



AGENDA ITEM REPORT

Resolution 23-013, A Resolution of the City Council of Homer, Alaska in Support of the City of Homer's Application to the State of Alaska Department of Transportation and Public Facilities (AK DOT&PF) Transportation Alternatives Program (TAP) for the Homer All Ages and Abilities Pedestrian Path (HAPP) and Committing Local Match Funds. City Manager.

Item Type:	Resolution
Prepared For:	City Council
Meeting Date:	13 Feb 2023
Staff Contact:	Jenny Carroll, Special Projects and Communications Coordinator
Through:	Rob Dumouchel, City Manager

Summary Statement:

I. Issue: The purpose of this Memorandum is to request City Council support of the City's grant application to AK DOT&PF's Transportation Alternatives Program for design and construction funding for the Homer All-Ages and Abilities Pedestrian Pathway (HAPP) project and express commitment for grant matching funds. A Resolution of support from the governing body is required to be submitted within the application.

II. Background: After reviewing the City's Notice of Intent to Apply for TAP funding for the HAPP project, AK DOT&PF invited the City to submit a full TAP application, due February 28. HAPP completes two interconnected high priority sidewalk projects, Svedlund/Herndon from Pioneer Avenue across to Main Street, and Main Street sidewalk south from Pioneer Avenue to Ohlson Lane. It also calls for enhanced crosswalks on Pioneer Avenue at Svedlund and on the Sterling Hwy at Main Street. HAPP is included in the City of Homer's Capital Improvement Plan (project description attached).

Under TAP, successful projects are designed and built by AK DOT&PF to Federal standards utilizing Federal pass through funds and a Federal minimum of 9% local matching funds. To be competitive, though, the project sponsor must offer a 12% match. HAPP's budget is estimated by Public Works Director Keiser at \$200,000 for design and engineering and \$3,700,000 for construction. A 12% match on the \$3.9M project equates to a \$468,000 commitment from the City of Homer. HART is the appropriate fund for match. Public Works Director Keiser has \$500,000 set aside in the Road Financial Program for unspecified grant match.

Once our full TAP application is reviewed by AK DOT&PF for scope and cost, they may adjust the estimated project cost before final application is scored. A formal match agreement will be prepared for eligible projects that move forward to scoring. At that point, the actual AK DOT&PF project cost will be known and the City can choose either to accept or decline moving forward with the project application.

If the City approves moving forward with a formal match agreement, the project will be scored and sent to a public evaluation board in April for final scoring, with the highest scoring projects getting ranked for priority for funding. Project awards will be announced in May of 2023.

The City is not obligated to appropriate match funds at this stage. Obligation will come later – if – the project is selected to move forward for scoring, at which point Council will have a decision to make.

It is important to note that if the AK DOT&PF approved estimate increases over the life of the project, the sponsor will be required to match the new estimate accordingly. For this reason, contingencies will be assessed on local match (25% minimum on preconstruction phases and 15% on the construction estimate). There is no escrow account established to hold these contingency funds; AK DOT&PF asks for a commitment for the potential overage. If the City's application gets to this stage, I have heard that other municipalities are entering into agreements with the State that limit the amount of local contingency funding allowed for the project.

Another important rating criteria for successful projects is that the project sponsor agrees to take over ownership and/or maintenance of the new facility. With City Council approval, the City would agree to take maintenance responsibility for the new sidewalk on the State-owned portion of Main Street.

Staff Recommendation:

Adopt Resolution 23-013 for the February 28, 2023 grant application deadline.

Attachments:

[Resolution 23-013](#)

[HAPP FY24 CIP Project Description](#)

**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 23-013

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA IN SUPPORT OF THE CITY OF HOMER’S APPLICATION TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (AKDOT&PF) TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FOR THE HOMER ALL AGES AND ABILITIES PEDESTRIAN PATH (HAPP) AND COMMITTING LOCAL MATCH FUNDS.

WHEREAS, The City of Homer strives to provide and improve city-operated facilities and services to meet the needs of the community; and

WHEREAS, Critical sidewalk facilities in Homer’s central residential and business district are disconnected and missing key sections, which creates an accessibility barrier and safety hazards for both motorists and pedestrians where sidewalks end and pedestrian use of roadways is necessary; and

WHEREAS, HAPP fills gaps in Homer’s non-motorized pathways to address these safety issues and provide equitable, safe and low-stress pedestrian facilities for all citizens; and

WHEREAS, Improving Homer’s non-motorized transportation network is one of Homer City Council’s high priority projects, a priority shared by the community as evidenced by public comment at City Council meetings and at many community non-motorized transportation planning events; and

WHEREAS, HAPP is included in the City of Homer’s Capital Improvement Plan; and

WHEREAS, AK DOT&PF is making design and construction funding for sidewalks available through the 2023-2025 TAP competitive grant program; and

WHEREAS, The City of Homer is participating as an eligible project sponsor in the ADOT&PF TAP; and

WHEREAS, The City of Homer submitted a Notice of Intent to Apply to TAP in support of the HAPP project; and

WHEREAS, After reviewing the Notice of Intent to Apply, the AK DOT&PF invited the City of Homer to submit a full TAP application for the HAPP project; and

44 WHEREAS, The City of Homer acknowledges availability of the required match of no less
45 than 9.03%; and

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47 WHEREAS, The City of Homer is amenable to accepting maintenance responsibility for
48 HAPP's sidewalk on the State-owned section of Main Street; and

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50 WHEREAS, The TAP application requires a Resolution of support and commitment to
51 matching funds from the governing body.

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53 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council supports the HAPP
54 project.

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56 BE IT FURTHER RESOLVED that the Homer City Council authorizes the City Manager to
57 prepare and submit the 2023-2025 TAP grant application for the HAPP project.

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59 BE IT FURTHER RESOLVED that the City Council expresses its commitment of no less
60 than 9.03% local grant matching funds.

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62 PASSED AND ADOPTED by the Homer City Council this 13th day of February, 2023.

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64 CITY OF HOMER

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67 _____
68 KEN CASTNER, MAYOR

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70 ATTEST:
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72 _____
73 MELISSA JACOBSEN, MMC, CITY CLERK

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75 Fiscal note: N/A



Homer All Ages & Abilities Pedestrian Path

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way for the two sidewalk sections is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City adopted a Wayfinding Plan in 2022; the City has funding to provide wayfinding improvements at several locations along the HAPP.

Total Project Cost: \$3,900,000
Svedlund/Herndon & Lee Street: \$1,600,000
Main Street South to Ohlson Lane: \$2,000,000
Crosswalk improvements: \$300,000

Schedule: 2024

Priority Level: 1



HAPP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation and safety..