



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, February 24, 2021 at 5:00 PM

City Hall Cowles Council Chambers via Zoom Webinar

Webinar ID: 954 2610 1220 Password: 556404

Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 5:00 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

RECONSIDERATION

APPROVAL OF MINUTES

- A. February 26, 2020 Regular Meeting Minutes **Page 3**
- B. January 27, 2021 Regular Meeting Minutes **Page 10**

VISITORS / PRESENTATIONS (20 minute time limit)

- A. Melissa Jacobsen, MMC, City Clerk – Advisory Body Training (*laydown items*)

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- A. Port & Harbor Staff Report for February 2021 **Page 17**
- B. Homer Marine Trades Association Report **Page 19**

PUBLIC HEARING

PENDING BUSINESS

- A. Port & Harbor Budget – 2022 Budget Planning **Page 21**
 - i. Deferred Port Maintenance Spreadsheet **Page 23**
 - ii. 2021-2026 Capital Improvement Plan **Page 34**

NEW BUSINESS

- A. Election of Officers **Page 99**

INFORMATIONAL MATERIALS

<u>A.</u>	Appointment Letter & Certificate for Crisi Matthews	Page 100
<u>B.</u>	Appointment Letter & Certificate for Casey Siekaniec	Page 104
<u>C.</u>	Port & Harbor Monthly Statistical Report for January 2021	Page 108
<u>D.</u>	Water/Sewer Bills Report for January 2021	Page 109
<u>E.</u>	Crane & Ice Report	Page 110
<u>F.</u>	Dock Activity Reports	Page 111
<u>G.</u>	PHC 2021 Meeting Calendar	Page 114

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE CITY COUNCILMEMBER (if present)

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, MARCH 24, 2021 at 5:00 P.M.** All meetings scheduled to be held via Zoom Webinar in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 20-02, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Steve Zimmerman at 5:05 p.m. on February 26, 2020 in the Port and Harbor Office Conference Room located at 4311 Freight Dock Road, Homer, Alaska.

PRESENT: COMMISSIONERS ZIMMERMAN, ULMER, STOCKBURGER, DONICH, CARROLL, ZEISET, AND ERICKSON

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY

AGENDA APPROVAL

Chair Zimmerman welcomed new commissioner Jeff Erickson, who was just appointed to fill the vacant seat from Robert Hartley's resignation. He then asked for a motion to approve the agenda.

STOCKBURGER/CARROLL MOVED TO APPROVE THE AGENDA AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

APPROVAL OF MINUTES

A. PHC January 22, 2020 Regular Meeting Minutes

Chair Zimmerman asked for a motion to approve the minutes.

STOCKBURGER/ULMER MOVED TO APPROVE THE MINUTES AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Port & Harbor Staff Report for February 2020
 - i. Seattle Boat Show Travel Report

Port Director Hawkins provided his staff report and responded to commissioner's questions on the following topics:

- Cruise ship activity and tourism on the Homer Spit.
- A quick turn-around funding opportunity involving possible supplemental full federal funding for a General Investigation (GI) study for Homer Spit Erosion Mitigation and Management; it would be a joint study effort between local, state, and federal entities.
- Possible funding opportunities available for Homer Harbor projects and the Notice of Funding Opportunity minimum draft restrictions greater than 20 feet.
- Lack of movement in the harbor from ice congestion.
- Notable operation events including a man being held at gunpoint in the harbor.
- Dismantling of a derelict vessel currently hauled out.

- B. Homer Marine Trades Association Report
 - i. HMTA/KPC Maritime Technology Series Course Reimbursement Tracking Report

Commissioner Zeiset referenced the HMTA's Course Reimbursement Tracking information provided in the packet, and gave a verbal report on the current maritime technology classes that are being held at the local Kenai Peninsula College. Mr. Zeiset and Port Director Hawkins spoke to the Anchorage Boat Show that the HMTA participated in the previous week.

PUBLIC HEARING

PENDING BUSINESS

- A. Overslope Development Recommendation
 - i. Draft Memo to City Council Re: Overslope Recommendations
 - ii. Resolution 19-022 Directing PHC on Overslope Work
 - iii. Draft HCC 21.26 Overslope Zoning Code Amendments

Chair Zimmerman opened the floor for discussion or suggestions for changes to the Overslope code amendment recommendations prepared by Planning Staff. Deputy City Clerk clarified what was prepared by Deputy City Planner Engebretsen based on the PHC's discussion at their January 22nd worksession, and what is being requested from the commission.

