



City Manager
334 Front Street
Ketchikan, AK 99901

Phone (907) 228-5603
Fax (907) 225-5075

TRANSMITTAL MEMORANDUM

TO: The Honorable Mayor and City Council

FROM: Lacey G. Simpson, Acting City Manager

DATE: August 25, 2022

RE: **FY 2024 Community Priority List, Initial City of Ketchikan Legislative Requests**

As indicated in the attached email correspondence from Borough Clerk Kacie Paxton, capital project and policy issue requests are being solicited for inclusion in the Community Priority List for transmittal to the Governor and the Legislature for next session. According to the Borough Clerk, municipal capital project priority lists and project descriptions are to be considered by the elected bodies by their first respective meetings in September.

Although there are many uncertainties associated with the State of Alaska's receipt of federal funds for various infrastructure programs and projects, this office recommends that we include one legislative policy issue and the top four capital project priorities for inclusion in the FY 2024 Community Priority List.

Project	Priority	Total Cost	Requested Funding
Continuation of Commercial Passenger Vessel (CPV) Tax Program	1		\$2,400,000*
Park Ave. and Harris St. Road, Sewer & Water Main	2	\$8,000,000	\$8,000,000
Water Street Sewer Force Main and Gravity Main Rehabilitation	3	\$4,100,000	\$4,100,000
Schoenbar Culvert Rehabilitation	4	\$2,500,000	\$1,500,000
Ketchikan Lakes Road Reconstruction	5	\$4,150,000	\$4,150,000

*Approximate Amount that is received annually under the CPV Tax Program during a pre-COVID visitation year (2019). The City of Ketchikan is estimated to receive approximately \$1,875,000 for 2022 visitation.

If endorsed by the City Council, City Priority No.1 will address the continuation of the Commercial Passenger Vessel Tax Program. Given the cost of deferred corrosion protection, future reconfiguration of berths and necessary upland improvements, continuation of this funding source will be critical to the City's ability to meet current debt service obligations and provide funding for future Port of Ketchikan waterside and upland improvements.

Project Priorities Nos. 2 and 3 address the aged and failing portions of the water transmission and wastewater collection lines located in the Park Avenue area and along Water Street. In the case of the rehabilitation efforts for the utilities within Water Street, these must be done in advance or in coordination with the State's plans to resurface this area of the Tongass Highway corridor, and the project's timing and funding will be critical to completing the work without disturbing the newly resurfaced highway.

Project Priority No. 4 addresses the remaining funding needed to complete the rehabilitation of the failing Schoenbar Culvert. Project Priority No. 5 is to reconstruct the aged and deteriorated Ketchikan Lakes Road, which services the community's solid waste facility, provides access to Ketchikan Lakes for the City's drinking water and hydroelectric needs, and also accesses several residences.

If the City Council believes projects other than those recommended above deserve priority consideration, staff can respond accordingly. It is anticipated that Ketchikan City Council, Saxman City Council and Ketchikan Gateway Borough Assembly approval of the Community Priority List to be transmitted to the Governor will be requested in late September.

A motion has been prepared for City Council consideration.

RECOMMENDATION

It is recommended that the City Council adopt the motion approving the City of Ketchikan priorities for inclusion in the FY 2024 Community Priority List as detailed in the Acting City Manager's report dated August 25, 2022 and/or as modified by the City Council.

Recommended Motion: I move the City Council approve the City of Ketchikan priorities for inclusion in the FY 2024 Community Priority List as detailed in the Acting City Manager's report dated August 25, 2022 and/or as modified by the City Council.

Lacey Simpson

From: Kacie Paxton <kaciep@kgbak.us>
Sent: Tuesday, August 2, 2022 1:24 PM
To: Lacey Simpson; Lori Richmond
Cc: Diane Bixby; deputyclerksaxman@kpunet.net
Subject: State Capital Project List Compilation
Attachments: FY 2024 State Capital Project Funding Request Form.doc

CAUTION: External Email

This email originated from a source outside the City of Ketchikan. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lacey and Lori :

This is just a reminder that it is the time of year that we compile a capital project list for our respective assembly/councils to consider for submission to Governor Dunleavy and the Legislature. I've attached the FY2024 capital project request form.

