

KODIAK CITY COUNCIL

WORK SESSION AGENDA

Tuesday, July 9, 2013

Kodiak Island Borough Conference Room

7:30 p.m.

Work sessions are informal meetings of the City Council where Councilmembers review the upcoming regular meeting agenda packet and seek or receive information from staff. Although additional items not listed on the work session agenda are sometimes discussed when introduced by the Mayor, Council, or staff, no formal action is taken at work sessions and items that require formal Council action are placed on a regular Council meeting agenda. Public comments at work sessions are NOT considered part of the official record. Public comments intended for the "official record" should be made at a regular City Council meeting.

Discussion Items

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- 9. July 11, 2013, Agenda Packet Review



Southern Pier Placement Pier 3 Replacement

Prepared for:
City of Kodiak
710 Mill Bay Road
Kodiak, AK 99615

Prepared by:
P | N | D
ENGINEERS, INC.
1506 W. 36th Avenue
Anchorage, AK 99503

July 2nd, 2013



1.0 Introduction

This report, prepared for the City of Kodiak (the City), by PND Engineers, Inc. (PND) is in response to a question posed during the June 11, 2013 City Council meeting regarding the Pier 3 Replacement project. The currently proposed construction is a pile supported structure located on the north side of the existing pier. Recent geotechnical exploration in support of the project was found to have potential impacts on the construction in this area that may impact project costs. The council posed the question as to whether it was reasonable to consider moving the proposed construction to the south side of the existing Pier as a more cost effective alternative. During the meeting it was noted that this path had been evaluated and that some drawbacks existed. The following paragraphs outline the potential impacts associated with moving the facility to the south.

2.0 Wave Climate

A detailed wave report was generated in 2012 combining physical and numerical modeling as well as on-site measurements to determine design wave heights and periods and any differences in ship motion between a fill and pile supported structure under wave loading. This study also identified through numerical modeling that “even a small move to the east (north) could result in a relatively large reduction in wave height.” (See Figure 1). Moving to the south would increase the wave height and would likely result in an increase in the number of days that the facility was unavailable due to wave action (See Figure 1). Estimates of the difference in the number of days downtime were not evaluated in the report.



Figure 1 – Wave Numerical Model Output

Anecdotal observations by the current pier users back up the numerical modeling predictions that wave action is greater moving south. The current users of the pier report that when significant waves are shoaling during ship berthing, the south end of the vessel typically rises and falls nearly twice as high as the north end of the vessel.

The wave study also identified that there was little difference in ship motion between the two structure types, OPEN CELL® and Pile Supported, however the physical models were based on the expected waves assuming construction on the north side of the existing pier. There is the potential that the larger waves associated with the south side could have a large impact on the performance of vessels berthed on a structure in the more exposed location. The OPEN CELL structure would be particularly affected by the larger waves and is not a feasible alternative at this site. A pile supported structure would likely require additional fendering and/or tie off points, as compared to the northern option, to help offset the higher wave motion expected.

3.0 Permitting and Land Ownership

Bird nesting on the south end of the existing site could pose potential permitting risks to the project. There are currently thousands of birds occupying the area just to the south of the site. Mooring dolphins and catwalks would have to be extended out very near to this area if the pier were moved to the south and may interfere with the birds. It is also likely that some of the bird habitat would be impacted and require development to maintain the current amount of yard space, see section 4 below. These issues surrounding the nearby habitat could potentially complicate and delay the permitting process.

There is currently some ambiguity as to the land ownership of the tidelands where portions of the construction would be implemented. New work in this area may require negotiations with the BLM and the State of Alaska and could present complicating factors and possible delays to the project.

4.0 Draft and Existing Pier Access Issues

The water depth to the south is shallower along the existing pier alignment than it is to the north. Installation of a pier to the south would require changing the alignment to allow for the deeper draft, pushing the face of the dock further seaward and/or dredging the area in front of the dock to provide the required depths for vessels to berth.

Changing the alignment of the pier, similar to Figure 2 below, poses construction issues as it would interfere with the usage of the existing pier during construction efforts. Moving the pier face seaward, similar to Figure 3 below, would also interfere with existing operations at the pier during construction. These options would also require that additional structure be built, as compared to the currently proposed construction, in order to reach the required water depth. Both of these south side options would require that cargo be handled at a different facility during a large portion of the construction in order to be able to construct the new facility and maintain cargo flow in and out of Kodiak. ROM estimates for operational impacts associated with an alternate cargo offload locations are ~\$3.3 million for six months of disruption. In addition to the costs associated with utilizing an alternate facility during

construction, both options would also require a larger dock footprint than currently planned in order to maintain adequate water depths. While bedrock elevations are expected to be shallower and could potentially reduce pile lengths the additional dock footprint required would result in an overall more costly pile supported structure compared to the northern option.

Keeping the current pier alignment, similar to Figure 4 below, would have less impact on the use of the existing facility during construction. However, it would conflict with the port Master Plan that desires to keep the alignment of the pier face connecting with Pier 2. This alternative would also require a large area be dredged in front of the pier and into the existing yard space in order to meet the draft requirements of current vessels utilizing the pier. Further dredging would be needed to accommodate larger vessels in the future if desired and could further impact the existing yard space. Lastly, and most importantly, this option would occupy valuable staging area in order to accommodate the new larger crane. There is potential to reclaim some, not all, of this staging area by removing a portion of the hill between the current yard space and Rezanof Drive. In addition to the cost of clearing, much of this area is within ADOT right of way lease and would require negotiations with DOT in order to modify this area. Additionally, as discussed in section 3 above, there are thousands of birds in this area that could complicate permitting efforts, particularly if habitat is impacted in efforts to reclaim yard space. There is also an existing property at the top of the hill on the south end of the site that could be affected by any clearing conducted to reclaim lost yard space. Construction of a facility in this area as described above would not meet the needs of the project.

