

City of Homer State Legislative Request FY 2014 Capital Budget



Ramp 3 gets dangerously steep at low tide, as this picture of visitors inching their way cautiously down the ramp depicts. The City of Homer's number one priority this year is to fund the State of Alaska Harbor Facility Grant Program, which includes funding for replacing Ramp 3 with an ADA compliant Ramp.

**City of Homer
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Homer, Alaska 99603
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Legislative Request FY2014

**City of Homer FY 2014 State Legislative Priorities list
approved by the Homer City Council
via Resolution 13-018**

- 1. Harbor Improvement Revenue Bond Project - \$4,206,000**
- 2. Port and Harbor Building - \$2,689,641**
- 3. Skyline Fire Station - \$410,400**
- 4. Pratt Museum New Facility and Site Redesign - \$2,800,000**
- 5. Homer Education and Recreation Center - \$9,000,000**
- 6. Harbor Entrance Erosion Control - \$2,512,800**
- 7. Fire Engine 4 and Tanker 2 Refurbishment - \$315,000**
- 8. Public Safety Building - \$13,050,000**
- 9. Barge Mooring Facility - \$360,000**
- 10. Kachemak Drive Rehabilitation/Pathway - \$20,000,000**
- 11. Brush/Wildland Firefighting Truck - \$108,000**
- 12. Marine Ways Large Vessel Haulout Facility - \$2,700,000**
- 13. Baycrest Overlook Gateway Project - \$230,400**
- 14. Water Storage/Distribution Improvements - \$3,510,000**



1. Harbor Improvement Revenue Bond Projects

Project Description & Benefit: This project will accomplish three significant harbor improvement projects (in order of importance):

- **Ramp 3 Gangway and Approach:** will replace the existing Ramp 3 which dates back to the mid-1960s. This ramp is the steepest ramp in the harbor and difficult to use during very low tides. At 100 feet long, the new ramp will be less steep and therefore ADA compliant. It will be constructed of aluminum and covered by an awning to keep it snow and ice-free for year-round access. The existing Ramp 3 approach, a long narrow wooden structure in poor condition, will also be replaced. Cost: \$795,000.
- **Upgrade System 5 – Vessel Shore Power and Water:** will provide System 5, the large vessel float system in the Homer Harbor, with additional power pedestals and a year-round fresh water supply to meet the needs of the large vessel fleet and attract new vessels to be home-ported in Homer. Cost: \$971,000.
- **Harbor Float Replacement:** will replace some of the oldest and most badly damaged floats in the harbor. These floats are plagued by worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. A total of 1,706 linear feet will be replaced: A Float, connecting E-J; J Float, R Float, and S Float. Cost: \$6,783,000.

Plans & Progress: The City's application to the State of Alaska Harbor Facility Grant Program for FY2014 is ranked number one. Funding for the first two Harbor Facility Grant projects (Homer and Ketchikan) is in the FY2014 Capital Budget. Municipalities have to come up with 50% of the construction funds and 100% of the design funds for Harbor Facility Grant projects. A \$440,000 grant from the Denali Commission combined with \$277,000 in City funds is paying for the design and engineering of the three projects. Design and engineering contracts have been issued and this phase will be complete in April of 2013 to be ready for the 2013 construction season. Half of the construction funds will be secured through a Revenue Bond. Harbor rates were increased in 2012 to make future bond payments.

Total Project Cost: \$9,129,000

2012 (Design): \$717,000 (Denali Commission and City of Homer)

2013 - 2014 (Construction): \$8,412,000 (50% Harbor Facility Grant and 50% City of Homer Revenue Bonds)

State FY2014 State Request: \$4,206,000 through the State of Alaska Harbor Facility Grant Program

(54% Local Match: \$4,923,000)