The Assembly will likely be considering the Borough's capital project list at its meeting of August 15. Please let me know when the City will be able to consider its project list for this year. Please use the attached form for this year's requests.

Following the approval of the three municipal project lists, it is likely that the Lobbying Executive Committee would be convened to consider the Community of Ketchikan Capital Project Priority List for FY 2024.

Ketchikan's process for submitting capital projects to the Governor and Legislature generally includes these steps (may be extended this year):

- August-September - Municipal governing bodies identify respective infrastructure priority capital projects
- September - Lobbying Executive Committee requested to convene to discuss prioritization of community capital projects
- Second Meeting September-Municipal governing bodies approve community capital project priority list
- Late September-Borough Clerk's office submits capital priority list to Governor
- November/December- staff enters capital projects into the Legislature's Online Capital Project System (CAPSIS)
- February-Community of Ketchikan representatives actively advocate in Juneau for Ketchikan capital projects and policy issues

Kacie Paxton, MMC

Borough Clerk, Ketchikan Gateway Borough
907.228.6604 www.kgbak.us

Greater Ketchikan Community Request for Fiscal Year 2024 State Funding

Project Title: Continuation of Commercial Passenger Vessel (CPV) Tax Program

FY 2024 Funding Request: \$2,400,000

APPLICANT:	PROJECT PHOTO
<p>City of Ketchikan 334 Front Street Ketchikan, Alaska 99901 Lacey G. Simpson, Acting City Manager 907-228-5603 laceys@ktn-ak.us Federal Tax ID : 92-6000082</p>	

BRIEF PROJECT DESCRIPTION:
<p>The City of Ketchikan is the annual recipient of \$2.50 per passenger from the Commercial Passenger Vessel (CPV) Tax Program, which is administered by the Alaska Department of Commerce, Community and Economic Development. For the 2019 cruise season, the City received a payment of \$2,440,982 from the Department of Revenue. These funds are used to finance capital improvements and ancillary services that directly benefit passengers and cruise ships that moor at four municipally owned berths, which comprise the Port of Ketchikan.</p> <p>In 2016, the Legislative Budget and Audit Committee released its audit report of the Commercial Passenger Vessel Tax Program, which concluded that</p> <ul style="list-style-type: none">• “. . . shared tax revenues spent by communities to improve port facilities and harbor infrastructure were expended in compliance with State law; and”• “. . . the unspent balance of shared taxes was determined to be reasonable based on community efforts to initiate or complete CPV projects. Further the audit concluded that unexpended CPV grants are supported by ongoing projects.” <p>The audit report affirmed that the City of Ketchikan’s expenditure of CPV shared tax revenues to improve port facilities and harbor infrastructure was accomplished in</p>

**Request for Fiscal Year 2024 State Funding for
Continuation of Commercial Passenger Vessel (CPV) Tax Program
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compliance with State law and that the City's unexpended balance of shared tax revenues is reasonable based on its efforts to initiate or complete CPV projects. The City of Ketchikan strongly endorses the continuation of the Commercial Passenger Vessel (CPV) Tax Program for the benefit of municipally owned port facilities as intended. Continued CPV funds will assist the City of Ketchikan in financing the construction of Port of Ketchikan infrastructure and facilities necessary to support and promote the tourism industry in Ketchikan and Southeast Alaska.

In 2019, the City of Ketchikan utilized CPV funds to remove a rock pinnacle approximately 800 feet from the face of Berth II, which involved dredging and rock removal to increase the navigational depth from minus 27 feet to minus 40 feet. The project contract was awarded at cost of \$5.4 million and was completed in early 2020. The removal of the rock pinnacle has increased the navigational safety for vessels using the Port, which is of increasing concern as cruise vessels continue to grow in size and draft.

In 2017, the City of Ketchikan began a much larger project involving the planning and design for floating gangway landing barges alongside Berths I and II. This project will allow the larger post-Panamax cruise ships now calling at Ketchikan to land multiple gangways at each berth, in order to efficiently disembark and embark passengers. Most of the newer, larger ships have all but one of their passenger access doors located on lower decks that are not accessible on the fixed docks at Berths I and II except on higher tides. With typical stay times in Ketchikan of only 6 or 7 hours, there is simply not enough time to unload and load 3,000 or more passengers using just one gangway. The estimated cost of adding floating gangway landing barges at Berths I and II and reconfiguring the berths to accommodate larger vessels is \$97 million. This project remains under consideration pending viable financing models.

