Agency: Commerce, Community and Economic Development

Grants to Municipalities (AS 37.05.315)

Grant Recipient: Bethel **Federal Tax ID:** 926001644

Project Title: **Project Type:** Remodel, Reconstruction and Upgrades

Bethel - City Shop Floor Repairs

State Funding Requested: $1,500,000 **House District:** 38 / S

One-Time Need

Brief Project Description:

Remove rotted sections of City Shop floor as needed and replace with new, treated timbers and quarter-inch thick steel sheets. Replace four drains. Rebuild south ramp for trucks. Repair foundation pilings.

Funding Plan:

Total Project Cost:	$1,500,000
Funding Already Secured:	($0)
FY2013 State Funding Request:	($1,500,000)
Project Deficit:	$0

Funding Details:

The City of Bethel

Detailed Project Description and Justification:

Pilings

Pilings under the floor to be repaired will be inspected and repaired, if needed. A repair typically consists of exposing the bad part of the piling by pulling away the dirt from around it. The rotted part of the piling will be severed and a capped pipe pile attached to it. This type of repair is effective because of its strength to support the structure and inexpensive because only ten feet of steel piped pile is used and no piling are driven. New pilings cannot be driven as part of this project because the existing floor resting on the pilings does not allow room for a pile driving machine to operate.

Experience has shown that damage to the pilings occurred at or just below ground level. It is the continual contact with wet soil and standing water after the snow and ice melts that causes the damage to the wooden pilings. The piling sections buried deep in permafrost are considered sturdy and able to last another twenty years.

Floor

All 3/16" steel sheets and patches will be removed and 1/2" steel sheets used to replace them. The 1/2" steel sheets will be 8 ft. x 20 ft. The edges of each sheet will be beveled so that a stronger, tighter seal is achieved when welded together. The steel sheets will be angled to direct water into the center trench and down the drains to the outside of the building.

Rotted sections of 2x8s will be cut out and replaced with treated 2x8s. Rotted sections of glue-laminated beams will be cut out and repaired with treated glue-laminated beam sections. Steel brackets and bolts will be used to join the beams.

Contact Name: Pat Walker
Contact Number: 465-4453

For use by Co-chair Staff Only:

$1,500,000 Approved

3:15 PM 5/2/2012

Drains
The trench drain needs to be redesigned to function better than it does currently. Industrial drains and HDPE pipe capable of handling a large quantity of sand and debris will be purchased and installed. The end of the drain pipes will be configured so that water is diverted away from the pilings under the building.

North Ramp
The ramp will be pulled away from the building so that soil never comes in contact with the building, like it does now. A bulkhead will be constructed on both sides of the ramp to hold the dirt and gravel ramp in place. The bulkhead built in 2009 for the south ramp is shown in Photo #12 and is similar to the plan for the north ramp.

New pilings may be installed for the ramp or existing pilings repaired as described previously. A steel plate will act as a bridge to allow vehicles to drive from the ramp in and out of the garage. Photo #11 shows the steel plate used in the south ramp rebuild.

Project Timeline:

State legislative grant approved in June 2012. Request for Proposals issued in September 2012. Proposals received in October 2012. Contractor hird by November 2012. Work to begin in November 2012 and be completed by July 31, 2013.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Bethel. Property Maintenance Division is located in City Shop building.

Grant Recipient Contact Information:

Name:	John Sargent
Title:	Grant Manager
Address:	300 State Highway
	Bethel, Alaska 99559
Phone Number:	(907)543-1386
Email:	jsargent@cityofbethel.net

Has this project been through a public review process at the local level and is it a community priority? [X] Yes [ ] No

For use by Co-chair Staff Only:

3:15 PM 5/2/2012

Contact Name: Pat Walker
Contact Number: 465-4453

CITY OF BETHEL

P.O. Box 1388 • Bethel, Alaska 99559-1388
907-543-2047
Fax # 543-4171
Website: www.cityofbethel.org

October 5, 2011

Governor Sean Parnell
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811-0001

Dear Governor Parnell:

Please find the City of Bethel's legislative request packets enclosed for your review. The City of Bethel requests that you add the City's three capital project amounts to the Capital Budget that you will submit to the Legislature this year. Bethel City Council evaluated the projects and determined the priorities at their September 13, 2011 meeting. Please see Resolution #11-30 enclosed.

The first priority capital funding request is $4,000,000 to cover the cost to dredge the Bethel Small Boat Harbor and Entrance Channel and to construct a new south boat launch ramp. This project also includes applying two gravel scour aprons at each boat launch ramp and purchasing one excavator.