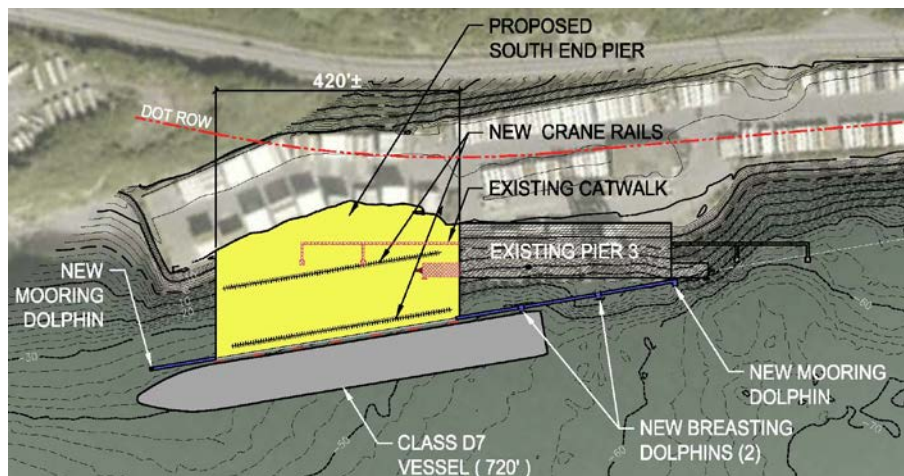


Figure 2 – Proposed Master Plan Alignment

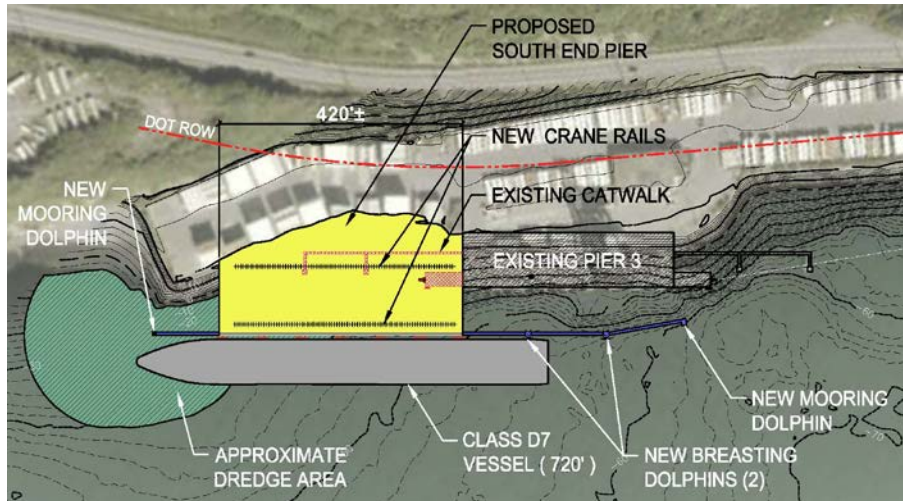


Figure 3 – Extend Pier Face Seaward to Deeper Draft

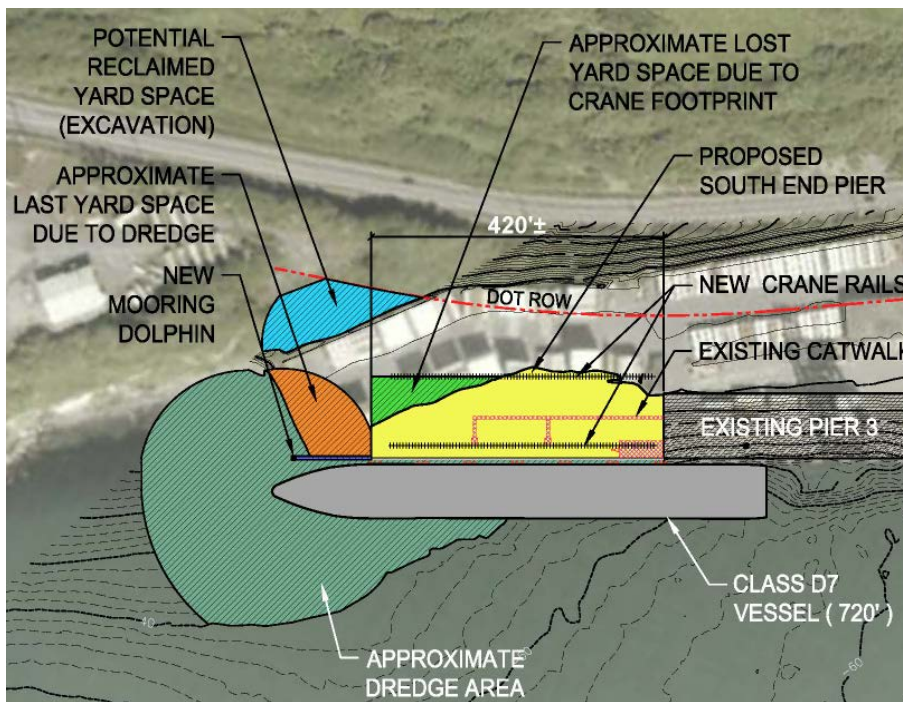


Figure 4 – Keep Existing Alignment

5.0 Geotechnical Data

Though there is some geotechnical data available to the south of the existing pier, additional data would need to be gathered to complete a design in this area. There is the potential that soil conditions would be found, such as shallower bedrock and stiffer less compressible soil, that would be more favorable for the installation of an OPEN CELL® structure and a pile supported structure however, as discussed in Section 2, the OPEN CELL structure is not recommended in this location due to the greater wave action. The installation of a pier in this area would still face the costs associated with the impacts outlined in Section 2 and Section 4 of this report. Additionally, planning, permitting and implementation of an

additional geotechnical investigation would likely take several months to complete and would delay the project design and construction. Delays associated with the further investigation and review of the collected information could potentially push the construction back by a year and would incur approximately \$330,000 in additional cost to the project associated with the geotechnical program. The delay would also have an inflation cost impact on a project of this scale. Accounting for 3% inflation on a \$33 million project is approximately \$1 million in addition to the additional costs incurred for the funding of the geotechnical data.