In an interim measure, the City has recently begun the design and permitting for modifications to Berth III to better accommodate post-Panamax vessels until such time that a larger project can be financed. These improvements are estimated at \$6.5 million. For both this smaller project and a larger Port of Ketchikan expansion, CPV funding will be critical in securing bonding and making debt service payments.

FUNDING PLAN

The City is relying on the continued receipt State CPV funds to finance Port of Ketchikan infrastructure improvements and related projects per the intent of the Program. This will aid in maintain the Port's position as a viable cruise port and destination. Once precise project cost estimates are developed, the City will seek voter

**Request for Fiscal Year 2024 State Funding for
Continuation of Commercial Passenger Vessel (CPV) Tax Program
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authorization to issue port revenue bonds as necessary. It is intended to fund the requisite debt service using State CPV tax revenues that are currently distributed to the City by the Department of Revenue.

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished

These projects are part of the Port of Ketchikan's ongoing capital improvement program intended to accommodate the cruise ship industry's deployment of post-Panamax sized cruise ships that began calling in Ketchikan in 2018.

2. Projects that create jobs

These projects are of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project. Completion of these projects will ensure Ketchikan's position as a leading port of call in Southeast Alaska and ensures continuity of existing and/or expanded tourism related jobs.

3. Life, safety, health improvement projects

Completion of these projects will ensure appropriately designed moorage facilities for cruise ships calling in Ketchikan and provide for the safe disembarking and embarking of passengers at the Port of Ketchikan.

PROJECT DESCRIPTION AND JUSTIFICATION:

These are suggested areas of focus based on prior funding cycles, which may be helpful in providing a summary of your project. Feel free to add or remove attributes as they apply to your project.

Deferred Maintenance: As detailed below, corrosion protection on Berths I and II will need to be performed in advance of any larger Port of Ketchikan expansion or reconfiguration projects. This necessary maintenance is estimated at \$15 million.

Transportation: These projects address an important transportation need for the community in that they will ensure appropriately designed moorage facilities for cruise ships calling in Ketchikan and provide for the safe disembarking and embarking of passengers at the Port of Ketchikan.

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Continuation of Commercial Passenger Vessel (CPV) Tax Program
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Infrastructure: These projects address a public infrastructure need in that they will accommodate the cruise ship industry's deployment of post-Panamax sized cruise ships that began calling in Ketchikan in 2018

Public Safety: These projects improve the public safety of the Port of Ketchikan in that they provide for appropriately designed moorage facilities for cruise ships calling in Ketchikan and provide for the safe disembarking and embarking of passengers to and from the community.

Private Sector Tools: These projects provide for direct private sector involvement through contract bidding for these capital improvements and/or as subcontractors to larger contracted firms. The viability of the Port of Ketchikan will directly impact the sustainability and growth of tourism related businesses within the private sector, such as tour operators, retail, dining, and other ventures that rely upon tourism customers.

Investment in Future: These projects are an investment in the future of the greater community of Ketchikan in that they will provide construction jobs, improve existing infrastructure, and improve tourism related commerce within the community.

Support for Essential Services: These projects will aid in the delivery of essential tourism related infrastructure, which will promote the community's leading economic driver.

PROJECT TIMELINE

The timeline of these projects is ongoing and highly dependent on Port of Ketchikan revenues, such as secured CPV funding, to finance requisite debt service payments. CPV tax revenue payments are remitted to the City on an annual basis.

ONGOING OPERATION AND MAINTENANCE:

The City of Ketchikan is responsible for the ongoing operation and maintenance of the Port of Ketchikan. It is very costly to operate and maintain port facilities in Southeast Alaska because of inclement weather and wear and tear from heavy use during the peak cruise ship season. The nature of the cruise ship industry and the imposition of new regulations from federal and state authorities have required, and will continue to require, significant capital investments to maintain the City's current position as a safe and reliable port of call. In order to meet this objective, the City annually expends an average of \$500,000 for Port of Ketchikan maintenance activities alone. That amount has increased significantly recently, as in 2018 the City completed a scheduled 10-year overhaul of the Berth III floating barge and installation of corrosion protection on the Berth III structure at a total cost of \$5.1 million. The City is also recognizes the need to perform corrosion protection work on Berths I and II at an estimated cost of \$15 million in coordination with or in advance of a port

**Request for Fiscal Year 2024 State Funding for
Continuation of Commercial Passenger Vessel (CPV) Tax Program
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expansion.