Bethel City Council considers this project the number one priority because local and regional residents cannot use the harbor regularly due to the mud infiltration. The City will have full dredging design specifications from the U.S. Army Corps of Engineers—Alaska District in December 2011. All environmental permits will be obtained by the Corps in January 2012 on the City's behalf as the Corps completes the City's $500,000 grant award from the Denali Commission.

The City's second priority is to $1,500,000 to cover the cost to repair the City Shop Floor inside the City's Public Works Building. The steel sheets on the floor surface and wood 2 x 8s and glue laminated beams need to be repaired in order to support the weight of the City's water/sewer trucks, garbage trucks, and heavy equipment. Four drains also need to be replaced. The fear is that a truck and driver will punch through the rotten floor and injure himself, damage a vehicle, and worsen the floor condition.

The City's third priority is the request of $350,000 to purchase one new pumper/tender fire engine. The City's 39-year old pumper/tender will be replaced by the new vehicle. The City's Fire Department must have a new pumper/tender in order to safely protect lives, reduce injuries by stabilizing fire incidents, and reduce property damage. The City experiences 16 structure fires a year.

You may contact me if you need additional information. My direct line is 907-543-1386 and my email address is jsargent@cityofbethel.net.

Sincerely,

John Sargent
Grant Manager

"Deep Sea and Transportation Center of the Kuskokwim"

City of Bethel

New City Shop Floor

FY 2013 State of Alaska Capital Budget Request

Contact Person
John Sargent, Grant Manager
City of Bethel
P.O. Box 1388
Bethel, AK 99559
907-543-1386 tel. / 907-543-1388 fax
jsargent@cityofbethel.net

1. Summary Statement

The City of Bethel requests that $1,500,000 be put in the FY 2013 State Capital Budget to fund the cost of repairing the City Shop floor, drains, some pilings, and reconstructing the north ramp. The floor is rotted in sections under the steel sheathing that make it risky to continue using it to store 60,000 lb. water trucks (stored full to serve as fire response water tenders when needed), sewer trucks, garbage trucks, and heavy equipment. The fear is that a truck will punch through a weak spot in the floor, causing driver injury, vehicle damage, and extensive property damage.

The floor and attached City Shop was built in 1982. In the ensuing 29 years, the floor has taken a beating from the heavy loads it had to support. Water from the two interior washing units, melting snow and ice brought in the garage from vehicles, and water leaking from truck bodies, seeped down through the drain areas and cracks in the steel sheathing to cause rot, mold, and decay to the wood floor supports. Two of the four water drains quit working. The sand traps associated with the drains broke away from the wood to which they were bolted and fell to the ground.

2. Brief Community Profile

Physical Environment

The community of Bethel is located four hundred air miles from Anchorage and forty air miles from the Bering Sea. Isolated from the road network of Alaska, the city is encompasses 44 square miles in Southwest Alaska, including six miles of Kuskokwim River shoreline.

The average annual snowfall in Bethel is 53 inches. The average annual precipitation is 16 inches. The mean summer temperature is 53°F and typically fluctuates between 42°F and 62°F. The mean winter temperature is 11° and typically fluctuates between -2°F and 19°F.

Bethel is located in treeless sub-arctic tundra that remains moist in the summertime and frozen in the wintertime. The land in and around Bethel is nearly all permafrost, except for some land surrounding lakes and ponds. The Kuskokwim River becomes a frozen road in the winter, connecting Bethel to many villages along the river.

Regional Hub

Bethel is a hub community for 56 Yukon-Kuskokwim villages in the region. Bethel is home to the third busiest airport in the state of Alaska, due largely to its cargo shipments, and home to the largest medium draft port in the state in terms of tonnage off-loaded. Goods destined for Kuskokwim River villages land in Bethel first and then are repackaged and taken to villages by plane, river barge, automobile, four-wheeler, boat, or snowmobile. Petroleum products are handled the same way, off-loaded in Bethel to smaller river fuel barges that transport the fuel to villages upriver and downriver.

Many of the 26,000 residents who live in the 55 villages around Bethel come to Bethel to shop, access government services, satisfy health care needs, attend college or trade school courses, visit friends and relatives, and work. Bethel attracts a continual influx of people because it typically has 100 or more available jobs, private property for sale, businesses for sale, and a variety of places to spend money, including restaurants, hotels, grocery stores, and specialty shops (e.g., hardware, auto parts, party supplies, sporting goods). Village residents also travel to Bethel to reconnect with family members.

Government

The City of Bethel was incorporated in 1957 while Alaska was still a territory and has since evolved to become a second-class city with a Council/Manager form of government. The seven elected City Council members hire and direct the City Manager, who oversees nine departments: Administration, Finance, Fire, Police, Port, Planning, Parks and Recreation, Technology, and Public Works. Bethel is a municipal government in the unorganized borough area of western Alaska and contains no other cities within its boundaries.