Port Director Hawkins noted a few typographical errors in the draft ordinance.

ULMER/STOCKBURGER MOVED TO FORWARD THE PORT AND HARBOR COMMISSION'S OVERSLOPE RECOMMENDATION TO CITY COUNCIL.

In response to questions from Commission Carroll, Deputy City Clerk Tussey explained what drafts are attached that are to be forwarded to City Council and using the term "ordinance" when referring to code amendments.

Commissioner Zeiset inquired on removing HCC 21.46.060(a) Architectural Standards concerning limiting the building colors to earth or seascape tones, whether it should stay open or be limited to a certain color pattern.

There was discussion between the commission and staff on making changes to the verbiage, if a specific motion was required for each change, or if their suggestions can be forwarded to Planning Staff as part of their approval to forward their recommendations to City Council. The commission agreed to discuss their revision suggestions and have them forwarded to staff.

Discussion continued on whether to include code limitations on exterior building colors and what color pallets could be considered “earth” and “seascape” tones, and who in the City has the final authority to determine if a color is allowed.

ZEISET/CARROLL MOVED TO SUSPEND RULES TO ALLOW PUBLIC COMMENT FROM MS. MATTHEWS.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Crisi Matthews, City resident, spoke from the audience regarding her business on the Spit, stating that they have color allowances/restrictions for the buildings on her boardwalk.

The commission continued discussion on the Planning/Zoning process, who has the final authority to approve a building color/design proposal, and the commissioners’ thoughts on color restrictions. The commission agreed to leave that section as-is.

Commissioner Stockburger brought up the previous discussion concerning a 99 year lease suggestion from the last meeting. Discussion ensued; the commission determined that the suggestion was included in the draft memo to Council and addressed the issue that these type of overslope leases require a large investment, which is why a longer lease was suggested. There was further discussion on future potential development and commissioner concerns with deterring business interest with unfavorable lease terms.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

- A. Resolution 20-008(S) Seafarer’s Memorial Park Designation
 - i. Resolution 20-008(S) Seafarer’s Memorial Park
 - ii. City Council Minutes Excerpt January 13, 2020

- iii. Map of Lot 31
- iv. Historical information on Seafarer's Memorial

Chair Zimmerman introduced the agenda item by reading of the title and opened the floor for discussion on Resolution 20-008(S), designating Seafarer's Memorial Park as green space.

Commissioner Ulmer commented that, after going to many public meetings and hearing public testimony that the PHC should just let go the prospects of turning that area into additional parking. Ms. Ulmer emphasized her opinion that they need to focus on changing parking habits for the long term. She reiterated her suggestions of bussing people on and off the spit, and that private enterprise will need to step in with a proposal.

Commissioner Donich commented that we do not have much of a choice on whether it should be green space vs. parking since Mother Nature will wipe it out pretty soon. Discussion ensued on erosion control issues on the Spit and the frequency of storms that have damaged that area.

Commissioner Zeiset requested clarification; the resolution seeks to make the area a park but it looks like it does allow some parking. Chair Zimmerman explained that what is being proposed is establishing geographical delineations of the parking areas.

Mr. Zeiset commented that the resolution completely misrepresents what the commission and port and harbor was originally proposing. The PHC never said they were going to get rid of all the beach grass and green space. The original proposal was to recreate the parking areas, extend them into that additional space, and replant all the native vegetation. The public discourse that followed and this resolution made it out to be like their proposal was to pave it all over and that wasn't right.

Commissioner Donich posed the question on what the area will be in the future when the Army Corps of Engineers wants to install rip-rap all down that way to prevent erosion.

Chair Zimmerman agreed that delineating the existing geographical parking area is important. Discussion continued on what current parking area is being referenced in the resolution, where it is located, and how many parking spots that allows.

Commissioner Stockburger asked the commission if the resolution is proposing anything to improve the parkway, such as designated walkways.

Discussion ensued on how the areas are currently zoned (Open Space Recreation, not Conservation), what is being proposed, and the overall importance of maintaining parking in that busy business area on the Spit. A concerning aspect pointed out by the commission is that, based on aerial footage, there are over 100 vehicles parked in that existing area now and the resolution limits that to 45 spaces. Additional comments were made on how the PHC's proposal was going to improve that area and make it safer for pedestrians accessing the beach area and the memorial, and that there is a paved, non-parking area in front of the memorial that could potentially be made available.