Greater Ketchikan Community Request for Fiscal Year 2024 State Funding

**Project Title: Park Ave. and Harris St. Road, Sewer, & Water Main
FY 2024 Funding Request: \$8,000,000**

APPLICANT:	PROJECT PHOTO
<p>City of Ketchikan 334 Front Street Ketchikan, Alaska 99901 Lacey G. Simpson, Acting City Manager 907-228-5603 laceys@ktn-ak.us Federal Tax ID : 92-6000082</p>	

Is the request a one-time project or is additional State funding expected to be requested in the future? One time project, no additional funding expected.

BRIEF PROJECT DESCRIPTION:
<p>The purpose of the project is to preserve the functionality of infrastructure on Park Avenue and Harris Street by rebuilding from the deepest utility to the surface of the road. This includes replacing heavily deteriorated sewer mains, water main, storm sewer, roadway subgrade, surfacing, sidewalks, and a retaining wall of Park Avenue between Bawden Street and Freeman Street and along the entire length of Harris Street between the Harris Street Bridge and Park Avenue. This area surrounds Ketchikan Creek. Recent studies by the Alaska Department of Environmental Conservation have found increased bacteria levels both in Thomas Basin, and in Ketchikan Creek elevating the need to protect our environment from potential bacteria sources. Replacement of the deteriorated corrugated metal sewer mains with modern plastic materials will keep sewage from entering the renowned salmon stream, Ketchikan Creek. Old metal sewer mains along these streets are not able to contain the sewage they were meant to convey. The rate of failure of these pipes and the proximity to Ketchikan Creek, along with increased bacterial levels along Ketchikan Creek according to recent studies by the Alaska Department of</p>

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Park Ave. and Harris St. Road, Sewer, & Water Main
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Environmental Conservation, makes the need for replacement a high priority. These roadways are critical in that Park Avenue provides access to numerous community assets, a broad spectrum of housing, and recreational facilities and opportunities, and interconnects several densely populated residential neighborhoods

FUNDING PLAN

- | | |
|---|-------------|
| • State the total project cost: | \$8,000,000 |
| • State funding already secured: | \$0 |
| • State funding request for this fiscal year: | \$5,000,000 |
| • Funding available from other sources: | \$3,000,000 |

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished

This project is a critical part of an ongoing replacement program of City of Ketchikan sewer, water and roadway infrastructure.

2. Projects that create jobs

This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

3. Life, safety, health improvement projects

The sewer mains within the project area transport sanitary sewer flow to the City of Ketchikan Wastewater Treatment facility. Any interruption to service causes an immediate health concern for the community because of the potential for public exposure to raw sewage. Currently the rotted out corrugated metal sewer lines are contributing to water quality degradation in Ketchikan Creek, an iconic salmon stream. This includes exposure to residents and tourists walking and driving to/from their homes, businesses, and cruise ships. This area is a cruise passenger destination and is on the route of the newly developed salmon walk: a public private partnership

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Park Ave. and Harris St. Road, Sewer, & Water Main
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between the City and Royal Caribbean Cruise Lines. There is a lot of pedestrian traffic in this area, and the old cantilevered sidewalk and retaining wall are both going to become safety issues.

PROJECT DESCRIPTION AND JUSTIFICATION:

Deferred Maintenance: This project will address deferred maintenance of the sewer, water, and roadway system.

Infrastructure: This project addresses a public infrastructure need in that it is a public sewer, water and roadway system.

Public Safety: This project improves the public safety in that it provides for improved sanitary sewer collection, improved drinking water distribution, and will reconstruct a structurally deficient retaining wall and cantilevered sidewalk along Ketchikan Creek.

Investment in Future: This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, and improve existing infrastructure within the community.

Support for Essential Services: This project will aid in the delivery of essential public services, including sanitary sewer collection, water distribution, and roadway access.

