a hazard for the general public;
- WHEREAS,** the inflationary environment in recent years coupled with the transportation costs to ship lumber to Bethel have made boardwalk repairs, replacement, and maintenance cost prohibitive;
- WHEREAS,** the City wants to remove the boardwalk from Pinky's Park and replace it with an eight-foot wide gravel trail that is ADA-compliant;
- WHEREAS,** the Pinky's Park Gravel Trail would be located on City land, minimizing the need for easements and rights-of-way, thus speeding up trail development;
- WHEREAS,** the proposed trail would be 6,336 feet long and 8 feet wide with a 3:1 slope on the sides and will contain culverts;
- WHEREAS,** the general design for nearly the whole length of trail requires the placement of geotextile fabric over the ground/tundra, placement of fill (sand) on top of it, and then placement of crushed gravel and fines on top of the fill;
- WHEREAS,** Philana Miles, Acting DOT&PF Central Regional Planner, supports the Pinky's Park Gravel Trail project;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

WHEREAS, this resolution is made public by issuance of the council meeting agenda and packet on the City's website, posting on the City's facebook page, paper notices on bulletin boards in Bethel, KYUK Radio Station advertisements, and the Civic Clerk subscription service for packet dissemination;

WHEREAS, Bethel community member involvement is encouraged during the council meeting via emails in advance of the meeting that will be read out loud by the City Clerk or speaking on zoom during the meeting or speaking in-person at City Hall;

WHEREAS, the new trail will be designated as a pedestrian/bicycle trail only with signs posted to keep four-wheelers off the trail during summer time;

WHEREAS, the city estimates the cost to construct the gravel trail to replace the boardwalk in Pinky's Park to be \$1,080,000, but a DOT&PF engineer cost estimate will be used to determine the City's match requirement;

WHEREAS, the proposed Pinky's Park Gravel Trail is described in the City's new Comprehensive Plan being developed by DOWL and is listed as a high priority project;

WHEREAS, intrinsic qualities that pedestrians on the trail can enjoy include viewing a scenic tundra landscape and tundra pond often containing visiting wild fowl, berry-picking in late summer/fall, and bird-watching;

WHEREAS, the City's required match is 9.03% or \$41,087, but in order to obtain 4 points on the Match Contribution section of the score sheet, the city chose to provide a match of 19.03% or \$205,524;

WHEREAS, the City commits to operate and maintain the Pinky's Park Gravel Trail for the next twenty years, barring any unforeseen events that would preclude such maintenance and operation;

NOW, THEREFORE, BE IT RESOLVED the City of Bethel supports the development and submittal of a TAP application to request funding for design and construction of an ADA-compliant gravel trail that winds around in Pinky's Park with exit points at Owl Park, Akakeek Street. and Akiachak Avenue or similar;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

NOW, BE IT FURTHER RESOLVED that if the project is funded and approved by City Council, the City commits to operate and maintain the Pinky's Park Gravel Trail with all of the personnel, equipment, and materials it deems necessary so that the public may enjoy the use of the trail for the foreseeable future;

ENACTED THIS 14th DAY OF FEBRUARY 2023 BY A VOTE OF ___ IN FAVOR AND ___ OPPOSED.