6.0 Conclusions

Impacts associated with moving the pier south towards the airport identified in this document demonstrate that the relocation would likely not result in overall project cost savings. Additionally, permitting issues, land ownership issues and the collection of additional geotechnical data could easily delay the project a year or more. Providing a facility that meets the draft depths, alignment criteria, allows for minimal disruption to the existing facility operations during construction and does not eliminate existing uplands storage would be difficult if not impossible in this area. Lastly, wave studies and anecdotal evidence suggests that even minor shifts to the south have significant impacts to the wave action in this area and could potentially increase downtime at a pier constructed to the south when compared to the current or proposed north end facility.

For the reasons described above it is recommended that the Pier 3 replacement project move forward with design of the facility placed to the north of the existing structure as outlined in the 2011 Design Study Report.

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Advisory Board Application Form

Edwin B Cross Jr

NAME

208-866-7429

HOME TELEPHONE

WORK TELEPHONE

FAX

juniorcross20@gmail.com

EMAIL

525 Maple #B

RESIDENCE (STREET) ADDRESS

P.O. Box 8755

KODIAK, AK 99615

MAILING ADDRESS

13 years

LENGTH OF RESIDENCE IN KODIAK

16 years

LENGTH OF RESIDENCE IN ALASKA

Are you a registered voter in Kodiak? YES NO

Do you own property in Kodiak? YES NO

On which boards are you interested in serving? (Please list in order of preference)

Port and Harbors Advisory Board

Please list your areas of expertise and education that would benefit the boards for which you are applying.

50 years, Fish Boat Captain Alaska, Pacific Ocean N+S, Caribbean, Entire Gulf Coast of Mexico, Atlantic Coast South of Chesapeake

Community Activities:

Professional Activities:

Negotiated Original Korean Joint Venture

Edwin B Cross Jr

SIGNATURE

5-30-13

DATE

Return application to City Clerk, 710 Mill Bay Road, Room 220, Kodiak, AK 99615 Fax: 486-8633



Office of the City Clerk

710 Mill Bay Road, Room 216, Kodiak, Alaska 99615

PORT AND HARBORS ADVISORY BOARD

Seven regular seats, two alternates, and one student seat

Effective January 1, 2013

TERM	BOARDMEMBER	HOME	WORK	FAX	MAILING ADDRESS
2015	Tim Abena timabena@aol.com	486-3290	360 957-3200	486-3290	3103 Mill Bay Road
2015	Oliver Holm chicken@gci.net	486-6957	486-6957	N/A	P.O. Box 8749
2013	Stosh Anderson stosh_a@hotmail.com	486-3673	654-3674	N/A	P.O. Box 310
2013	Ralph (Skip) Bolton skip2@gci.net	486-4099	317-8660	486-2030	P.O. Box 2852
2014	Anne Kalcic boatlift@alaska.com	486-5824	486-5824	486-5824	P.O. Box 2085
2014	Stormy Stutes stutes@gci.net	486-8757	942-2121	486-8709	2230 Monashka Way
2014	Nick Szabo herschel@gci.net	486-3853	486-3853	486-3853	P.O. Box 1633
2013 Alternate 1	David Jentry dwjentry@gci.net	486-5205	486-5205	486-5243	P.O. Box 3128
2013 Alternate 2	VACANT				
Student (ex-officio)	VACANT				

Regular terms expire December 31 (three-year terms)

Alternate terms expire December 31 (one-year terms)

Student term expires May 31 (one-year term)

Legislation

Resolution Number 49–81
Resolution Number 44–86
Resolution Number 54–87
Resolution Number 05–94
Resolution Number 98–32

Appointments

11/03/87	12/14/87	10/27/88
12/12/88	10/12/89	01/11/90
02/22/90	12/14/90	01/09/92
03/12/92	01/14/93	01/27/94
02/10/94	09/22/94	12/22/94
10/05/95	12/14/95	12/12/96
12/11/97	12/10/98	02/10/00
02/22/01	05/24/01	12/13/01
09/12/02	01/23/03	01/22/04
01/13/05	12/15/05	12/14/06
12/13/07	02/12/09	12/11/09
12/9/10	12/8/11	12/13/12

06/27/13 Alternate No. 2 seat declared vacant.

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Memo

To: Aimee Kniaziowski, City Manager
From: Rome Kamai, Fire Chief
CC:
Date: 7/2/2013
Re: Vehicle replacement nomination - Ambulance

Aimee:

This memo serves as the cover for a Vehicle replacement nomination to replace one of three front line ambulances designated as Medic- 3 (VIN # 1HTSLAAM4TH366835).

Medic – 3 original replacement dates was at or around 2007. Due to attempts to find alternative funding sources e.g. federal or state grants its replacement has been deferred. The current state of the vehicle today warrants that it be replaced in FY2014 with funds coming from the General Fund in the amount of \$201,000

The vehicle is currently continuing to break down or not start at all due to failing equipment on a routine basis. Just this month alone the vehicle has failed to start twice, requiring both 12 volt batteries and an alternator to be replaced.

Attached you will find the following:

- Vehicle replacement nomination form signed by Myself, Mark Kozak, and Bill Juhlin for Gerald Pherson
- Federal Assistance to Firefighter Grant request declination letter to replace Medic- 3
- 2013 Public Works shop evaluation; Gerry on Annual Leave, so not able to provide Capital Outlay Request as of this writing. A Capital Outlay Request from Gerry for FY2013
- Request for quotes were made to (1) Braun Northwest (2) Life Line Ambulance (3) Cascadia Fire and Emergency Equipment. To date Braun Northwest is the only one who has provided a quote (See attached).
- Kodiak Fire Department repairs history from January 2003 – Current

Not included are total cost spent on Medic – 3. These costs are tracked by Public Works shop Supervisor who has been on Annual Leave since this writing.

Thank you.