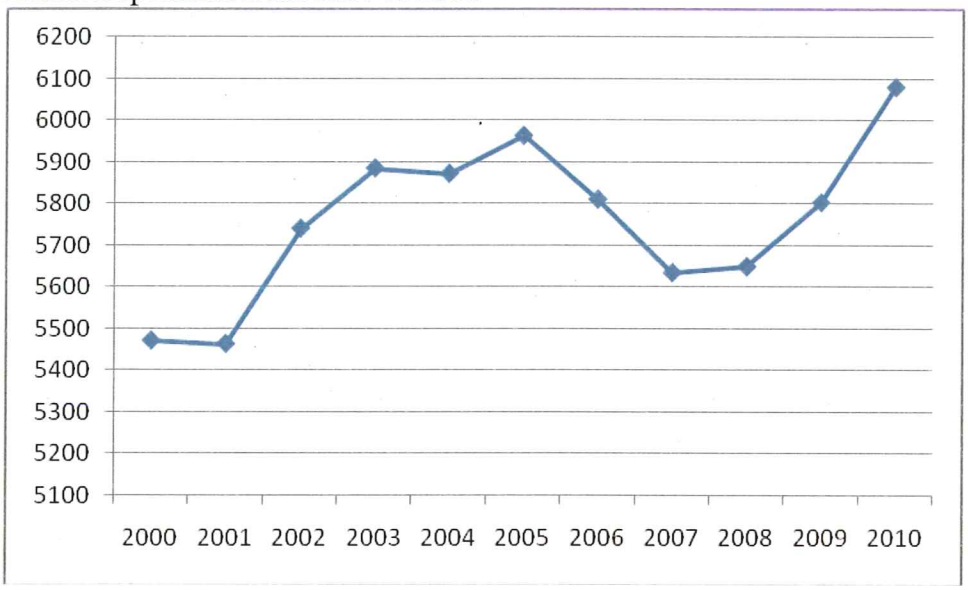
The Bethel City Council develops its annual budget by June 15 for the following fiscal year, which runs from July 1 to June 30. The total budget is approximately $14 million.

Population

Bethel is the eighth largest town in Alaska with a population of 6,080 (Alaska Department of Community and Economic Development website, 2011).

The average annual rate of increase for Bethel's population between 1990 and 2000 was 1.6% (U.S. Census 1990; U.S. Census 2000). The Alaska Department of Labor reported that the rate of increase in Bethel's population between 2000 and 2002 was 2.1%. After two years of population decline (2007-2008) totaling 5.2%, the population leveled off in 2009 and then rose 2.4% in 2010. See chart below. Bethel's population is likely to stabilize or increase as a result of recent improvements in the U.S. and Alaska economy coupled with the advent of several major capital projects taking place in Bethel (e.g., new U.S. Army National Guard Readiness Center, addition of Child Advocacy Center to Tundra Women's Coalition building).

Bethel Population from 2000 to 2010



Need for Financial Resources

According to the Alaska Department of Commerce, Community and Economic Development (2004), 67.4% of residents in Bethel Census Area villages are in the low to moderate income category. A substantial percent of people living in Bethel are in the low to moderate income category (42.2%). According to the September 2011 edition of the *Alaska Economic Trends* publication put out by the Alaska Department of Labor and Workforce Development, the current unemployment rate in the Bethel Census Area is 15.3%. This figure really hurts the City because more than 50% of its revenues come from sales taxes and there is a strong correlation between employment rates and sales.

The City has $8 million in "due to" and "due from" accounts between departments on its books. This money is recorded as long-term receivables that must be reimbursed.

The City provides water and sewer service to 451 households on the piped system and 1,260 households on the hauled system. Despite collecting $350 per month per household on average in water and sewer fees, the City had to subsidize the program with $667,000 last year and expects to need $623,000 during FY 2012. The following types of annual cost increases make it difficult for the City to break even on its water/sewer operations: fuel prices for its delivery/evacuation trucks, heating oil for its two water treatment plants, and the cost of diesel-generated electricity. The cost of water treatment chemicals, plant and truck parts, and supplies/materials have increased because the cost to transport them to Bethel has increased.

The City is working with the United States Department of Agriculture – Rural Development (USDA-RD) on two grant-funded projects for the improvement of the water and sewer system. The USDA is demanding that the City set aside $200,000 a year in a reserve account to be used to repair or replace water and sewer infrastructure and as a condition for future grant funding. The City does not have this amount of money to appropriate every year. As a consequence, the

City jeopardizes losing the use of future USDA-RD grant funds to make improvements in the water and sewer system—improvements that can lead to operational efficiencies and long-term cost reductions.