ZIMMERMAN/ULMER MOVED TO RECOMMEND TO CITY COUNCIL THAT THE EXISTING PARKING AREA, DELINEATED BY PORT AND HARBOR STAFF MEASURING, BE LEFT AS PARKING AND CITY COUNCIL CAN DO WHAT THEY WANT WITH THE REST OF THE LOT.

There was discussion on the need for staff to delineate where the existing parking is to ensure they do not lose more parking. Commissioners provided justifications on that parking area's importance, noting events such as memorial services.

Commissioner Carroll commented that the current City Council are "greenies", that the entire resolution is bonkers, the area should be parking, and the PHC doesn't necessarily have to agree with Council. There was deliberation on the size of the lot, if it was worth it.

Commissioner Ulmer commented that the lot is so tiny that we can't fit all the cars and trailers on it and it's not going to solve the parking problem. She reiterated her concerns that they are running out of room, the ongoing impact of tourism on Homer, and that long-term solutions are needed now.

Commissioner Erickson commented that he does not see how much more parking we can get from that area, but at this time the best bet we have is to work towards keeping the current parking that is there. Discussion ensued on the value of keeping it as green space as an amenity, but making sure that dedicated walking areas, such as boardwalks from the road to the beach, were created. Currently, pedestrians walk right through and impact the grass that is being fought to keep protected.

Commissioner Zeiset commented that there will eventually have to be long-term parking solutions, and that the Spit is commonly not the final destination but a space that people move from to other destinations, such as across the bay. There was additional consensus that eventually off-site parking would likely become a solution.

VOTE: YES: ERICKSON, ULMER, DONICH, CARROLL, ZEISET, STOCKBURGER, ZIMMERMAN

Motion carried.

There were brief questions directed towards Commissioner Erickson regarding his trolley/bus business; bussing people on and off the Spit was a possible future parking concept posed by Commissioner Ulmer.

B. Election of PHC Chair & Vice Chair

Chair Zimmerman introduced the agenda item by reading of the title and opened the floor for Chair and Vice Chair nominations.

ULMER MOVED TO NOMINATE MARK ZEISET AS CHAIR.

Motion failed due to a lack of second.

ZEISET/ERICKSON MOVED TO ELECT STEVE ZIMMERMAN AS CHAIR.

Chair Zimmerman agreed to accept the nomination.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

ZIMMERMAN/DONICH MOVED TO ELECT CATHY ULMER AS VICE CHAIR.

Commissioner Ulmer agreed to accept the nomination.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

- A. Memo 20-013 Reappointment of Ulmer & Stockburger & Appointment of Erickson to the Port & Harbor Advisory Commission with Attachments
- B. Port & Harbor Monthly Statistical Report for January 2020
- C. Water/Sewer Bills Report for January 2020
- D. Crane & Ice Report
- E. Dock Activity Reports
- F. PHC 2020 Meeting Calendar
- G. Commissioner Attendance at 2020 City Council Meetings

There was discussion on informational materials, historical information regarding old beachfront property owned by the FDIC that is now the memorial and Land's End condos, the reappointments of Commissioners Stockburger and Ulmer, harbor statistics, and who will be attending the next City Council meetings.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Port Director Hawkins reminded the commission that money was set aside for a parking study this year; staff is currently working on a Request for Proposals to hire a firm to conduct the study. Mr. Hawkins shared an anecdotal story on learning about Alaska tides.

Deputy City Clerk Tussey thanked the commission for a good meeting and reminded them that there is still a student representative position open. She welcomed newly appointed Commissioner Erickson and thanked reappointed Commissioners Ulmer and Stockburger for their continued service. There was discussion on the student representative position and the requirements for it.

COMMENTS OF THE CITY COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Zimmerman thanked everyone for re-electing him and welcomed Commissioner Erickson.

COMMENTS OF THE COMMISSION

Commissioner Donich commented that halibut fishing will be closed all Tuesdays and Wednesdays year-round, which will minimize the impact on parking.

Commissioner Ulmer welcomed Mr. Erickson, thanked Chair Zimmerman, and noted that it was a good meeting.

Commissioner Stockburger welcomed Mr. Erickson and thanked everyone for a good meeting.

Commissioner Erickson appreciated the welcome. He shared his thoughts on the harbor and that he's happy to be here.