CITY OF KODIAK
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
VEHICLE / EQUIPMENT REPLACEMENT NOMINATION
1 of 2 pages

Costs are estimated at (check one)
 Less than \$10,000
 XX Greater than \$10,000

The Following Signatures are required:
 Vehicle Maint. Supervisor *Mark Kozal*
 Department Head: *[Signature]*
 City Manger: _____ *for Jerry Peterson*

This purchase is requested to be funded in Fiscal Year	Fiscal Year : FY2014
Prepared by: Rome Kamai, Fire Chief	Date: March 11, 2013
Department: Fire	
Nomination Name: Ambulance replacement 1 of 2	

REQUEST NEW UNIT DESCRIPTION (ATTACH PRICE QUOTES, DESCRIPTIONS, AND PHOTOS FROM THREE VENDORS)	
Unit ID Number	Medic 3
Year – Make - Model	1997 International 4300 Ambulance
Engine Size – Fuel Type	4700 Series Diesel Turbo V-8
Current Mileage	57,151
Body Condition	Corrosion, paint dulling, poor.
License Plate No.	XXV-564
VIN or Serial Number	1HTSLAAM4TH366835

FUNCTION: WRITE A BRIEF SUMMARY OF HOW THIS UNIT HAS BEEN USED AND HOW OFTEN.

Medic 3 is a 1997 ambulance used as one of three primary first response Advanced Life Support ambulance. It also dual role serves as the primary outgoing medevac transport ambulance averaging 80 to 100 transports per year.

It would also be used to transport victims to the hospital that were involved in a mass casualty incident for example a commercial airliner crash, loaded school bus vehicle accident, or multiple victims/ multiple vehicle accident.

JUSTIFICATION: WRITE A BRIEF SUMMARY OF WHY THIS UNTI IS BEING REPLACED. INCLUDE ITEMS SUCH AS HISTORY, CONDITION ASSESSMENT, COSTS, USES, PUBLIC WORKS EVALUATION REPORT, ETC.

This particular ambulance is past due on its original intended replacement date of 2007. Alternative funding sources were sought in 2010 through a State of Alaska Code Blue Phase 11 grant submittal, and again in 2012 through Assistants to Firefighters grant; both submittals were unsuccessful in receiving full funding.

Its condition as verified by the Public Works Vehicle Maintenance Supervisor requires immediate replacement due to various electrical, mechanical and chassi problems like; corrosion, breakage, degradation, electrical short.

Medic 3 has been in service since 1997, and has received daily, weekly, monthly and yearly maintenance. Within the last three fiscal years the ambulance is succumbing to its environment (salt air), and use as a primary first response ALS ambulance. It has been recommended for replacement by the PW Maint. Supervisor on Public Works Evaluation Report number FY 2011, FY 2012, FY 2013, and FY2014.10

CITY OF KODIAK
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
VEHICLE / EQUIPMENT REPLACEMENT NOMINATION
2 of 2 pages

Proposed Dispositions of Replaced Unit as Determined by Vehicle Maintenance Division (check one):

To General Fleet

To Surplus Sale

REQUEST NEW UNIT DESCRIPTION (ATTACH PRICE QUOTES, DESCRIPTIONS, AND PHOTOS FROM THREE VENDORS)	
Year – Make - Model	2013 or better 4500 chassis
Engine Size – Fuel Type	V-8 Diesel
Number of Doors	2 front cab doors; one patient access side door, rear patient loading door in patient compartment area.
Seating Capacity	2 in front cab; 5 seated in patient compartment
Specialty Items	LED telescoping light tower, powered cot, stair chair,
Color , Police Package, Tires, Transmission, Etc.	Red, with Ambulance striping and emergency lighting package.

REQUESTED NEW UNIT COSTS	
Basic Equipment Costs	\$181,000
Specialty Equipment Cost	\$20,000
Shipping Costs	\$ FBO - Kodiak
Total Costs	\$201,000.

OPERATIONAL COSTS:

Attach a detailed spreadsheet describing the last five years' annual costs to operate this unit, including fuel consumption, maintenance materials, AND maintenance labor.

Capital Outlay Request

City of Kodiak



Department: Public Works Maintenance Shop, Gerald Pherson
Division: Kodiak Fire Department
Priority:



Request: 1997 International Vin # 1HTSLAAM4TH366835
Estimated Cost:
Trade-In KFD Medic III

**Justification and/or
Comments**

Medic 3 shows approximately 57,000 miles on the odometer and 5000 hours on the engine. It has been used by the Kodiak Fire Department since new.

The body and frame has developed more rust in the past two years. The rear brackets for the step and bumper have rusted completely through; consequently the rear bumper almost fell off. This vehicle has some electrical issues that are inaccessible or too costly to repair. Medic 3 has also left the fire department stranded alongside the road several times due to electrical components breaking down. The engine has a few minor leaks that are not significant to normal operation.

Overall condition of Medic 3 is becoming worse but fair considering the age. Many parts for this vehicle have become obsolete or hard to find.. This vehicle is on a 15 year replacement schedule. During the evaluation in '09 it was recommended it be replaced in the fiscal year 2011. The city has continued to extend the life of Medic 3. Due to the age, rust and the lack of dealership support I recommend Medic 3 for replacement in the 2014 fiscal year.

City of Kodiak Vehicle Evaluation

- Evaluation date 3-28-2013
- City vehicle ID number KFD Medic 3
- Vehicle odometer reading 57181.0 miles 5,000.9 hours
- Vehicle history Ambulance
- Vehicle test drive notes steering felt slow,
-
- Assess engine and transmission performance good power and shifting
-

Under vehicle inspection

- Front brakes condition, amount remaining RF 75% LF 75%
- Rear brakes condition, amount remaining RR 75% LR 75%
- Brake hoses, lines and cables The brake lines are slightly
rusty, cables and hoses are fair
- Suspension and steering components, including tie rods, drag link, ball joints, springs shackles and shocks steering components are okay, springs appear
overloaded due to age, shocks ok, shackles rusty
- Condition of frame, frame hangers and body mounts fair, rust starting to
appear in a few areas
- Transmission, transfer case and differentials Transfer case and d. Pumps
are slightly rusty no issues present
- Underside of engine and engine compartment oil appears to be leaking from oil pan