The City of Bethel needs $1,500,000 in State Capital funds to repair the City Shop floor, reconstruct the four drains and related pipes, and to rebuild the north ramp. The Public Works Department that occupies the City Shop does not have sufficient funds in its budge to cover the cost of this capital project. The City invested $166,453 in floor repair in FY 2010 when it contracted Salzbrun Drilling and Welding to repair the worst part of the south end of the floor and rebuild the south ramp. Approximately 10% of the floor area needing repair was completed by the City thus far.

3. Justification and Level of Need

The City of Bethel needs $1,500,000 in State of Alaska Capital Budget funds to cover the cost of repairing the Bethel City Shop floor, reconstructing the drain system and related piping, repairing pilings, and rebuilding the north ramp.

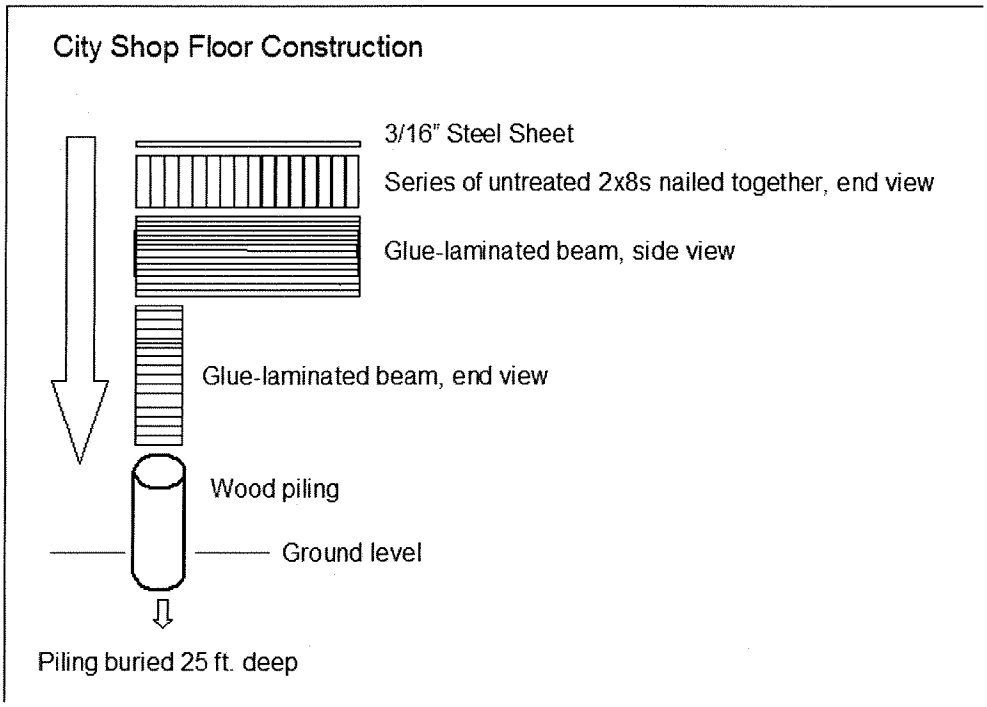
The poor condition of the pilings, floor and north ramp represent serious safety issues. The area of concern encompasses 150 ft. by 30 ft. A sturdy, dependable floor and ramp are essential for safe operations. The Vehicle and Equipment Division occupy the north side of the City Shop garage. Diesel mechanics, automobile mechanics, and oilers service all 72 City vehicles, including garbage trucks, water and sewer trucks, and heavy equipment. The Water and Sewer Division occupies the south garage. These trucks roll in and out of the garage six days a week delivering water to residents and evacuating sewage.

4. Project Description

City Shop

The City of Bethel is requesting capital funds to repair its Public Works building floor and piling foundation. The building is better known locally as the City Shop. It is a 24,000 square foot metal building with an elevated wood floor supported by creosote soaked wood pilings driven 25 feet into the permafrost. The building was constructed in 1982. The north half of the building is used for city vehicle and equipment maintenance and repairs, and the south half of the building is used for water and sewer truck storage and washing. The trucks hold 3,500 gallons of potable water and are stored full and ready for use.

Under the building, wood pilings are spaced five feet apart in a row running north to south and rows are ten feet apart. Glue-laminated beams and girders support 2 x 8s on their side, nailed together to form one solid floor. See diagram on the following page.



On top of the solid block of 2x8s are 3/16" steel sheets welded together to form the floor surface. One long floor trench drain runs north to south and then into one of four drains that carry water outside the building.

When the building was originally constructed, there was 8" thick foam sprayed under the 2x8s. Water leakage through the floor from the inside over the years saturated the foam, it turned to ice in the winter, and eventually all foam fell off. See Photo #6 attached that shows foam remnants on the ground under building.