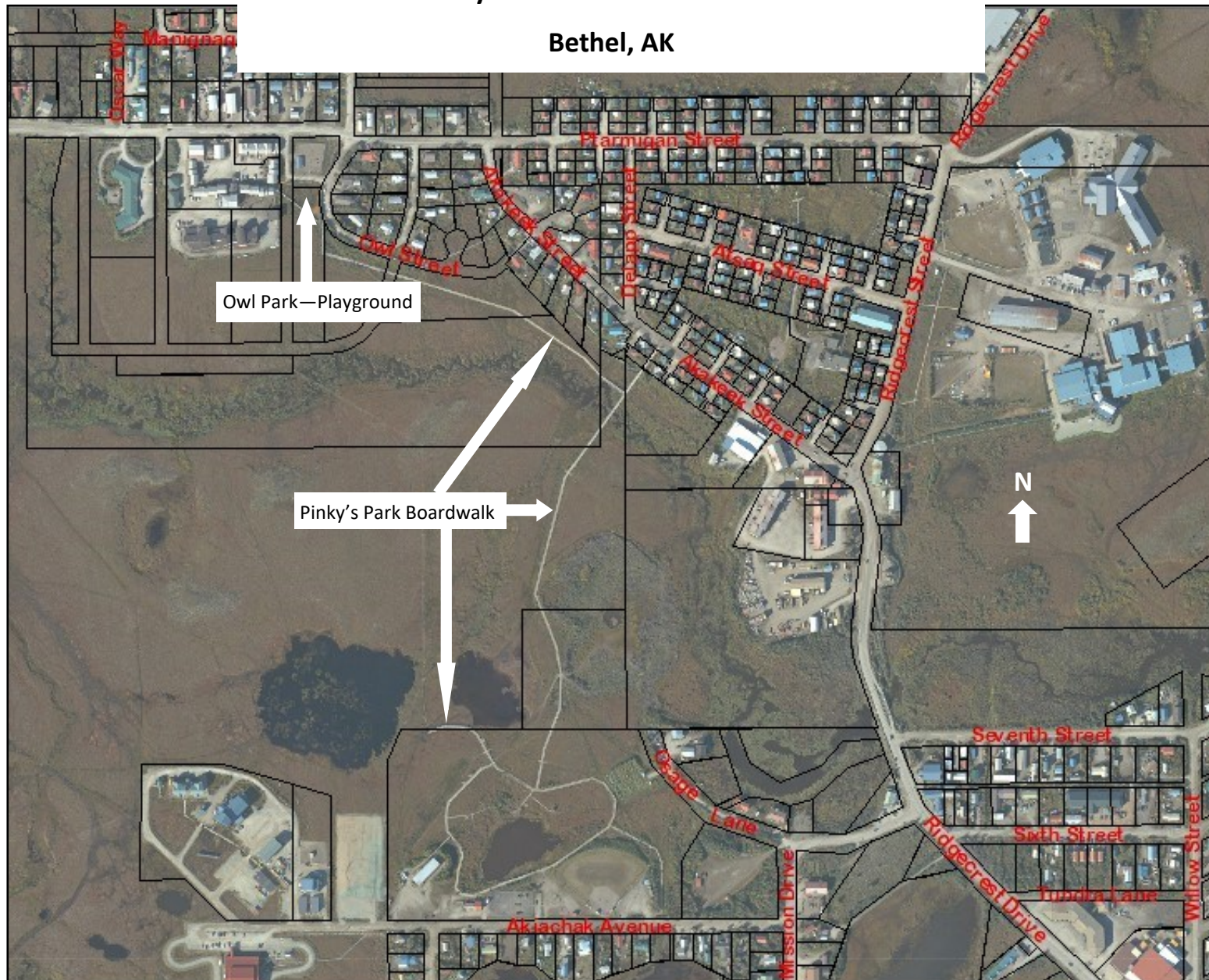
Rose Henderson, Mayor

ATTEST:

Lori Strickler, City Clerk

Pinky's Park Gravel Trail
to Replace Existing Boardwalk Trail
Located in Pinky's Park—an Outdoor Recreation Area

Bethel, AK



City Sub-YK Trail

ADA-Compliant Gravel-Boardwalk Trail Connecting YKHC to City Subdivision



Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

CITY OF BETHEL

Resolution # 23-03

SUPPORT FOR CITY OF BETHEL APPLICATION TO TRANSPORTATION ALTERNATIVES PROGRAM TO FUND ADA-COMPLIANT CITY SUB-YK TRAIL PROJECT

WHEREAS, with a population of 6,154, Bethel is the largest rural community in Alaska off the central Statewide road network and located 400 miles west of Anchorage in the Yukon-Kuskokwim Delta region;

WHEREAS, the State of Alaska, Department of Transportation & Public Facilities (DOT&PF), Division of Program Development & Statewide Planning, is currently soliciting trail project nominations through the Transportation Alternatives Program (TAP) for inclusion in the Statewide Transportation Improvement Plan (STIP);

WHEREAS, the TAP application requires this resolution for its trail project and the city commitments contained therein;

WHEREAS, the community of Bethel has numerous winter trails crisscrossing neighborhoods and commercial locations that are heavily used by snowmachines, four-wheelers, and less by cross-country skiers;

WHEREAS, there are very few summer trails conducive to walking, jogging, bicycling, or using a baby stroller in which community members can enjoy for recreation, as a healthy, family, fun activity, or as transportation from one place to another;

WHEREAS, use of a boardwalk trail between the Kuskokwim Campus of the University of Alaska-Fairbanks and YKHC was closed by the City during the summer of 2016 because it was rendered unsafe due to rotten, broken planks and swaying and tippy boardwalk conditions 30 feet above the ground;