PROJECT TIMELINE

Project Timeline:

Engineering Design and Drafting –2023

Public Hearings and Final Permits – 2024

Bidding and Construction – 2024-2025

Expected Completion Date - May 2026

ONGOING OPERATION AND MAINTENANCE:

City of Ketchikan is responsible for the ongoing operation and maintenance of this

**Request for Fiscal Year 2024 State Funding for
Park Ave. and Harris St. Road, Sewer, & Water Main
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project.

Greater Ketchikan Community Request for Fiscal Year 2024 State Funding

Project Title: Water Street Sewer Force Main and Gravity Main Rehabilitation

FY 2024 Funding Request: \$4,100,000

APPLICANT:	PROJECT PHOTO
<p>City of Ketchikan 334 Front Street Ketchikan, Alaska 99901 Lacey G. Simpson, Acting City Manager 907-228-5603 laceys@ktn-ak.us Federal Tax ID : 92-6000082</p>	

Is the request a one-time project or is additional State funding expected to be requested in the future? One-time project; not additional funding expected.

BRIEF PROJECT DESCRIPTION:
<p>The City of Ketchikan relies on over 14,000 feet of various size force main to convey wastewater from collection points throughout the City to the Charcoal Point Wastewater Treatment Plant. A targeted effort to replace this critical infrastructure has been ongoing since 2001, and through numerous State and local projects the City has replaced approximately 80% of the force mains. The remaining original force mains are more than 40-year-old iron pipes and have been observed to be beyond the end of their service life. These pipes are located along the Tongass Highway and Water Street corridor and are within a tidally influenced area. When combined with Ketchikan's acidic soils the rate of failure is greatly accelerated making replacement of the remaining 20% of this system a high priority for the City. Recent studies by the Alaska Department of Environmental Conservation have found increased bacteria levels along Ketchikan's shoreline further elevating the need to protect our environment from potential bacteria sources.</p> <p>In 2017 2,640 feet of force main pipe was rehabilitated using an in-situ rehabilitation technique called slip lining. The City of Ketchikan has continued design efforts for Phase III, which includes 2 segments along the Water Street section of the highway corridor. The three segments would rehabilitate 1,350 feet of force main pipe and</p>

**Request for Fiscal Year 2024 State Funding for
Water Street Sewer Force Main and Gravity Main Rehabilitation
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885 feet of gravity main pipe within the City of Ketchikan. Once completed, rehabilitation of all force main piping in the City of Ketchikan will be finished. It is critical to complete this project prior to the State of Alaska's intended project to resurface this section of highway.

Segment 1 – Hopkins Alley to Front Street
Segment 2 – Pump Station 3 to Schoenbar Ct.

FUNDING PLAN

State the total project cost: \$4,100,000

State funding already secured: \$0

State the amount of the State funding request for this fiscal year: \$4,100,000

State the amount of funding available from other sources with an explanation where appropriate: \$0

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished

This project is part of an ongoing replacement program of City of Ketchikan sewer infrastructure.

2. Projects that create jobs

This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

3. Life, safety, health improvement projects

The sewer force mains and gravity mains within the project area transport sanitary sewer flow to the City of Ketchikan Wastewater Treatment facility. Any interruption to service causes an immediate health concern for the community because of the potential for public exposure to raw sewage. This includes exposure to residents and tourists walking and driving to/from their homes, businesses, and cruise ships.

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PROJECT DESCRIPTION AND JUSTIFICATION:

These are suggested areas of focus based on prior funding cycles, which may be helpful in providing a summary of your project. Feel free to add or remove attributes as they apply to your project.

Deferred Maintenance: This project will address deferred maintenance of the sewer system.

Infrastructure: This project addresses a public infrastructure need in that it is a public sewer system.

Public Safety: This project improves the public safety in that it provides for improved sanitary sewer collection.

Investment in Future: This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, and improve existing infrastructure within the community.

Support for Essential Services: This project will aid in the delivery of essential public services, including sanitary sewer collection.

PROJECT TIMELINE

Engineering Design and Drafting –2022
Public Hearings and Final Permits – 2023
Bidding and Construction – 2023-2024
Expected Completion Date - December 2024

ONGOING OPERATION AND MAINTENANCE:

City of Ketchikan is responsible for the ongoing operation and maintenance of this project.