Project Description

Pilings

Pilings under the floor to be repaired will be inspected and repaired, if needed. A repair typically consists of exposing the bad part of the piling by pulling away the dirt from around it. The rotted part of the piling will be severed and a capped pipe pile attached to it. This type of repair is effective because of its strength to support the structure and inexpensive because only ten feet of steel piped pile is used and no piling are driven. New pilings cannot be driven as part of this project because the existing floor resting on the pilings does not allow room for a pile driving machine to operate.

Experience has shown that damage to the pilings occurred at or just below ground level. It is the continual contact with wet soil and standing water after the snow and ice melts that causes the damage to the wooden pilings. The piling sections buried deep in permafrost are considered sturdy and able to last another twenty years.

Floor

All 3/16" steel sheets and patches will be removed and 1/2" steel sheets used to replace them. The 1/2" steel sheets will be 8 ft. x 20 ft. The edges of each sheet will be beveled so that a stronger, tighter seal is achieved when welded together. The steel sheets will be angled to direct water into the center trench and down the drains to the outside of the building.

Rotted sections of 2x8s will be cut out and replaced with treated 2x8s. Rotted sections of glue-laminated beams will be cut out and repaired with treated glue-laminated beam sections. Steel brackets and bolts will be used to join the beams.

Drains

The trench drain needs to be redesigned to function better than it does currently. Industrial drains and HDPE pipe capable of handling a large quantity of sand and debris will be purchased and installed. The end of the drain pipes will be configured so that water is diverted away from the pilings under the building.

North Ramp

The ramp will be pulled away from the building so that soil never comes in contact with the building, like it does now. A bulkhead will be constructed on both sides of the ramp to hold the dirt and gravel ramp in place. The bulkhead built in 2009 for the south ramp is shown in Photo #12 and is similar to the plan for the north ramp.

New pilings may be installed for the ramp or existing pilings repaired as described previously. A steel plate will act as a bridge to allow vehicles to drive from the ramp in and out of the garage. Photo #11 shows the steel plate used in the south ramp rebuild.

5. Budget

The estimated cost to complete the City Shop Floor Project is $1,500,000. Salzbrun Drilling and Welding, the company that completed the City Shop floor repairs and south ramp reconstruction in 2009, helped determine the estimate. The funds will cover all costs associated with the project: (1) 150 ft. by 30 ft. floor section to repair, (2) piling repair, (3) four drains, trench drain, and all related pipes and accessories, and (4) reconstruction of north ramp.

6. Operation and Maintenance

The City of Bethel Public Works Department pledges to maintain the new City Shop floor with money from its property maintenance budget. The Public Works Department purchased $22,000 worth of quarter inch thick steel sheets last year that it intends to use to patch the City Shop floor repaired in 2010. The Public Works Department has $22,000 in its FY 2012 budget to purchase half inch replacement steel sheets for future patches.

7. What if no State Capital Funds are provided?

City water and sewer truck drivers are most at risk of falling through the City Shop floor in the event of a partial or wholesale collapse. Water and sewer truck drivers depart from the City shop six day a week to embark on their routes and park their vehicles nightly in the shop. Water trucks containing 3,500 gallons of water are parked on the shop floor each night in case they are needed

to resupply the Bethel Fire Department at a structure fire. These full trucks weigh 60,000 pounds! Half of the weight is in the water alone.

Without State capital funds for this project, the City will have to repair and replace the floor piecemeal, when it is able to apply $166,453 a year in the City's annual budget. In the last three years, the City has only been able to provide a one-time repair amount of $166,453 to fix 10% of the City Shop floor and south ramp to the building. The remaining 90% is in dire need of repair and cannot be done all at once. Fixing the floor at the rate of 10% every three years is a recipe for disaster. A truck will punch through the floor at a weak spot and injure a driver and damage the vehicle before the City can complete the project.

8. What if State Capital Funds are provided?

With State Capital funds, the City of Bethel Public Works Department will be able to repair and replace sections of wooden pilings, the remaining 90% of the City Shop floor, and the north ramp to the building. Wooden pilings will be replaced with steel pipe piling sections that will not rot in Bethel's damp soil conditions. The north ramp will be moved away from the building and configured in such a way that water and wet soil will not contact the wooden building. The steel sheets used on the new floor will be one half inch thick, a vast improvement over the one quarter inch thick sheets used in the 10% fix and an even bigger improvement over the three-sixteenths inch thick sheets used in the building's original floor construction. Foam panel insulation will be installed under the building's floor, allowing the City to save 20% on heating oil.

Once the new floor is completed, City water and sewer truck drivers will be able to enter the City Shop without worry and fear of the floor collapsing. The risk of injury or death caused by a partial collapse of the floor will be greatly minimized. The new floor will not bounce up and down as trucks roll over it, as it does now. The new floor drains will function properly and carry water from inside the shop down HDPE pipe to an area outside away from the wood pilings.