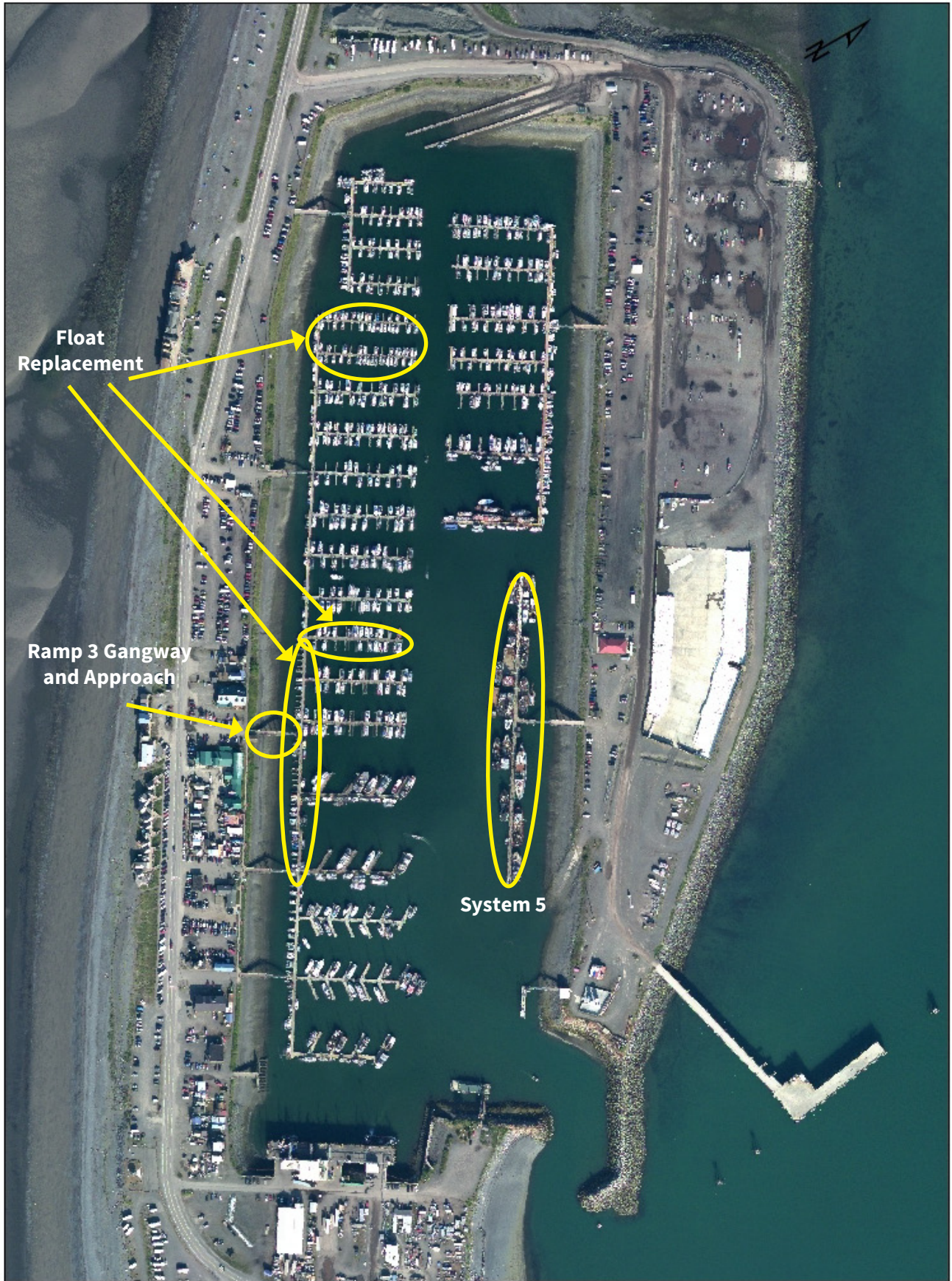


Hole in damaged piling that needs replacing



Exposed flotation on a damaged float.

See following page for project map



Float Replacement

Ramp 3 Gangway and Approach

System 5



2. Port & Harbor Building

Project Description & Benefit: This project will replace the existing Port and Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes for occupancy as an office building. The structure is three buildings that have been cobbled together over the years, including an old restroom turned office space. The building is difficult to heat. Thin walls and a substandard building envelope let the howling winter winds seep through. The wiring is old and a safety hazard; the building has caught fire twice.

A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices and meetings with the public. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new building will meet current building code and be energy efficient, saving the City on utility costs. The new Port and Harbor building can include public restrooms. This would allow the City to tear down the old inefficient restrooms adjacent to the current structure that require constant maintenance.