Greater Ketchikan Community Request for Fiscal Year 2024 State Funding

Project Title: Schoenbar Culvert Rehabilitation

FY 2024 Funding Request: \$1,250,000

APPLICANT:	PROJECT PHOTO
<p>City of Ketchikan 334 Front Street Ketchikan, Alaska 99901 Lacey G. Simpson, Acting City Manager 907-228-5603 laceys@ktn-ak.us Federal Tax ID : 92-6000082</p>	

Is the request a one-time project or is additional State funding expected to be requested in the future? One-time project.

BRIEF PROJECT DESCRIPTION:
<p>Schoenbar culvert was constructed in the 1950s, mostly within the southern portion of Schoenbar Road, a major transportation route in Ketchikan. The culvert lays between Schoenbar Middle School, Walker Field and the Ketchikan Skatepark, all popular and important facilities for the community. At 12 feet wide by 8 feet tall and 475 feet in length this culvert is the largest in the City. In addition to its critical location and size the culvert is an important conveyance for the spawning and rearing of numerous salmonid species.</p> <p>The culvert is in an advanced state of decay with large portions of its bottom completely missing. Its rate of decay was accelerated by heavy rainfall in 2020 leading to soil migration from the outside of the culvert to the inside through holes in the side and bottom. This kind of soil migration will eventually lead to a substantial structural failure. In an effort to slow soil migration, the City performed an urgent temporary stabilization project in December 2020 for a cost of \$133,000. While the temporary stabilization was successful, it is anticipated that the remaining portions of the culvert will continue to decay necessitating a second</p>

**Request for Fiscal Year 2024 State Funding for
Schoenbar Culvert Rehabilitation
Page 2**

stabilization project. These temporary stabilization efforts are essential to buy time to secure funding and design for a permanent rehabilitation of the culvert, but they are in no way a long term solution.

FUNDING PLAN

State the total project cost: \$2,500,000

State funding already secured: \$0

State the amount of the State funding request for this fiscal year: \$1,250,000

State the amount of funding available from other sources with an explanation where appropriate: \$1,250,000 via a 2022 Congressionally Directed Spending Allocation

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished

Temporary Stabilization of the Schoenbar Culvert began in December of 2020.

2. Projects that create jobs

This project would keep a sizeable construction crew employed for the duration of the project.

3. Life, safety, health improvement projects

Unfortunately failure of this culvert is imminent if a long term solution cannot be constructed within a few years. Failure of this culvert would be devastating for the community and environment. Consequences to a sudden failure include, but are not limited to, a large discharge of sediment and untreated wastewater to Ketchikan Creek, loss of the City's only raw water transmission main cutting off water supply to the entire City and potential loss of life as it zig zags between three popular education and youth recreation sites.

PROJECT DESCRIPTION AND JUSTIFICATION:

**Request for Fiscal Year 2024 State Funding for
Schoenbar Culvert Rehabilitation
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These are suggested areas of focus based on prior funding cycles, which may be helpful in providing a summary of your project. Feel free to add or remove attributes as they apply to your project.

Deferred Maintenance: This project will address deferred maintenance of the culvert.

Transportation: This project addresses an important transportation need for the community in that if the culvert were to fail it would cut off an important road corridor that is used for the commercial deliveries of goods (fuel oil, construction materials, etc.) and access to the surrounding neighborhoods including the Schoenbar Middle School, Community Recreation Center, Aquatic Center, Tongass School of Arts and Sciences elementary school, Walker Field, Community Skate park, Public Library, and the Bear Valley residential area.

Infrastructure: The project addresses a public infrastructure need by allowing the continued conveyance of a major creek and continued support of the utilities within Schoenbar Road.

Investment in Future: This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, improve existing infrastructure, and allow continued commerce within the community.

Support for Essential Services: This project will aid in the delivery of essential public services by keeping the critical Schoenbar Road open allowing access to the Ketchikan Gateway Borough Bus system, Senior Center shuttle, school bus service, emergency response and fire department vehicles.

Culture and Recreation: The project will provide public recreation by allowing Schoenbar Creek to continue to provide essential habitat for the spawning and rearing of numerous salmonid species which are prized by anglers around the world.

PROJECT TIMELINE

Permitting: 2022
Engineering Design: 2023
Public Hearings and Final Permits: 2023
Bidding and Construction: 2023

ONGOING OPERATION AND MAINTENANCE:

**Request for Fiscal Year 2024 State Funding for
Schoenbar Culvert Rehabilitation
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The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.