Photo #1

Crack several inches long in 3/16" thick metal sheets on City Shop floor.

Photo #2

Various welded metal patches on floor to stem the cracks.

Photo #3

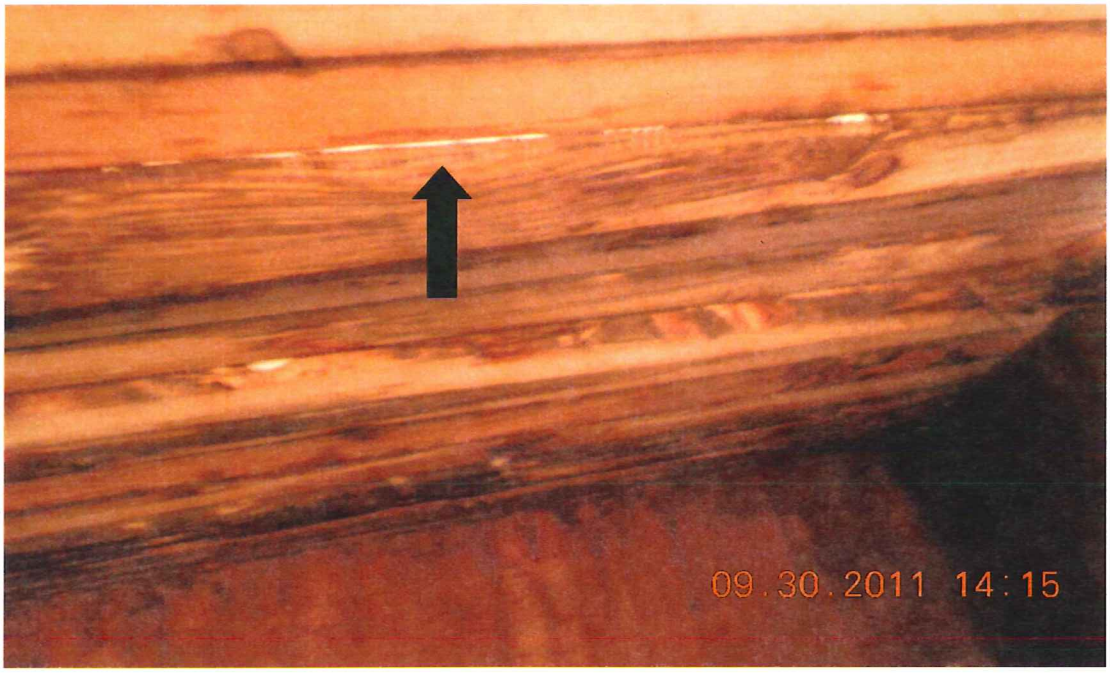
Property Maintenance Foreman Clair Grifka examines floor cracks. Floors wet from continuous use of pressure washer throughout the day to wash dirt off trucks.

No photos appear in this space.

Photo #4

Several 2 x 8s visible under building— broken and falling down from rot.

Photo #5



White mold evident between cracks of 2 x 8s, outside, underneath Shop floor.

Photo #6

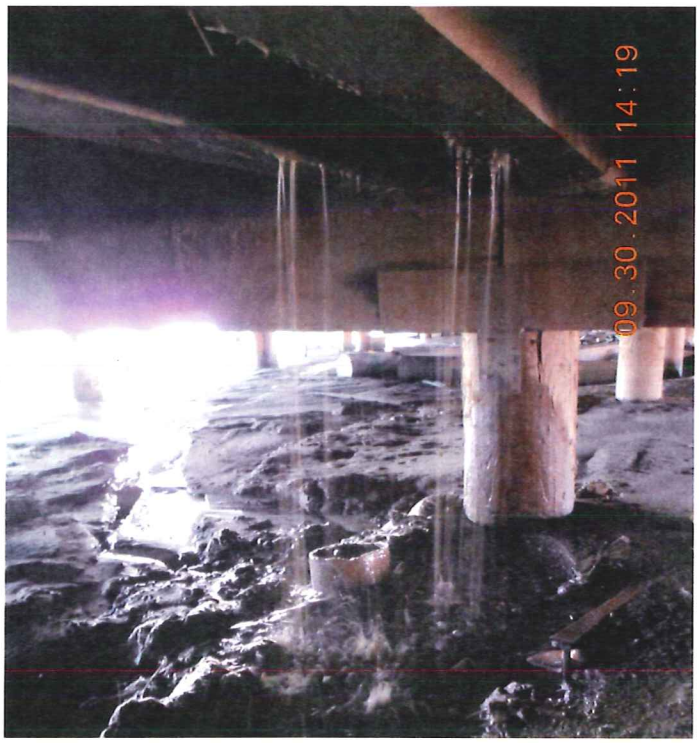
Foam remnants are shown here on the wet sand under Public Works building. Nearly all spray foam became saturated with water, froze in winter, and dropped off.