Under hood inspection

- Check all fluid levels and record all fluids are in the proper level
- Check battery and charging system Battery and charging system ok
- Inspect engine for leaks, exhaust, oil, coolant oil pan has slight leak,
No other leaks found
- Inspect power steering, hoses, belts and accessories power steering
components in good condition
- Inspect electrical components and wiring wiring appears to be good
- Check cylinder power balance or compression cylinder power balance
appeared good
- Check power train control module for codes No codes present

Vehicle exterior

- Check for body damage—fenders, bumpers Corrosion around rear wheel wells

- Check glass—windows, windshield glass was in good condition
- Check lights – lenses and proper operation all the lights work properly

Vehicle interior

- Check interior—seats, steering wheel, pedals and panels a few small holes in seat
- Check vehicle controls and accessories Cruse control dash panel broken

Added notes:

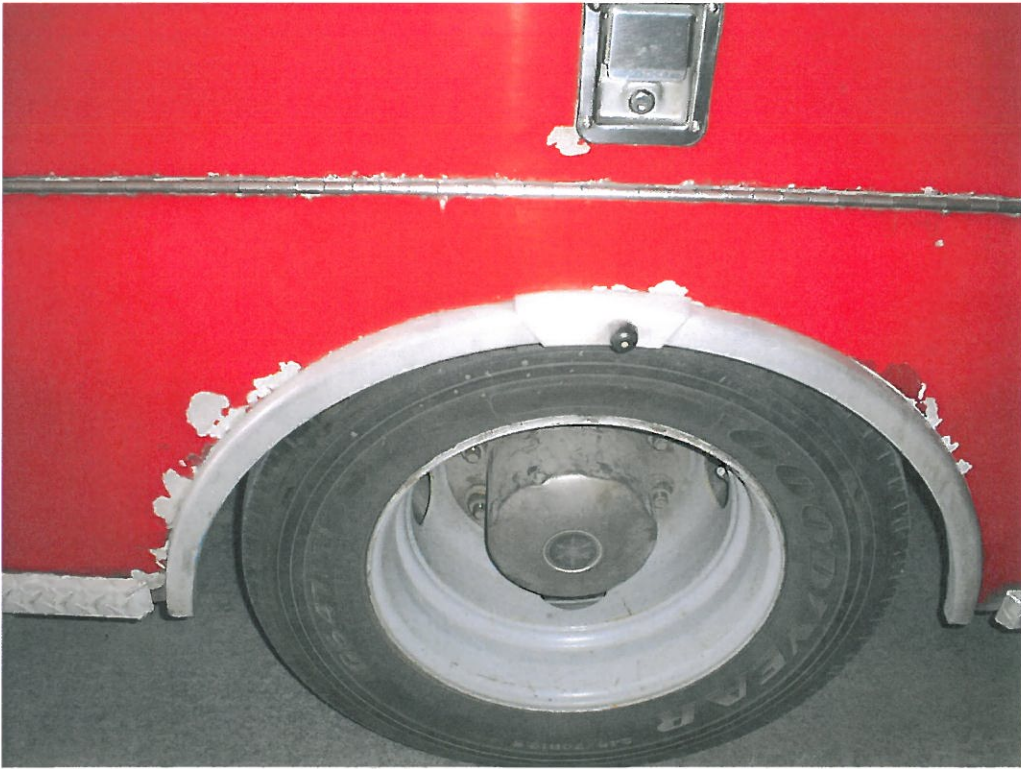
Medic 3

Date Completed	DEPT	MECHANIC	MANHOURS	TotalCost/ManHrs	Parts Price
1/19/2010	Fire Truck	GM	3.5	154	168.65
2/23/2010	Fire Truck	GM	9	396	16.88
4/20/2010	Fire Truck	GM	2.5	110	0
4/26/2011	Fire Truck	GM	10	440	1480.47
7/15/2010	Fire Truck	gm	2	88	76.77
12/13/2011	Fire Truck	GP	1.5	66	8.7
6/18/2012	Fire Truck	RC	2	88	113.51
7/30/2012	Fire Truck	GP	1	44	52.6
7/24/2012	Fire Truck	GP, RC	10	440	197.28
7/28/2012	Fire Truck	RC	3	132	1093.03
2/6/2013	Fire Truck	SO	13	572	96.51
4/9/2013	Fire Medic	BJ	3	132	403.99
4/25/2013	Fire Medic	GP	1	44	0

2706 3708.39

Kodiak Fire Department Medic 3







Office of the City Manager

710 Mill Bay Road Kodiak, Alaska 99615

June 18, 2013

Ms. Sue Hecks
Executive Director Southern Region EMS
6130 Tuttle Place, Suite B
Anchorage, Alaska 99507

Dear Ms. Hecks:

The City of Kodiak passed its FY 2014 budget which includes a commitment of funds up to \$105,000, if needed, to complete the Code Blue Phase 11 ambulance project.

We look forward to working with you and your staff as we move forward with this project.

Sincerely,
CITY OF KODIAK


Aimée Kniaziowski
City Manager

Cc: Rome Kamai, Fire Chief

BRAUN-NW inc.

150 North Star Drive / PO Box 1204 / Chehalis, WA 98532 / 360.748.0195 / 800.245.6303 / fax 360.748.0256

PROPOSAL

MARCH 15, 2013

**KODIAK FIRE DEPARTMENT
ATTN: FIRE CHIEF ROME KAMAI
219 LOWER MILL BAY ROAD
KODIAK, AK 99615
RKAMAI@CITY.KODIAK.AK.US**

RE: 2013 NORTH STAR 167-1 AMBULANCE

BRAUN NORTHWEST IS PLEASED TO OFFER THE FOLLOWING PROPOSAL:

**ONE (1) 2013 NORTH STAR 167-1 AMBULANCE ON A 2013 FORD F450 4X4 AMBULANCE
PREP CHASSIS BASED UPON THE ENCLOSED CODE BLUE VEHICLE #684-1
SPECIFICATIONS DATED 5-20-2005 AND DRAWINGS DATED 5-27-2005 WITH THE
FOLLOWING CHANGES:**

- 2013 MODEL YEAR FORD F450 4X4 CHASSIS
- F.O.B. KODIAK, AK
- TWO (2) VISITS TO THE PLANT FOR TWO (2) PEOPLE, ORIGATION POINT: KODIAK, AK
- SHIFT ON THE FLY
- WILL BURT NS 2.3, EXTENDS TO 7.5 FT, 2X75W, 12VDC WHELEN LED

TOTAL AMOUNT F.O.B KODIAK, AK.....\$181,000.00
Sales tax not included

F.O.B.: KODIAK, ALASKA

DELIVERY: APPROXIMATELY ONE HUNDRED EIGHTY (180) DAYS.