Plans & Progress: A new port and harbor building has been on the City of Homer Capital Improvement Plan for many years. Nelson Engineering was hired by the City to perform an office alternatives analysis and come up with a preliminary design and cost estimate. The analysis shows new construction as the most cost effective alternative. However, retrofitting an existing structure may still be an option if the purchase price allows sufficient renovation funds in the project budget.

Total Project Cost: \$2,988,490
2013 (Design): \$298,849
2014-2015 (Construction): \$2,689,641

FY2014 State Request: \$2,689,641
(10% City of Homer Match: \$298,849)





3. Skyline Fire Station

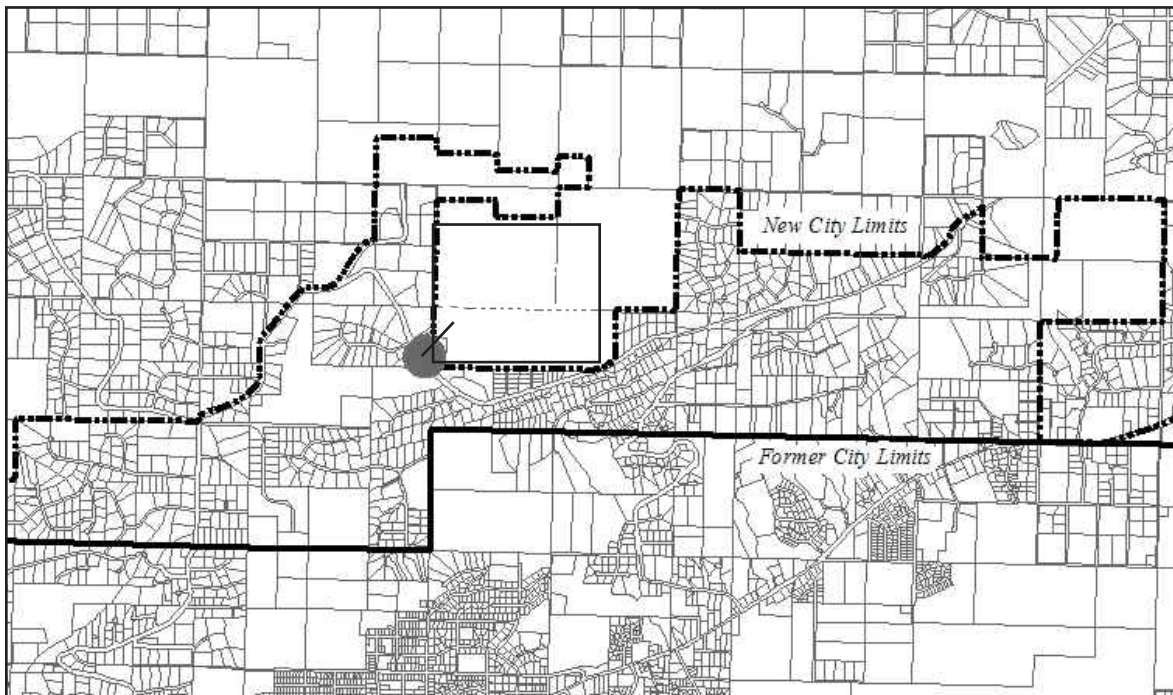
Project Description & Benefit: This project, which is included in the Transition Plan for annexation, will build a satellite substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. The substation will provide warm storage for structure and wildfire response equipment (engine/tanker, ambulance, and brush truck) in order to deliver quicker response to City residents on top of the bluff above Homer along East Skyline Drive.

The Skyline Fire Station will improve the City's ISO rating, lower insurance rates for property owners on the bluff, improve response times, and provide storage for equipment the Homer Volunteer Fire Department (HVFD) currently cannot operate in the winter because of lack of warm storage. A Fire Station on Skyline Drive has been a priority of the City of Homer and residents since annexation and will enhance HVFD's ability to respond year-round to fire incidents. An additional benefit of the station will be to assist Kachemak Emergency Service Area, who has jurisdiction of the surrounding area, in responding to emergencies.

Plans & Progress: The facility is intended to be a low budget solution. Plans call for utilizing an existing foundation/concrete slab at the water treatment plant site, and installing an insulated pre-engineered metal building with minimal office space/maximum equipment storage bay area. The facility consists of a 2000 sq. ft. (50' x 40') building with three equipment bays. Electric, telephone, and water and sewer are already available at the site. Gravel access currently exists to the proposed site.