Commissioner Zeiset welcomed Mr. Erickson, noted it was a good meeting.

Commissioner Carroll commented on the PHC having a student representative.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:11 p.m. The next regular meeting is scheduled for Wednesday, March 25, 2020 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RACHEL TUSSEY, DEPUTY CITY CLERK I

Approved: _____

Session 21-01, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Steve Zimmerman at 5:00 p.m. on January 27, 2021 in the Cowles Council Chambers, City Hall located at 491 E Pioneer Avenue, Homer, Alaska via Zoom Webinar.

PRESENT: COMMISSIONERS ZIMMERMAN, CARROLL, ERICKSON, ULMER, ZEISET, STOCKBURGER, DONICH (arrived 5:06 p.m.), AND STUDENT REPRESENTATIVE ENGBRETSSEN

CONSULTING

MEMBER: MAYOR CASTNER

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY

AGENDA APPROVAL

Chair Zimmerman asked for a motion to approve the agenda.

STOCKBURGER/ZEISET MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

APPROVAL OF MINUTES

A. December 9, 2020 Regular Meeting Minutes

Chair Zimmerman asked for a motion to approve the minutes.

ULMER/STOCKBURGER MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Port & Harbor Staff Report for January 2021

Commissioner Donich arrived at 5:06 p.m.

Port Director Hawkins provided his staff report and facilitated discussion on the following topics:

- Valdez reaching out to Homer for research into constructing and building their own fuel float.
- Lisa Ellington retiring and the hiring of a new Admin Supervisor.

B. Homer Marine Trades Association Report

Commissioner Zeiset reported that the Northern Enterprise Boat Yard is scheduled to receive their 200-ton boat lift in May; they hope to be lifting boats by this fall. HMTA decided not to participate in the Anchorage Boat Show this year as a group due to COVID-19 and because this year's event is to be held outside. Individual members can go if they wish, but the association agreed to not go as a whole.

Chair Zimmerman inquired if HMTA will be participating in the Mat-Su boat show in April. Mr. Zeiset responded that Bayweld Boats plans to attend and will be reporting back to the association on how it goes. It sounds like a different audience goes to that show so they're interested to know if HMTA should be involved in that show as well.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

A. Port & Harbor Budget

- i. Memo Re: Mid-Biennium & 2021 Truncated Budget Adjustments w/ Attachments
- ii. Memo Re: Deferred Port Maintenance & 2022 Budget Planning w/ Attachments

Chair Zimmerman introduced the item by reading the title and deferred to Mayor Castner to begin discussions.

Mayor Castner thanked the commissioners for their service, recognized Commissioners Carroll and Donich for their service, and encouraged Student Representative Engebretsen to be a proactive member.

Mayor Castner spoke to City Council's actions to change the City's budget cycle from a calendar year budget to a fiscal year that ends on June 30th. He acknowledged that this truncated budget caused a loss to the Port and Harbor's Enterprise Fund but wanted to emphasize that this will not be a loss to the enterprise. He opined that during this six month period there are many things that need to be fixed, such as various irrelevant fees that are charged to the enterprise fund. Staff, led by the city Manager, will be going through the budget thoroughly in the upcoming months to find those "chunks" of excess

budget expenses that could be “slivers”, and will then be presenting a new harbor budget to Council for approval.

Port Director Hawkins noted the memos in the packet that highlight the recognized deficit issue and Council’s motion to remove the \$311,223 general fund admin fees from the truncated budget. In response to questions, Mr. Hawkins explained the issue of how bad debt is applied to the enterprise as a liability, and how a truncated budget works. At the end of the budget year, we have to balance, but because the harbor makes much of its revenue later in the year, when this year’s budget ends June 30th it will reflect as a loss and the enterprise will have to pay that deficit out of savings. The money is all there, but it will just be spread out differently while leaving a hole in the middle. Council plans to fill that hole with City money and over the course of time it will level out and we will be better able to gauge the harbor’s financial health with the new budget cycle.

Commissioner Carroll inquired as to the reason for the new budget and concerns over the deficit. Mayor Castner responded, explaining how the new midyear budget will align with the other government agencies and better reflect aged account receivables. He reiterated his discussion points and that the deficit will be covered by the City, not by the Harbor Enterprise.

Commissioner Stockburger commented on the commission’s experiences and concerns regarding the harbor reserves and his appreciation for the Mayor and Council for recognizing the issues of enterprise funds going to other City expenses.