**TERMS: NINETY PERCENT (90%) PAYMENT DUE UPON RECEIPT
OF VEHICLE. BALANCE DUE IN THIRTY (30) DAYS.**

Braun Northwest, Inc. is an Alaska business (#706823).

(Note: This bid is contingent on use of customer's Government Ford Fleet Identification Number.)

**Respectfully Submitted by
BRAUN NORTHWEST, INC**

**We agree to accept the above proposal:
KODIAK FIRE DEPARTMENT**



Tami McCallum, Sales Manager

Signature Date

Date: 3/15/13

Printed Name Title



TM/sel
cc: RU

Enclosures: Specifications, drawings

EMERGENCY VEHICLES

www.braunnw.com



City of Kodiak Fire Department
219 Lower Mill Bay Road
Kodiak, AK 99615

Reference: EMW-2012-FV-00276

Dear Assistance to Firefighters Grant Program Applicant,

On behalf of the Federal Emergency Management Agency's (FEMA) Grant Programs Directorate, I wish to thank you for applying for assistance under the Fiscal Year (FY) 2012 Assistance to Firefighters Grant (AFG) Program. Unfortunately, after careful consideration and review, we are unable to approve your application and fund your request. We regret that the news could not be more positive.

As you are aware, the AFG Program is among the Department of Homeland Security's (DHS) and FEMA's most competitive grant programs. In FY 2012, FEMA received nearly 12,000 AFG applications, requesting more than \$2.15 billion in funds. The large number of applications received and the finite amount of available funding resulted in many worthy applicants not being funded and underscores the highly competitive nature of this program

In order to assist you to better understand our decision, and to hopefully assist you in preparing future applications, it may be useful to discuss some of the reasons why we are unable to fund your current request. We want to make every effort to encourage you to participate in the AFG program in future years and remind you that although your organization did not receive a grant this year, that does not mean it will not be able to receive a grant next year.

Under the AFG program, each application receives a careful, thoughtful, and multi-level review. First, each application receives a preliminary score based on the applicant's answers to the application questions. The application questions are developed based on the AFG program priorities, which are explained in the FY 2012 AFG Funding Opportunity Announcement (FOA), previously known as the Program Guidance. The FY 2012 AFG Program priorities and the corresponding scoring values assigned to them are recommended by the AFG's Criteria Development Team, which consists of representatives from nine nationally recognized fire service organizations. When assessing each application, we compare the program priorities of the FY 2012 AFG FOA with the information in your application. If your answers to application questions do not correspond closely enough with the higher program priorities, your application will not score as well. Applications that do not score well in the preliminary review are not selected to proceed further.

Unfortunately your application is among those which did not score high enough to proceed to the second phase of AFG application evaluation, which is the peer review panel evaluation. We have listed below the primary area of your application that did not score high enough for your application to be considered for peer review. The reference below provides page numbers from the FOA/Program Guidance where the specific funding priorities are discussed.

Your organization's response to application questions concerning the safety factors associated with the current fleet vehicle you are seeking to replace did not adequately align to the higher AFG Program priorities and consequently, did not score high enough for further consideration.

Please see FY2012 AFG FOA, Page 49

Additional Considerations:

- o Replacement of open cab/jump seat configurations
- o Converted vehicles not designed or intended for use in the fire service

Your organization's response to application questions concerning the proposed project and budget, financial need, cost benefits, enhanced daily operation, and how the grant will positively impact the regional ability to protect life and property did not adequately align to the higher AFG Program priorities and consequently, did not score high enough for further consideration.

Please see FY2012 AFG FOA, Page 21

During the panel review process, panelists will provide a subjective but qualitative judgment on the merits of each request.

Applications, including requests for equipment and/or training, will be evaluated relative to the critical infrastructure within the applicant's area of first-due response.

Panelists will assess such infrastructure and the hazards confronting the community, as explained in the Narrative Statement.

Your organization's response to application questions concerning the similarities of your fleet vehicles by type/class did not adequately align to the higher AFG Program priorities and consequently, did not score high enough for further consideration.

Please see FY2012 AFG FOA, Page 49

- o Age of the newest vehicle in the department's fleet that is like the vehicle to be replaced
- o Average age of the fleet; older equipment within the same class

Just like the fire service, the AFG evaluation criteria and scoring values are constantly evolving. Please check the AFG Web site often at <http://www.fema.gov/firegrants/> for information on future funding opportunities.

There are several tools and resources available to help fire departments and unaffiliated emergency medical services organizations develop effective AFG grant applications. I encourage you to make use of these resources as you prepare your next grant request.

1. **AFG Web Site (www.fema.gov/firegrants).** The AFG Web site offers a wealth of resources, such as the following:
 - o The AFG FOA, which explains funding priorities and criteria
 - o Frequently Asked Questions (FAQs)
 - o Tips on writing a good application Narrative Statement
 - o Narrative Self-Assessment Tool
 - o AFG e-Mail Alerts, biweekly e-mail messages to the AFG mailing list (which provides important announcements about new application periods), upcoming workshops, and other AFG program updates(to receive AFG E-Mail Alerts, sign up on the AFG Web site)
 - o Grantee success stories
2. **AFG Workshops.** Each year, the AFG Program holds free workshops in different cities around the country to help applicants prepare competitive grant applications. These workshops provide information about recent changes to the AFG Program, including any change to funding priorities and

the eligibility criteria. The workshops for FY 2013 will be held next spring.