WHEREAS, various community spokespeople have been advocating for the City to secure funds to construct a trail between City Subdivision and the YKHC campus to replace the old boardwalk trail;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

- WHEREAS,** the City of Bethel will apply for funding to construct the City-Sub-YK Trail, an ADA-compliant half-mile gravel trail from Akiak Drive in City Subdivision to the Yukon Kuskokwim Health Corporation campus parking lot;
- WHEREAS,** the City Sub-YK trail would be located almost entirely on City land, minimizing the need for easements and rights-of-way, thus speeding up trail development;
- WHEREAS,** the proposed trail would be 2,800 feet long and 8 feet wide with a 3:1 slope on the sides and contain boardwalk sections to go up and over water and sewer pipes;
- WHEREAS,** the general design for nearly the whole length of trail requires the placement of geotextile fabric over the ground/tundra, placement of fill (sand) on top of it, and then placement of crushed gravel and fines on top of the fill;
- WHEREAS,** the contractor that builds the trail might have to install pilings and boardwalk to cover a 150-foot section of trail that skirts the edge of a pond and goes over wetlands, but the elevation off the ground will be minimal so that a gradual slope can be accomplished to meet ADA requirements;
- WHEREAS,** use of the trail will reduce the number of people walking or rolling in wheelchairs on Chief Eddie Hoffman Highway between the hospital and City Subdivision area, thereby making it safer for pedestrians and motor vehicle operators along that stretch of highway;
- WHEREAS,** Philana Miles, Acting DOT&PF Central Regional Planner, supports the project;
- WHEREAS,** this resolution is made public by issuance of the council meeting agenda and packet on the City's website, posting on the City's facebook page, paper notices on bulletin boards in Bethel, KYUK Radio Station advertisements, and the Civic Clerk subscription service for packet dissemination;
- WHEREAS,** Bethel community member involvement is encouraged during the council meeting via emails in advance of the meeting that will be read out loud by the City Clerk or speaking on zoom during the meeting or speaking in-person at City Hall;
- WHEREAS,** the new trail will be designated as a pedestrian/bicycle trail only with signs posted to keep four-wheelers off the trail during summer time;

Introduced by: Pete A. Williams, City Manager
Date: February 14, 2023
Action:
Vote:

WHEREAS, the city estimates the cost to construct the City Sub-YK Trail to be \$455,000 (\$5,000 for design and \$450,000 for construction), but a DOT&PF engineer cost estimate will be used to determine the City's match requirement;

WHEREAS, the City Sub-YK Trail is described in the City's new Comprehensive Plan being developed by DOWL and is listed as a high priority project;

WHEREAS, intrinsic qualities that pedestrians on the trail can enjoy include viewing a scenic tundra landscape and tundra pond often containing visiting wild fowl, berry-picking in late summer/fall, and bird-watching;

WHEREAS, the City's required match is 9.03% or \$41,087, but in order to obtain 4 points on the Match Contribution section of the score sheet, the city chose to provide a match of \$86,587;

WHEREAS, the City commits to operate and maintain the City Sub-YK Trail for the next twenty years, barring any unforeseen events that would preclude such maintenance and operation;

NOW, THEREFORE, BE IT RESOLVED the City of Bethel supports the development and submittal of a TAP application to request funding for design and construction of a gravel trail that starts on Akiak Street in City Subdivision and proceeds on City property to the YKHC parking lot;

NOW, BE IT FURTHER RESOLVED that if the project is funded and approved by City Council, the City commits to operate and maintain the City Sub-YK Trail with all of the personnel, equipment, and materials it deems necessary so that the public may enjoy the use of the trail for the foreseeable future;

ENACTED THIS 14th DAY OF FEBRUARY 2023 BY A VOTE OF ___ IN FAVOR AND ___ OPPOSED.

Rose Henderson, Mayor

ATTEST:

Lori Strickler, City Clerk



ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

COMMUNITY BRIDGE INVESTMENT PROGRAM

The Community Bridge Investment Program (CBIP) is a surface transportation program administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The CBIP is a competitive program that solicits community input and project sponsorship. Development of CBIP projects includes identifying needs through public outreach and involvement, evaluating and scoring eligible projects, and prioritizing and selecting projects for funding. Once projects are awarded, the next steps are planning and programming, environmental analysis, design, Right of Way (ROW), appraisal and acquisition, funding, construction, and financial close out. DOT&PF planning staff will assist communities interested in this program to prepare capital projects for submission and through the life of selected projects.