Commissioner Donich asked if they could get it in writing that Council will cover that debt. Mayor Castner explained that while he can’t speak for the entire Council, he did share their sentiment which is they do not want a failing harbor, and they discussed that at their last meeting. Mr. Donich noted that he was present at the last Council meeting to give the PHC report and he heard Council agree to cover that.

Chair Zimmerman commented how there are many qualified harbor employees who assist other departments with emergency and maintenance responses that aren’t reimbursed. Mayor Castner noted that this was why he wanted to have the commission involved in the discussions. This is the time for change and Mr. Hawkins will need the commission’s words when he goes to the City Manager and Council to work on this.

Commissioner Ulmer requested that Port Director Hawkins let them know when they need to be at Council meetings. She thanked Mr. Hawkins and Mayor Castner for this work to finally make these changes.

Commissioner Carroll commented about the need for budget education at the commission level and having more staff members or councilmembers attend the meetings to explain it well.

Chair Zimmerman moved the discussion on to the second budget memo regarding deferred port maintenance and 2022 budget planning. He requested Port Director Hawkins begin the discussion.

Mr. Hawkins explained how he felt it was important for the commission to look at the entire facility infrastructure from a management point of view and answer some pertinent questions. He referenced his memo and harbor staff's deferred maintenance spreadsheet, explaining what the data entails. Mr. Hawkins shared a photo presentation to highlight some of the dock infrastructure issues that are in need of complete replacement, and explained how Port Maintenance staff has done their best to maintain the float systems.

Mayor Castner shared information on potential funding from the State that could help pay for these maintenance projects. Mr. Hawkins commented on a bond study, hoping that it will provide the needed matching funds to make this project happen.

Mr. Hawkins posed the question to the commission: Are we meeting our mission? He does not believe they are as they are unable to fund these projects and they need to have conversations about their expenditures. It is high time to learn what charges are real and what needs to change.

Discussion ensued on the harbor's history with City expenses, areas that they've tried to cut costs, other areas that fees have been applied and/or increased, and the amount of sales tax that harbor activity brings to the City. There was an agreement to discuss the budget further at a future meeting.

- B. Resolution 21-008 & Personal Watercraft (PWCs) in Kachemak Bay
 - i. Resolution 21-008
 - ii. Memo from City Manager Re: Personal Water Crafts (PWCs) in Kachemak Bay

Chair Zimmerman introduced the item by reading the title and opened the floor for discussion.

Commissioner Ulmer commented on her 17 years of experience serving on the State of Alaska's Critical Habitat Area Service Board. She voiced her objection to personal watercrafts in the Kachemak Bay area, primarily due to noise pollution.

Commissioner Donich voiced his support of personal watercraft and how they're not any worse than a motorized skiff. He opined that allowing personal jet boats in critical habitat areas, but not personal watercrafts, is unwarranted discrimination. Mr. Donich and Ms. Ulmer commented on the need for compromise, that if they have to be banned, perhaps there could be designated areas where they're allowed and not allowed.

Commissioner Carroll noted that everyone will have their opinion but he hopes that the City would have an election on the matter.

At Chair Zimmerman's request for a motion, Commissioner Donich stated a possible motion of compromise to allow personal watercraft on the west side of the Spit, and closing it to the east side of the Spit. He opined that it would just be a matter of enforcement of open/closed areas, such as how vehicles are not allowed in certain beach areas and you're subject to a citation if you violate that law.

Commissioner Zeiset commented that he was under the impression that the State's decision to allow personal watercraft in Kachemak Bay was already a done deal, and that the commission is only

providing recommendations to City Council so that the City can pass those comments to the State. Mayor Castner clarified that there are waters controlled by the City and they have a say on what the City can do to influence behaviors in those areas. Mr. Donich rescinded his suggested motion and provided additional comments regarding how there are already established laws enforcing vehicles not access certain parts of the beach. The same can be done for personal watercraft.

Mr. Zeiset opined that the commission's feedback should focus more on personal watercraft use in the harbor, including the Load and Launch Ramp and other ramp areas. They should be treated as a boat: they go up and down the ramp, pay the launch fee, and not get to offload on any beach.

Mayor Caster posed the question on which ramp should personal watercrafts use to launch: the regular launch ramp where they would have to traverse the entire length of the harbor to exit (which poses greater safety risks), or have them launch elsewhere that's closer to the mouth of the harbor.