Total Project Cost: \$456,000
2013 (Engineering and Design): \$45,600
2014 (Construction): \$387,600
2015 (Inspection): \$22,800

FY2014 State Request: \$410,400
(10% City of Homer Match: \$45,600)





4. Pratt Museum New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum helps people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt's exhibits, education programs, and collections foster self-reflection and dialogue among the Museum's community and visitors. Each year the Pratt serves 30,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 43 years old. The galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to help better serve the community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.3 acres. Benefits of this project: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. The McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 22% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- Gathering of diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases
- With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free
- \$2 million (22% of project total) secured in cash and pledges
- Participation in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings
- Recruitment of community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities
- The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building
- The Pratt is on schedule with the Design Phase, which will be completed by February 2014
- The first part of the site work, an upgrade and expansion of the Pratt's trail system, was completed this summer

Total Project Cost:
Preconstruction: \$ 1,000,000
Construction: \$8,500,000

Schedule:
Design: January 2011-February 2014
Construction: April 2014-June 2016

FY2014 State Request: \$2,800,000



EXTERIOR PERSPECTIVE

NEW PRATT MUSEUM
HOMER, ALASKA

LIVINGSTON SLOAN INC.
SCHEMATIC DESIGN



5. Homer Education and Recreation Center

Project Description & Benefit: There is an outstanding need in Homer for an education and recreation center that can serve as a gathering place for the community, a headquarters for the City of Homer Community Recreation program, an indoor location for sport and activities and a home for youth programs such as the Homer Boys and Girls Club. The uses for such a center with gym, classroom, office and meeting space are endless: community classes could be taught, public meetings and gatherings could be held, and indoor sport clubs could use the space, among many other uses. The Homer City Council is exploring various means for meeting this need. Potential solutions include upgrading an existing building or building a new facility.

The City owns the “old middle school,” a two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. Due to age and disrepair, the building is an expensive facility to heat and maintain. Though this building currently carries the title of Homer Education and Recreation Center, it is unusable as such in its current condition. Substantial structural, weatherization, access and code upgrades would be necessary to make it a functional public space. Other buildings in the community could also be candidates for retrofitting.

The other option the Council has explored is building a new facility. By starting from scratch the City may be able to meet the needs of the community and satisfy all safety and code requirements more economically. This project would construct an education and recreation center by either retrofitting an existing structure or building a new facility.

Plans & Progress: The City contracted an architect to analyze necessary improvements to bring the “old middle school” up to code. The preliminary report indicates it may be prohibitively expensive to bring this building up to standard.

Total Project Cost: \$10,000,000
2013 (Design): \$1,500,000
2014 (Construction): \$8,500,000

FY 2014 State Request: \$9,000,000
(10% City of Homer Match: \$1,000,000)



The “old middle school,” pictured above, needs major upgrades to serve the community as an education and recreation center.



6. Harbor Entrance Erosion Control

Project Description & Benefit: The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icycle Seafoods and the City of Homer worked together to build a log cribbing revetment structure on the City property where Icycle Seafood was located. Although this project stopped the immediate erosion threat, it was built as a temporary measure until funding could be obtained to build a rock revetment. Since it was built, the log cribbing has been hammered by waves and is steadily disintegrating.

Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense.

Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor. Erosion control is needed to protect the harbor for fishermen, tourists, and other users.

Plans & Progress: This project will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Riprap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Homer Ferry Terminal, providing critical shore/infrastructure protection.

Total Project Cost: \$2,792,000
2013 (Design): \$216,000
2014-2015 (Construction): \$2,576,000

FY2014 State Request: \$2,512,800
(10% City of Homer Match: \$279,200)





7. Fire Engine 4 and Tanker 2 Refurbishment

Project Description & Benefit: This project will refurbish two major pieces of equipment used by the Homer Volunteer Fire Department: Fire Engine 4 and Tanker 2.

With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and driveline overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station. A reserve fire engine would help Homer qualify for an improved ISO rating, benefitting all households through reduced homeowner insurance costs.