CBIP OBJECTIVES & EVALUATION CRITERIA

The CBIP program objective is to provide funding for bridge projects that improve bridge conditions on those bridges most in need of repair, enhance safety and the reliability of the movement of people and freight over bridges; and do so in a way that maximizes benefits to costs. DOT&PF is currently developing project selection criteria which will be made available to applicants for consideration prior to project submission.

EXPECTED PROJECT CRITERIA

Scoring criteria is being developed and will be available to communities prior to the application due date. It is expected that the following criteria will be assessed:

- Bridge condition
- Traffic volumes
- Criticality for freight transportation
- Safety of the traveling public
- Cost effectiveness of the project

CBIP ELIGIBLE PROJECTS

The federal program used to fund the CBIP is the Bridge Formula Program. Eligible projects in the CBIP are surface transportation projects that replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI), or a project to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species. Projects in the CBIP include, but are not limited to:

09/2022

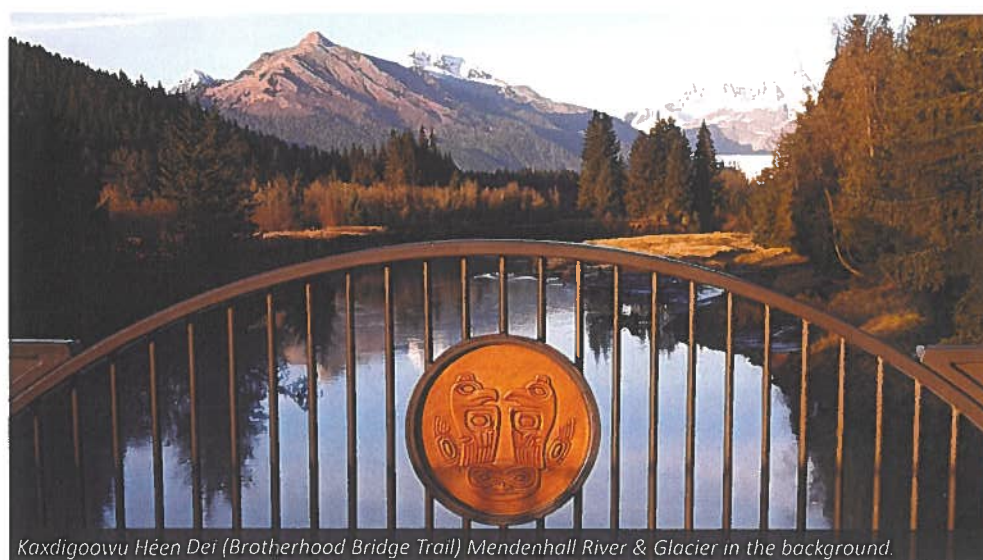
- Projects that replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI).
- A project to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species.
- A bundle of projects to replace, rehabilitate, preserve, or protect a bridge not on the NBI but meet Bridge funding requirements.
- Bridges or tunnels that are tribally or federally owned, on public roads.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.
- Expense related to the protection of a bridge, including seismic or scour protection.

Projects **not** eligible under the Surface Transportation CBIP include, but are not limited to:

- Any bridge or tunnel on private land.
- Any bridge or tunnel that is not State, Tribal, or federally owned.
- Any bridge or tunnel that is not over a waterway, other topographical barrier, highway, or railroad.

ELIGIBLE ENTITIES THAT MAY SPONSOR CBIP PROJECTS

- Local or community government
- Other political sub-divisions of the State
- Tribal entities
- A special purpose district or public authority with a transportation function



WHEN DOES THE CBIP BEGIN?

Alaska DOT&PF will announce the upcoming CBIP in spring of 2023, and will release an initial schedule of milestones, draft criteria, and examples of projects. Plenty of time will be allowed for communities to prepare and coordinate with Alaska DOT&PF Regional Planners before the Call for Projects.

Sign up for announcements about this program from Alaska DOT&PF at dot.alaska.gov/inform

09/2022

Request for Rough Cost Estimate

Box Culvert on Ptarmigan Street

Contact: John Sargent, Grant Manager 907-543-1386 or jsargent@cityofbethel.net

The City of Bethel is pursuing grant funds for an Alaska Department of Transportation and Public Facilities project in Bethel. The project entails the creation of a precast concrete box culvert that would sit on the creek bottom so that Ptarmigan Creek flows through it and cars and trucks drive over it. It would become part of Ptarmigan Street. The exact specifications would be determined by DOWL, the City's contracted engineer firm.