Discussion ensued on the following topics:

- Safety risks surrounding enter/exiting the harbor due to excess wakes.
- High traffic of various vessel sizes at the harbor entrance.
- How Harbor Officers are expected to enforce policies; need for cooperative enforcement with other agencies, such as Alaska State Troopers, Coast Guard, or Department of Fish and Game.
- How having a camera at the mouth of the harbor would greatly help.
- How modern-day jet-skis are capable of minding wake speeds; they are not like older ones that require to be on-step to get going.
- There will still be personal watercraft users that follow the rules responsibly and others that violate the policies just like any other user group.
- Looking at other harbors in Alaska to see what policies they've implemented to address personal watercraft in their harbors; Homer is the only place that has banned them.
- The need to write citations and implement policy for all harbor users, not just geared towards personal watercraft.

STOCKBURGER/ULMER MOVED TO DIRECT THE CITY MANAGER AND STAFF TO IMPLEMENT THE FOLLOWING:

- INCREASE ENFORCEMENT OF EXISTING RULES REGARDING VEHICLES ON THE BEACH AND NO WAKE ZONES.
- RESEARCH A CAMERA SYSTEM FOR THE HARBOR ENTRANCE.
- WORK WITH OTHER AGENCIES TO ENFORCE WAKE SPEED REGULATIONS AND VESSEL SAFETY FOR ALL VESSEL TYPES AT THE HARBOR ENTRANCE.
- RESEARCH POLICIES IN OTHER HARBORS THAT ALLOW PERSONAL WATERCRAFT.
- CREATE AND IMPLEMENT AN EDUCATIONAL CAMPAIGN ABOUT THE USE OF THE LOAD AND LAUNCH RAMP AND HARBOR.

There was discussion on the motion's verbiage and suggested amendments to the wording to include additional recommendations of action to staff.

VOTE: YES: ZIMMERMAN, CARROLL, ERICKSON, ULMER, ZEISET, STOCKBURGER, DONICH

Motion carried.

INFORMATIONAL MATERIALS

- A. Memo 21-004 & Ordinance 21-02 Amending HCC 18.08 City Property Leases-Subleases
- B. Port & Harbor Monthly Statistical Report for December 2020 & EOY 2020
- C. Water/Sewer Bills Report for December 2020
- D. 2020 Load and Launch EOY Stats
- E. 2020 Parking EOY Stats
- F. Crane & Ice Report
- G. Dock Activity Reports
- H. PHC 2021 Meeting Calendar
- I. Memo from City Clerk to City Advisory Bodies Re: Reports to Council
- J. Certificate & Letter of Recognition for Glen Carroll
- K. Certificate & Letter of Recognition for Daniel Donich

There was brief discussion on the amendment to Homer City Code regarding subleases, docking and beach barge use statistics, and changes in the PHC schedule for reporting at City Council meetings.

COMMENTS OF THE AUDIENCE

Crisi Matthews, non-resident, shared her agreement with Commissioner Donich regarding additional revenue sources for the harbor. Don't hit just charters. Lots of people visit the Spit that use it and revenue potential there, plus out of area charters who launch without a slip, should be explored as additional revenue sources. Out of area users don't seem to pay their daily Homer sales tax for launching there, just their origination tax to the Borough.

Commissioner Donich responded, commenting how sales tax originates at the business location, not at the point of sale. Charter businesses based out of Ninilchik who launch in Homer aren't paying their due share for the use of Homer facilities. He opined that a commercial launch fee should be considered.

COMMENTS OF THE CITY STAFF

Deputy City Clerk Tussey thanked Commissioners Carroll and Donich for their service, noting Mr. Carroll's 15 years with the commission.

Port Director Hawkins provided an update on the derelict vessel North Pacific and how the City plans to dispose of the vessel through a deal with Alaska Scrap and Salvage, given USCG is done with the vessel and the owner has disowned it.

COMMENTS OF THE CITY COUNCILMEMBER

Mayor Castner thanked Commissioners Carroll and Donich for their service. He also commented on it being a good meeting and that PHC will be reporting at the February 8th City Council meeting. He spoke to the Alaska Marine Highway System ferry schedule, which is currently open for public comments, and

encouraged commissioners to be aggressive in their involvement in that process. Mayor Castner noted that he is at the call of the Chair if he would like him to come back and speak with the commission.