Cost: \$150,000 **Schedule:** 2013

The Homer Volunteer Fire Department's Tanker 2 is an E-One Pumper Tanker purchased in 1989. The maintenance schedule for Tanker 2 calls for refurbishment or retirement after 20 years, which means Tanker 2 is overdue for an overhaul. A new tanker-pumper would cost in the range of \$800,000. A Level 2 refurbishment would be far less expensive and will improve safety and extend the useful life of the tanker. Refurbishment would include inspection and repair if needed of the fire pump, vehicle engine and other systems; upgrade obsolete lighting systems to convert to LED systems; redesign and upgrade of the portable water tank compartment; replacement of corroded plumbing and valves; upgrade of the interior compartment for safety; and repair and repainting of the body.

Cost: \$200,000 **Schedule:** 2014

Total Project Cost: \$350,000

FY2014 State Funding Request: \$315,000

(10% City of Homer Match): \$35,000



Fire Engine 4



Tanker 2



8. Public Safety Building

Project Description & Benefit: The Fire and Police Stations have been on the City of Homer Capital Improvement Plan independently for years. Both buildings are from the early 80s and in need of replacement. They suffer from a series of inadequacies such as lack of office, storage and training space and health and safety violations from inadequate ventilation.

A joint public safety building will create a central location for emergency response. It will allow the departments to work better together for the safety of the Homer residents. It will take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room, an entry with public restrooms, and a vehicle bay for washing city vehicles.

The current fire hall does not have adequate equipment storage bays. This means expensive equipment has to be stored outside and exposed to the elements. In the winter, this equipment has to be winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It also lacks adequate space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.

The current police station has no area for evidence processing of large items, a crisis cell for spacial needs prisoners, or a proper juvenile holding area. Existing dispatch facilities are too small. The jail entry area, booking room, and jail offices are poorly designed. Both facilities are inefficiently designed and will be difficult to retrofit with natural gas. A new building will take advantage of efficient building practices and be plumbed for natural gas.

A joint public safety building will benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces.

Total Project Cost: \$14,500,000
2015 (Design): \$1,450,000
2016-2017 (Construction): \$12,400,000
2018 (Inspection): \$650,000

FY2014 State Request: \$13,050,000
(10% City of Homer Match: \$1,450,000)