The rough dimensions as determined by the Public Works Director is 40 feet wide and 12 feet long. The box culvert will replace two four-foot corrugated round culverts in place now under the street. Ptarmigan Creek flows through the two pipes. The pipes are 40 feet long. We want concrete flares on all four sides of the concrete box culvert. We will lay rip-rap outside the flares to stabilize the ground. To hold the box culvert in place, there will be four pilings driven. The box culvert will be attached to the four pilings.

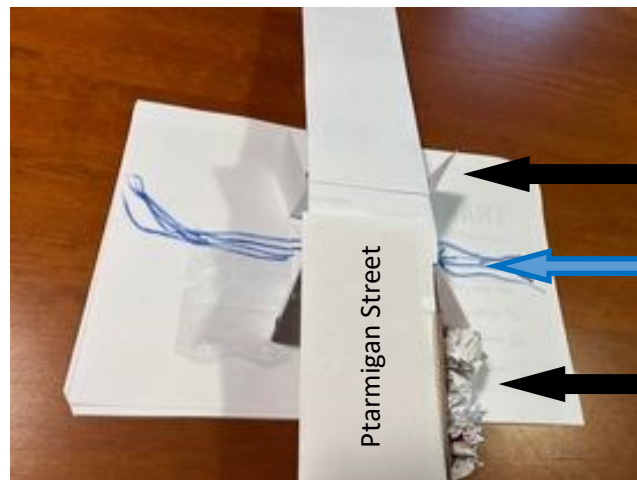
Currently, Ptarmigan Creek flows through two four-foot round culverts. Beavers figured out that they can build a dam inside the culverts easier than they can in the creek. Once they build the dams inside the culverts, the water backs up and puts pressure on the side of the road. This is our main problem. And we can't kill the beavers! We can destroy the dams, but not the beaver dens. We painstakingly stopped their dam-building before freeze-up, but it was very difficult getting a long metal girder and sliding it into culvert to push the sticks out one side. AK Dept. of Fish and Game recommended we get a bridge. The bridge idea evolved to the Box Culvert. Better, cheaper, easier.

We have soft permafrost in Bethel (31.2 degrees). Our ground is always moving, up and down, slowly. I don't know if you need this information in your cost estimation. That is why our engineer suggested we put four pilings in the ground. Our pilings are typically driven to resistance or 45 feet. We use H-piles or helical pilings.



I found this on the internet. This is not necessarily what we want it to look like. You guys know how to build these box culverts. We do want flares on each side—both ends where water goes in and comes out.

Here is my paper-made 3D model of the project with dimensions.



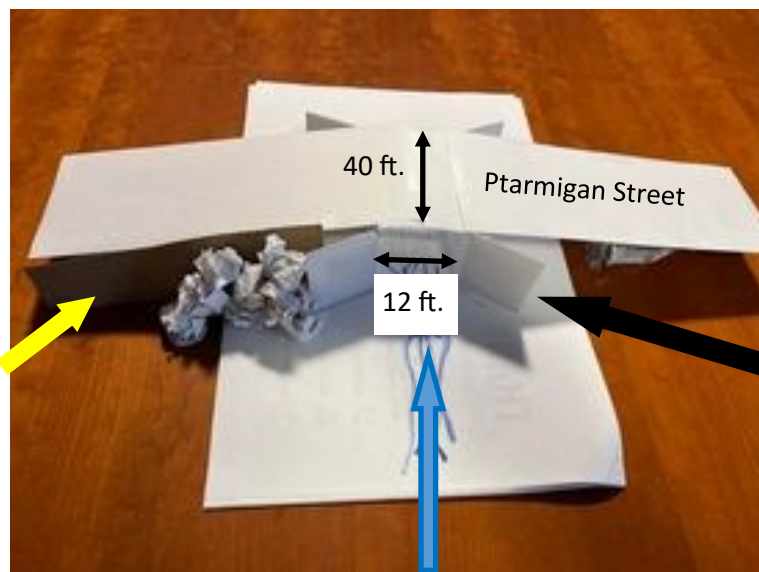
Cement flares that are part of box culvert

Water flow from Ptarmigan Creek

Rip-Rap (Class A and B rock) would be placed on all 4 sides.



Pilings driven deep in ground (45 ft.) to hold culvert in place. Four total.



Local sand/dirt that is part of the gravel road

Cement flares that are part of box culvert