3. **Toll-Free Help Desk (1-866-274-0960 or firegrants@dhs.gov).** The AFG Help Desk staff members answer questions from applicants by telephone and by e-mail. Between application periods, they field general questions about AFG programs. During application periods, they provide technical assistance with the on-line application and answer questions about the AFG FOA. If additional assistance is needed, the Help Desk staff can refer questions directly to subject matter specialists.

If you have questions or want more information, contact the AFG Help Desk and ask to speak to a fire program specialist. The AFG Help Desk can be reached toll-free at 1-866-274-0960, or by e-mail at firegrants@dhs.gov. Questions will be answered in the order in which they are received.

Your interest in the AFG Program reminds us that America's fire and emergency medical services organizations continue to have great need for support. FEMA and DHS will continue to work closely with and support the nation's first responders and their vital work. Thank you again for your dedication and commitment.

Sincerely,



David J. Kaufman
Acting Assistant Administrator
Grant Programs Directorate

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Memo

To: Aimee Kniazowski, City Manager
From: Rome Kamai, Fire Chief
CC:
Date: 7/2/2013
Re: Vehicle replacement nomination – Fire Engine

Aimee:

This memo serves as the cover for a Vehicle replacement nomination to replace a fire engine that was decommissioned in January 2013 due to multiple system, chassis, and component problems. That unit at the time was designated as Engine- 3 (1F9BAA88G1037754).

Engine- 3 original replacement dates were at or around 2006. Due to attempts to find alternative funding sources e.g. federal or state grants, which were declined, its replacement has been deferred. At the present, the City is protected by one fire engine (Engine- 1), and one aerial truck (Truck- 1). Both units are currently at 10 to 11 years in service respectively, and are also on a 20 year replacement schedule. As mentioned in previous correspondence, the ability to provide the accepted level of service is reduced dramatically when either Engine – 1 or Truck – 1 are out of service for repair or maintenance for any amount of time.

The current need to have adequate firefighting capability for a City this size warrants that it be replaced in FY2014 with funds coming from the General Fund in the amount of \$450,000

Attached you will find the following:

- Vehicle replacement nomination form signed by Myself, Mark Kozak, and Bill Juhlin for Gerald Pherson
- Engine – 3 decommission and re-sale document
- Capital Outlay Request to replace Engine- 3 in FY2012 & FY2013 by Public Works Shop Supervisor Gerald Pherson
- Request for quote was made to Hughes Fire Equipment who is the distributor of Pierce Manufacturing. This is an attempt to standardize the maker of fire apparatus used by the department to minimize the need for Public Works Shop mechanics having to learn different maker's equipment and operating systems.

Thank you.

CITY OF KODIAK
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
VEHICLE / EQUIPMENT REPLACEMENT NOMINATION
1 of 2 pages

Costs are estimated at (check one)
 Less than \$10,000
 Greater than \$10,000

The Following Signatures are required:
 Vehicle Maint. Supervisor _____
 Department Head: _____
 City Manger: _____

Mark Kozel
Brian Johnson for Jerry Peterson

This purchase is requested to be funded in Fiscal Year	Fiscal Year : FY2014
Prepared by: Rome Kamai, Fire Chief	Date: March 11, 2013
Department: Fire	
Nomination Name: Engine replacement	

REQUEST NEW UNIT DESCRIPTION (ATTACH PRICE QUOTES, DESCRIPTIONS, AND PHOTOS FROM THREE VENDORS)	
Unit ID Number	Engine - 3
Year – Make - Model	1986 E- One Cyclone Pumper
Engine Size – Fuel Type	Diesel Turbo V-8
Current Mileage	Vehicle decommissioned
Body Condition	Vehicle decommissioned
License Plate No.	
VIN or Serial Number	1F9BBAA88G1037754

FUNCTION: WRITE A BRIEF SUMMARY OF HOW THIS UNIT HAS BEEN USED AND HOW OFTEN.

The replacement engine will serve as the first responding engine to all fire calls in the City and upon request for Mutual Aid from other districts in the Kodiak Island Borough to include the USCG Base / Kodiak. The department responds to 200 fire responses per fiscal year.

JUSTIFICATION: WRITE A BRIEF SUMMARY OF WHY THIS UNIT IS BEING REPLACED. INCLUDE ITEMS SUCH AS HISTORY, CONDITION ASSESSMENT, COSTS, USES, PUBLIC WORKS EVALUATION REPORT, ETC.

This engine was due for replacement in 2006. Two attempts were made to find alternative funding for the replacement cost by submitting for Assistance to Firefighter grants in 2009 and 2011; both attempts were unsuccessful in being funded. Engine 3 was decommissioned in the early part of 2013 due to mechanical, fire pump, electrical, and chassis issues that did not meet current or previous National Fire Protection Standards for fire engines.

It has been recommended for replacement by the PW Maint. Supervisor on Public Works Evaluation Report number FY 2011, FY 2012, FY 2013, and FY2014.

CITY OF KODIAK
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
VEHICLE / EQUIPMENT REPLACEMENT NOMINATION

2 of 2 pages

Proposed Dispositions of Replaced Unit as Determined by Vehicle Maintenance Division (check one):

- To General Fleet
- To Surplus Sale

REQUEST NEW UNIT DESCRIPTION (ATTACH PRICE QUOTES, DESCRIPTIONS, AND PHOTOS FROM THREE VENDORS)	
Year – Make - Model	2013 Pierce Saber 1500 gpm pump.
Engine Size – Fuel Type	450 hp Cummins Diesel
Number of Doors	Closed cab with seating for 4 total.
Seating Capacity	4 persons
Specialty Items	
Color , Police Package, Tires, Transmission, Etc.	Red, with white striping and emergency lighting package.

REQUESTED NEW UNIT COSTS	
Basic Equipment Costs	\$450,000
Specialty Equipment Cost	\$
Shipping Costs	\$ FBO - Kodiak
Total Costs	\$450,000

OPERATIONAL COSTS:

Attach a detailed spreadsheet describing the last five years' annual costs to operate this unit, including fuel consumption, maintenance materials, AND maintenance labor.