Homer Fire Hall in winter



Homer Police Department in winter



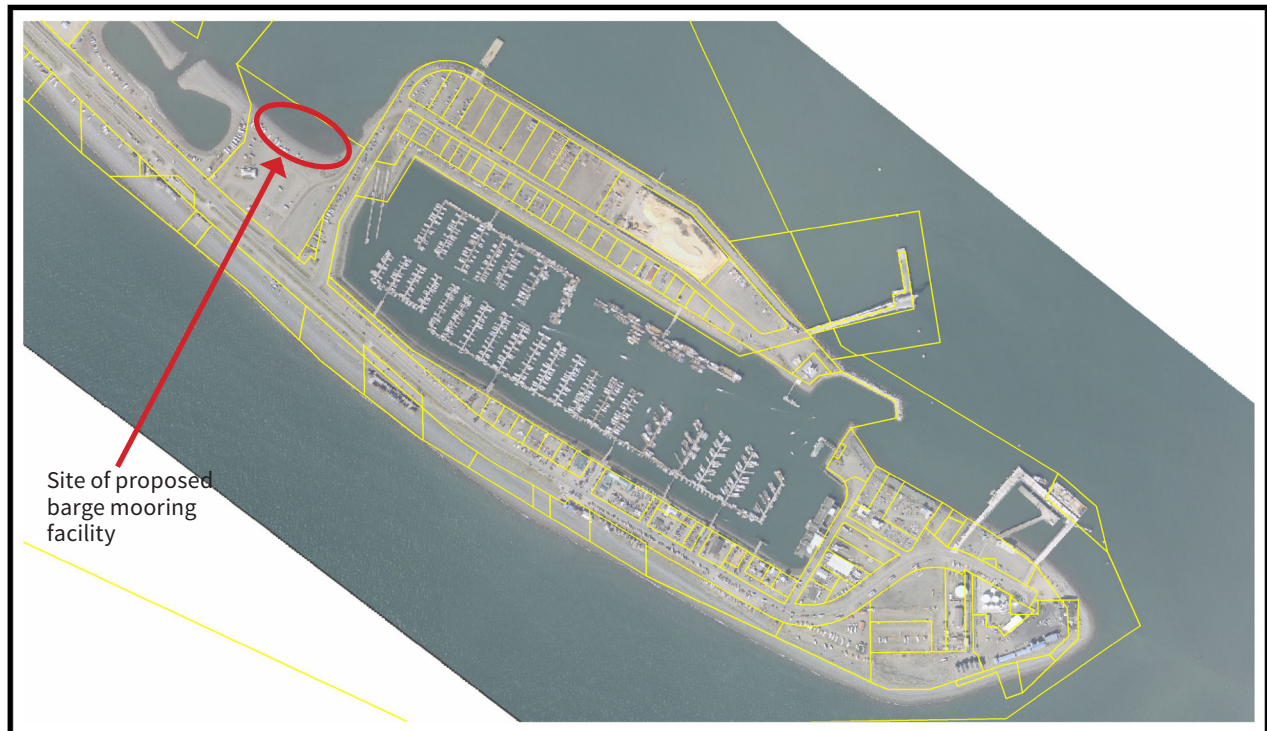
9. Barge Mooring Facility

Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This proposed improvement will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haulout area for large industrial freight barges.

Total Project Cost (2013): \$400,000

FY2014 State Request: \$360,000

(10% City of Homer Match: \$40,000)





10. Kachemak Drive Rehabilitation/Pathway

Project Description & Benefit: Kachemak Drive connects Homer Harbor with Homer's industrial boat yards, serves drivers as a connector from the Homer Spit to East End Road, has a residential community, and serves as an alternate route to the airport. Truck, boat trailer, residential and commuter traffic are often heavy, with an approximate daily traffic of 1,500 vehicles. Bicyclists, pedestrians and occasional moms with strollers use Kachemak Drive to connect to the Spit, Ocean Drive, and East End Road bike paths. Kachemak Drive has narrow to non-existent shoulders, forcing cyclists to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This procedure is dangerous to motorists and cyclists, especially on the hill leading up from the base of the Spit to the airport, where visibility is low. Bicycle traffic has increased in the past couple of years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle friendly town. Construction of a separated pathway along East End Road will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety.

The road also needs rehabilitation which includes raising the embankment, resurfacing, widening the road, and drainage improvements. Because of the significant right-of-way acquisition involved, the project will take several years to complete.

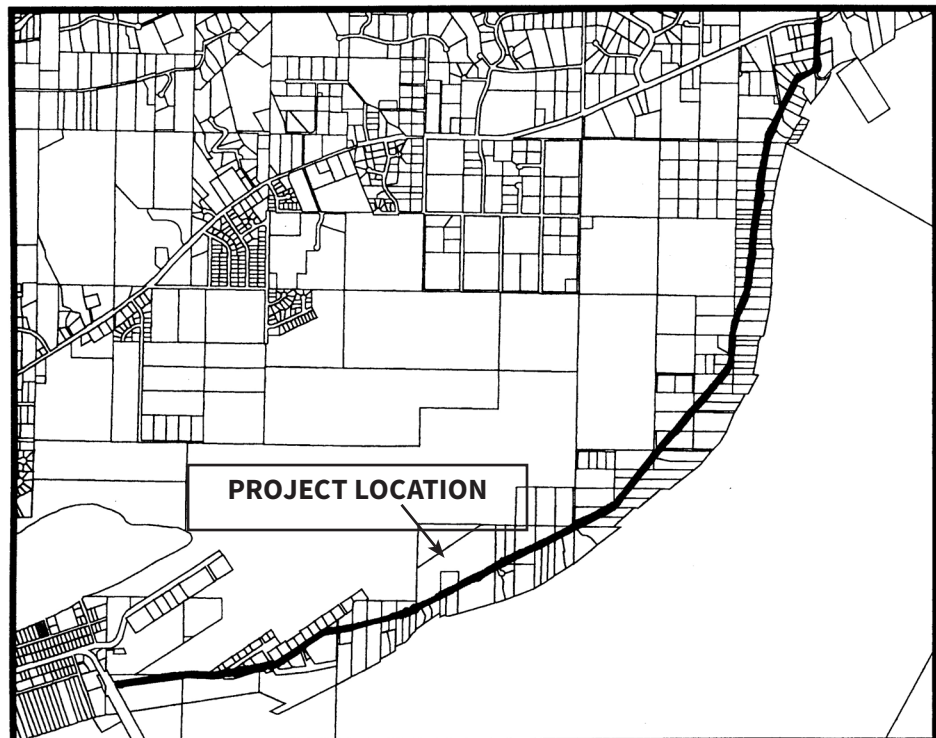
Plans & Progress: The Kachemak Drive Path Committee has worked for two years to define and narrow options, survey public opinion, proposed a route for a separated path and present the packet to the Parks and Recreation Commission and Transportation Advisory Committees. The City has appropriated \$20,000 to have the proposed route surveyed, starting at the intersection of Homer Spit Road and Kachemak Drive, which includes a steep and dangerous hill. This will most likely be a multi-year project, done in phases. Sections of the proposed trail run on existing electrical, water and sewer easements.