No photos appear in this space.

Photo #7

Water on right of photo pours through drain hole underneath building.
Drain pipes shown disconnected.

Photo #8



Water pours through the 2 x 8s nailed together in 1982 to form the floor structure.

Photo #9

Sections of 2 x 8 floor supports shown on the ground after rotting and breaking off.

Photo #10

Water raining down through one of four drain holes contributing to rotting floor boards.

Photo #11

South ramp repaired in 2009 shows metal "bridge" for trucks to enter and exit garage. Wooden ramp was separated from contact with wet dirt as part of the fix.

Photo #12

South ramp repair included construction of this bulkhead with treated wood to hold ramp dirt in place and separate ramp from building at the same time.

Introduced by: Lee Foley, City Manager
Date: September 13, 2011
Action: Passed
Passed: 5-2

CITY OF BETHEL

Resolution # 11-30

CITY OF BETHEL PRIORITIES FOR THE FY 2013 STATE OF ALASKA CAPITAL BUDGET

WHEREAS, the Bethel City Council is a seven-member body elected by resident voters of Bethel to act in the best interest of the community;

WHEREAS, the City intends to exhibit transparency, oversight, and accountability for all funds awarded through this request;

WHEREAS, the priorities established herein are rank-ordered and vital to the well-being of the community and municipality of Bethel;

WHEREAS, a summary of the City of Bethel's priorities and requested funding amounts are listed in the following table:

Top Three Priorities	Request
1. Bethel Small Boat Harbor Dredging and Ramp Replacement	$4,000,000
2. New Public Works Building Floor	$1,500,000
3. Pumper/Tender Fire Engine	$350,000
Total	$5,850,000

#1 Bethel Small Boat Harbor Dredging and Ramp Replacement

WHEREAS, residents who live along the Kuskokwim River depend on the Bethel Small Boat Harbor to moor their boats in order to visit Bethel and purchase goods, access government, educational, and medical opportunities, meet family members and friends, engage in subsistence activities, and return home to their village;

WHEREAS, the Bethel Small Boat Harbor is used extensively by subsistence hunters and fishers as they exercise their rights to harvest fish and wildlife from the Kuskokwim River and adjoining streams, rivers, ponds, and riverbank access points;

Introduced by: Lee Foley, City Manager
Date: September 13, 2011
Action: Passed
Passed: 5-2

WHEREAS, the U.S. Army Corps of Engineers considers the Bethel Small Boat Harbor a "harbor of refuge" for boaters caught on the Kuskokwim River during storms, natural disasters, or other life-threatening events;

WHEREAS, the City of Bethel sells boat slip permits annually in the small boat harbor in an effort to provide sufficient space for personal watercraft on its eight floating docks;

WHEREAS, the north and south cement boat launch ramps at the harbor are crumbling, pulling apart, and failing to achieve the purpose for which they were designed and constructed;

WHEREAS, a hydrographic survey completed by WH Pacific in 2010 revealed a zero footage depth at the deepest part of the Bethel Small Boat Harbor at the mean low low water mark, representing scientific evidence of the need to dredge the harbor because navigability is nearly impossible;

WHEREAS, over the last thirteen years, the small boat harbor and channel approach have experienced severe bank destabilization and infilling through runoff and river current deposits;

WHEREAS, the U.S. Army Corps of Engineers, Alaska District, is administering a $500,000 grant from the Denali Commission on behalf of the City of Bethel to design the needed dredging, ramps, and bank stabilization project at the Bethel Small Boat Harbor;

WHEREAS, completion of the dredging design, permitting, and right-of-way acquisitions will prepare the City for construction dredging, making this State legislative funding request timely and appropriate;

WHEREAS, the lack of maintenance dredging by the U.S. Army Corps of Engineers in the last 13 years has created a situation in which the amount of material to be removed from the Bethel Small Boat Harbor basin and entrance channel qualify this project as a capital construction project;

WHEREAS, dredging of the Small Boat Harbor in its entirety, scouring the north and south ramps, and replacement of the south ramp will cost approximately $4,000,000 and this amount should be included in the FY 2013 State Capital Budget so the City of Bethel can complete this important project;

NOW, THEREFORE, BE IT RESOLVED that the Bethel City Council, as elected representatives of the community and city of Bethel, Alaska, do hereby formally request that the State of Alaska provide $4,000,000 in the FY2013 Alaska Capital Budget for Bethel Small Boat Harbor dredging, ramp scouring, and ramp replacement.