Capital Outlay Request

City of Kodiak



Department: Public Works Maintenance Shop, Gerald Pherson
Division: Kodiak Fire Department
Priority: October 2012

A handwritten signature in blue ink, appearing to be "G.P.", is located to the right of the Department, Division, and Priority information.

Request: 1986 E-One Pumper truck Vin # 1F9BAA88G1037754

Estimated Cost:

Trade-In Kodiak Fire Department Engine #3

**Justification and/or
Comments**

As of October 2012 Engine #3 has approximately 6,200 hours showing on the hour meter and 30,000 miles on the speedometer. I believe this engine has been in Kodiak since it was new in 1986. The age of Engine #3 and environment it has been subjected to have taken their toll.

There were some noted concerns during this year's evaluation. The engine has high hours on it and has excessive amounts of blow-by. The engine blow-by is causing oil leaks in several places but mainly from the draft tubes. The engine is getting harder to start, which is typically due to lower compression or worn piston rings. The frame and suspension of Engine 3 have scaling rust that is more than surface rust. The frame and suspension also seem to creak and pop while cornering. The rear suspension has brackets and the leaf springs that have rotted due to rust. Electrical components and wiring are aging and becoming worn.

The reliability of Engine 3 in an emergency situation could be unpredictable. It is my opinion the age, condition and function of this vehicle have made it unsafe and not reasonable to remain in the Kodiak Fire Department fleet. I recommend Engine #3 be replaced in the 2013 fiscal year.

FY 2014 Capital Projects

GENERAL CAPITAL PROJECTS

Fire Department Fire Engine Replacement - \$0.00

1. This project was approved in FY 2013 for funding with a transfer from the General Fund in the amount of \$22,500 and a Federal Grant in the amount of \$427,500. The grant funding did not get funded and a transfer from the General Fund in the amount of \$427,500 is needed to fund this project. The net of the decrease of the grant funding with the addition of the General Fund transfer nets to \$0.00.
2. Funding Source – General Fund Transfer

Fire Department Ambulance Replacement - \$62,500

1. This project is funded by \$96,000 in grant funds with \$35,000 of this amount approved in the FY 2013 budget, \$103,500 will be moved from the Police Station Paving Project and \$1,500 Use of Fund Balance. The total project is \$201,000 with \$138,500 previously approved leaving a balance of \$62,500 to fund in FY 2014.
2. Funding Source – General Fund Transfer, State Grant, Federal Grant, Use of Fund Balance

Kamai, Rome

From: Andy Klein [aklein@hughesfire.com]
Sent: Thursday, March 21, 2013 9:34 AM
To: Kamai, Rome
Subject: price estimate and component list Pierce pumper
Attachments: Kodiak Component List 3 -21-13 Pumper.pdf

Hi Rome,

Please find attached a component list with a body similar to your last pumper but on a Pierce Saber chassis. The Saber chassis is smaller than your Quantum chassis and it would have a 450 HP Cummins engine. This will be closer to your desired price range. This has a 1500 GPM water pump to better match the engine. If we needed to power the 2000 GPM pump we would need a chassis with a big block motor which would add about \$100,000.

A good ball park price for this truck in today's dollars would be about \$510,000 delivered. If you chose to pay for the truck up front the cost would be reduced to about \$486,000. I would plan for a 4% price increase by next year.

There are some areas to consider that would take significant cost out of the truck and better utilize modern technology.

Please consider that the modern LED scene lights are so powerful you could eliminate the light tower and reduce the price by around \$7,000. The new Hurst eDraulic rescue tools have been working very well and run off a battery and not hydraulics. This would eliminate the need for the hydraulic generator, cord reels and hydraulic reels. This would reduce the price by approximately \$27,000.

Please call if you have any questions.

Kind Regards,
Andy Klein
360-450-7264

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3.08.025 Allocation of sales tax proceeds

(a) One-seventh of the sales taxes collected under KCC [3.08.010\(b\)](#) and one-eleventh of the sales taxes collected under KCC [3.08.010\(a\)](#) shall be allocated to a separate fund or account to be appropriated and utilized solely for road improvements and capital equipment and for park construction and capital improvements; provided, however, that the total amount of sales taxes allocated to the foregoing fund with respect to any one fiscal year shall not exceed \$500,000. This tax will be collected until December 31, 2013, unless further extended by the city council and is to be allocated as follows:

(1) Ninety percent for road improvements and capital equipment; and

(2) Ten percent for park construction and capital improvements.

(b) One-seventh of the sales taxes collected under KCC [3.08.010\(b\)](#) and one-twelfth of the sales taxes collected under KCC [3.08.010\(a\)](#) shall be allocated to a separate fund or account to be appropriated and utilized solely for harbor capital improvements constructed by or on behalf of the city; provided, however, that the total amount of sales taxes allocated to the foregoing fund with respect to any one fiscal year shall not exceed \$500,000. This tax will be collected until December 31, 2013, unless further extended by the city council and is to be allocated for port infrastructure maintenance, repair, replacement, and capital equipment.

(c) Five-twelfths of the sales taxes collected under KCC [3.08.010\(a\)](#) shall be allocated to a separate fund or account to be appropriated and utilized solely for increased development of the tourist industry, and is to be allocated as follows:

(1) Seventy percent or less to a council-approved tourism program;

(2) Twenty percent or more for tourism enhancement projects, such as beautification within the city, development of which shall be solely at the council's discretion; and

(3) Ten percent for the administrative costs associated with such programs.

(d) The balance of sales taxes collected shall be deposited to the general fund of the city to be appropriated as determined by the council. [Ord. 1300 §2, 2012; Ord. 1208 §1, 2006; Ord. 1155 §2, 2003; Ord. 964 §2, 1993; Ord. 800 §§1, 4, 7, 1986; election held October 7, 1986; passage ratified October 14, 1986; Ord. 757, 1985; Ord. 676 §4, 1983; Ord. 557 §2, 1979]