Greater Ketchikan Community Request for Fiscal Year 2024 State Funding

Project Title: Ketchikan Lakes Road Reconstruction

FY 2024 Funding Request: \$4,150,000

APPLICANT:	PROJECT PHOTO
<p>City of Ketchikan 334 Front Street Ketchikan, Alaska 99901 Lacey Simpson, Acting City Manager 907-228-5603 LaceyS@ktn-ak.us Federal Tax ID : 92-6000082</p>	

Is the request a one-time project or is additional State funding expected to be requested in the future? One-time project.

BRIEF PROJECT DESCRIPTION:
<p>This project will reconstruct Ketchikan Lakes Road that is carved through the solid rock of Deer Mountain. The road is approximately 2,200 feet long and built with concrete and includes curbs and sidewalks, catch basins and storm pipes on the sole access road to numerous key essential services. The concrete joints have failed, and the road is at the end of its useful life.</p> <p>This project will reconstruct the road, curbs, sidewalks and the storm drainage system for the entire concrete portion of the road. This critical public road is the only way to access the island's only solid waste disposal facility, recycling, and transfer facility. Everyone on the island eventually needs to use this road.</p> <p>It is also the only access road to the City of Ketchikan's landfill, Ketchikan Lakes Dam and Granite Basin and serves as the sole access to the popular hiking destination, Deer Mountain Trailhead. Ketchikan Lake Dam and Granit Basin provides all of the City of Ketchikan residences with their drinking water and serves as a significant source of hydroelectric power for the island. With the rapid deterioration and joint failures occurring on Ketchikan Lakes Road, vehicles traversing up the steep road, encounter a 4x4 experience to haul their solid waste to the landfill or to enjoy hiking to the top of Deer Mountain.</p>

**Request for Fiscal Year 2024 State Funding for
Ketchikan Lakes Road Reconstruction
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As an existing road, traffic will have to be maintained, however the environmental permitting process will be smooth as there will be no construction beyond what has already been disturbed by the existing improvements.

FUNDING PLAN

State the total project cost: \$4,150,000

State funding already secured: \$0

State the amount of the State funding request for this fiscal year: \$4,150,000

State the amount of funding available from other sources with an explanation where appropriate: \$830,000 (20% Local Match) available through the Bipartisan Infrastructure Law; also pursuing a Congressionally Directed Spending Allocation

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished
This project is a critical part of an ongoing replacement program of City of Ketchikan roadway infrastructure.

2. Projects that create jobs

This project would keep a sizeable construction crew employed for the duration of the project.

3. Life, safety, health improvement projects

This project would represent a significant increase in the quality of life since all residents on the island rely on this road to access the solid waste and recycling facility. Keeping this road open and serviceable especially in the winter is a vital safety issue due to its steep grade, sharp switch backs, and since it is the only means of access to this area of town. It is the only route first responders have to numerous areas.

**Request for Fiscal Year 2024 State Funding for
Ketchikan Lakes Road Reconstruction
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PROJECT DESCRIPTION AND JUSTIFICATION:

These are suggested areas of focus based on prior funding cycles, which may be helpful in providing a summary of your project. Feel free to add or remove attributes as they apply to your project.

Deferred Maintenance: This project will address deferred maintenance of the road.

Transportation: This project addresses an important transportation need for the community in that if the road were to fail it would cut off the only important access that is used for the hauling of all the solid waste on the island, surrounding neighborhoods, Ketchikan Lakes Dam (a high hazard dam) among other things.

Infrastructure: The project addresses a public infrastructure need by providing a key transportation link to critical infrastructure.

Investment in Future: This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, improve existing infrastructure, and allow continued commerce within the community.

Support for Essential Services: This project will aid in the delivery of essential public services by keeping the critical Ketchikan Lakes Road open allowing essential service access and first responders access. Without this road there would be no access.

Culture and Recreation: The project will provide public recreation by allowing access to the trail head of the significantly important Deer Mountain Trail.

PROJECT TIMELINE

Permitting: Permitting is partially completed
Engineering Design: 2023
Public Hearings and Final Permits: 2023
Bidding and Construction: 2024

ONGOING OPERATION AND MAINTENANCE:

The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.