Introduced by: Lee Foley, City Manager
Date: September 13, 2011
Action: Passed
Passed: 5-2

#2 New Public Works Building Floor

WHEREAS, the Public Works building is an invaluable asset to the City, providing a two-story building that accommodates nearly all Public Works divisions and the Planning Office;

WHEREAS, the utility maintenance division, located in the Public Works building, fills a valuable health and safety need by providing water deliveries and sewer evacuations as needed to 1,260 buildings six days per week;

WHEREAS, certified mechanics work in the Public Works building to maintain and service emergency response vehicles for the police and fire departments, water and sewer trucks for the utility maintenance division, heavy equipment and dump trucks used for road work, transit system buses, and cars and trucks for City staff;

WHEREAS, the City's Property Maintenance Division uses a wood/metal workshop, offices, and store room in the Public Works building to help them maintain 30 City structures, boilers, generators, parks, boardwalks, and special projects;

WHEREAS, leaks in the steel floor and drain failures over the last 29 years contributed to the dry-rot and wholesale decay of floor supports;

WHEREAS, four drains in the floor are inoperable, allowing water to run out onto the sand pad below and cold air to enter the building unabated;

WHEREAS, the City needs to remove and replace 90% of the Public Works building floor, including the steel sheets forming the top, and underneath: floor joists, insulation, sheathing, and weather guard;

WHEREAS, the City needs to replace all drains and associated plumbing to ensure proper water drainage;

WHEREAS, the City of Bethel funded the repair and replacement of 10% of the floor in 2008, but needs the State to fund the repair and replacement of the other 90%;

WHEREAS, funding for a new floor will allow the City to remove and replace the existing floor and associated drains with a new floor using half-inch steel sheets, treated floor joists, insulation and outer envelope, and new drains and pipes;

NOW, THEREFORE, BE IT RESOLVED that the Bethel City Council, as elected representatives of the community and City of Bethel, do hereby formally request that the State of Alaska provide $1,500,000 in its FY 2013 Capital Budget for removal and replacement of the existing Public Works building floor and construction of a new floor with new drains and pipes;

Introduced by: Lee Foley, City Manager
Date: September 13, 2011
Action: Passed
Passed: 5-2

#3 Pumper/Tender Fire Engine

WHEREAS, the Bethel Fire Department is comprised of seven full-time paid Firefighter/EMTs and 20 volunteer Firefighter/EMTs;

WHEREAS, the Bethel Fire Department serves the 6,080 residents of Bethel and has assisted neighboring villages in need (e.g., Hooper Bay in 2006) by protecting lives, reducing injuries, and safeguarding property or minimizing property damage from fire, flood, and other forms of destruction;

WHEREAS, the Bethel Fire Department has a 39-year old first-line pumper/tanker this is unsafe to operate, unreliable, and in need of a new engine;

WHEREAS, the Fire Department's pumper/tender was out of commission during 2010 due to mechanical breakdowns and the associated time needed to diagnose problems, find parts, and make repairs;

WHEREAS, the pumper/tender has an open cab, which is no longer manufactured because it is less safe than an enclosed cab;

WHEREAS, the pumper/tanker's stick-shift transmission slows its response time and its tank capacity and pump rate are increasingly inadequate for Bethel's size, frequency of fires, and lack of fire hydrants;

WHEREAS, the Bethel Fire Chief and Fire Captain have determined that the safety and well-being of Bethel residents require a new pumper/tender with an automatic transmission capable of carrying 120% more water and pumping 50% faster;

WHEREAS, the new pumper/tender would meet all National Fire Protection Association standards for safety, reliability, and use;

NOW, THEREFORE, BE IT RESOLVED that the Bethel City Council, as elected representatives of the community and City of Bethel, do hereby formally request that the State of Alaska provide $350,000.00 in its FY 2013 Capital Budget for the purchase of a new pumper/tender that will be placed in service by the Bethel Fire Department;

THEREFORE, BE IT FURTHER RESOLVED that the Bethel City Council, as elected representatives of the community and City of Bethel, hereby set and affirm the three funding priorities for the FY 2013 State of Alaska Capital Budget as: 1) Bethel Small Boat Harbor Dredging and Ramp Replacement, 2) New Public Works Building Floor, and 3) Pumper/Tender Fire Engine.

Introduced by: Lee Foley, City Manager
Date: September 13, 2011
Action: Passed
Passed: 5-2

ENACTED THIS 13th DAY OF SEPTEMBER 2011 BY A VOTE OF 5 IN FAVOR AND 2 OPPOSED.

Eric Middlebrook, Mayor

ATTEST:

Lori Strickler, City Clerk