Total Project Cost: \$20,000,000

Separated Pathway: \$4,000,000

Road Rehabilitation: \$16,000,000

FY2014 State Request: \$20,000,000





11. Brush/Wildland Firefighting Truck

Project Description & Benefit: The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990.

The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. A mechanical assessment of the existing truck found it to be severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

Although HVFD uses the term "brush truck," in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access the scene and provide initial attack of a structure fire before firefighters can set up long hose lays or otherwise access the site by traditional means, if at all.

Total Project Cost (2014): \$120,000

FY2014 State Request: \$108,000

(10% City of Homer Match: \$12,000)





12. Marine Ways Large Vessel Haulout Facility

Project Description & Benefit: This project will construct a “marine ways” ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Plans & Progress: Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been under utilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Total Project Cost (2014): \$3,000,000

FY2014 State Request: \$2,700,000

(10% City of Homer Match: \$300,000)





13. Baycrest Overlook Gateway Project

Project Description & Benefit: The Homer Public Arts Committee has designated the Baycrest Hill Overlook as one of the major elements of the Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other Gateways are the Homer Airport and the Homer Port.

Everyone who has driven to Homer remembers the first time they came around the corner on the Sterling Highway and saw the breathtaking panorama of Kachemak Bay. For many that was the same moment they made the decision to become part of this diverse, eclectic, and energetic community. In the 1990's visionaries at Alaska Department of Transportation and Public Facilities constructed the current pullout during the Sterling Highway reconstruction effort. However, the current site does not adequately meet the goals of the Gateway Program.

Improving the landscaping and comfort of Baycrest Overlook will inspire locals and visitors and enhance this phenomenal setting. Interpretive signage will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will spur economic development, welcoming everyone and encouraging commerce and trade in a community dedicated to unique and natural quality of life experiences.

Plans & Progress: The first Gateway Project was undertaken in 2009. A collaborative effort with the City of Homer Public Arts Committee, City of Homer Airport Manager, City of Homer Public Works Director, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife created a beautiful diorama highlighting the wealth of public and private resources available to everyone who comes to Kachemak Bay.

This group plus representatives from Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have come together to work on the Baycrest Overlook Gateway Project.

Six thousand dollars has been designated to the design phase from the State and the City of Homer. Design, development, and locations for welcome and interpretive signage should be completed by early spring 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

The project will consist of three phases:

1. Interpretive signage, benches and picnic areas
2. Enhanced landscaping
3. New restrooms and paving upgrades.

Total Project Cost: \$256,000

2012 (Design): \$6,000

2013 (Construction): \$250,000

Signage/Benches: \$100,000

Landscaping: \$75,000;

Restrooms and Paving: \$75,000

FY2014 State Request: \$230,400

(10% City of Homer Match: \$25,600)





14. Water Storage/Distribution Improvements

Project Description & Benefit: This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness.

The project consists of the installation of an underground 1.0 MG water storage tank; 2,000 linear feet of 12-inch distribution main (connecting two isolated parts of town); the installation of 2,000 linear feet of water main between the new tank and the water system; and the abandonment of an existing, functionally obsolete (+50 years old), steel water tank.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City received a \$390,000 Special Appropriation Project grant for the design phase of the project in 2012 from the Environmental Protection Agency.

Total Project Cost: \$3,900,000
2014 (Design, funds secured): \$390,000
2015-2016 (Construction): \$3,510,000

FY2014 State Request: \$3,510,000
(10% Local Match: \$390,000)