COMMENTS OF THE CHAIR

Chair Zimmerman commented that it's been a really good meeting. He thanked Commissioners Carroll and Donich for all the work they have put into the commission.

COMMENTS OF THE COMMISSION

Commissioner Stockburger thanked Mayor Castner for attending, and to Commissioners Carroll and Donich for their perspectives on the commission.

Commissioner Ulmer thanked Mayor Castner, Commissioners Carroll and Donich, and the whole team and staff. She noted how she had originally scouted Commissioner Donich and was glad to have him on the PHC.

Commissioner Zeiset echoed the comments made so far; he appreciated Mayor Castner's comments on the budget, and gave a huge thank you to Commissioners Carroll and Donich for all their work.

Commissioner Erickson commented ditto and thanked Mayor Castner for his comments and everyone for their service.

Commissioner Donich commented that it has been great to work with them. He's very much involved in the harbor and is passionate about it. He thanked Port Director Hawkins for his leadership, and Mayor Castner for attending. He hopes to see him and councilmembers at future meetings.

Commissioner Carroll commented that it has been a pleasure working with everyone over the years. He noted that he wasn't disappointed that he wasn't reappointed, but that there was not going to be someone from the commercial fishing community appointed. He hopes that the next appointment would be to someone from that industry.

Student Representative Engebretsen thanked them for letting her listen in.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:35 p.m. The next regular meeting is scheduled for Wednesday, February 24, 2021 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska via Zoom webinar.

RACHEL TUSSEY, CMC, DEPUTY CITY CLERK I

Approved: _____



PORT & HARBOR STAFF REPORT FEBRUARY 2021

1. Administration

Staff met with:

- Tyson Alward, Fortune Sea Marine Services- Re: planning and discussion for vessel North Pacific haul out
- EOC City staff and associated agencies(video conference)- Regarding continued COVID-19 planning
- Rob Dumouchel, City Manager and other Dept. Head staff- leadership team/dept. head meetings
- AKDOT Commissioner MacKinnon, J&H Consulting; Rob Dumouchel, City Manager; and Jenny Carrol, Economic Development(video conference)- Re Alaska Dept. of Transportation involvement options in upcoming Homer Port Expansion project
- Presenters and members from Alaska Association of Harbormasters and Port Administrators (AAHPA) (video conference)- Regarding AAHPA's winter admin conference including presentations on Homer Port's current software management system, finding efficiencies in port processes, communications and social media, and collections and liens
- Shorelock Systems and Rob Dumouchel, City Manager – Re beach erosion stabilization test option
- Mayor Castner, Homer City Manager, and George Hall – Homer Port expansion project & armor rock sources
- The Parks, Art, Recreation and Culture Advisory Commission- Regarding their scheduled work session and new the newly issued state personal watercraft allowances
- Aaron Glidden, Port Maintenance Supervisor – Planning for paving and asphalt barge ramp repairs
- Amy Newman, Alaska Business Magazine- Regarding an interview on port and harbor modernization projects across the State

2. Operations

Operations staff conducted several comprehensive parking lot inventories in order to identify long-term parked vehicles. Phone calls and written notices were issued to registered owners advising of parking policies. Approximately 45 annual parking permits have been sold in 2021. Four citations were issued for non-compliance. Additional signage was purchased to better designate parking lots. New signs were prepped, organized and assembled. Relevant signs were installed and summer seasonal signs were stowed for future installation.

Operations staff were also busy with snow removal efforts on the float systems that were required after multiple winter weather events, updating the Standard Operating Procedures and in releasing 37 items to successful bidders from the City Surplus Auction, in addition to their regular duties. Staff continued to be diligent wiping down common surfaces, shared workstations and vehicles in an effort to curb the COVID-19 pandemic.

The new Ranger Trimble handheld computer device for collecting moorage data was put into service the first week January. Operations staff continue to work with the proprietor and city I/T staff to identify minor programming errors and needed customizations.

The following vessels conducted landings at the Pioneer and Deep Water Docks: Bob Franco, Pacific Wolf & DBL54, Todd Prophet & Edward Itta, Endeavor, and Perseverance.

Notable events included the following:

- Monthly fire extinguisher inspections were performed and fire line valves were manipulated.
- On 2/5, operations staff assisted AST and EMS in response to an inbound medical transport.
- On 2/11, operations staff responded to a request for assistance involving a disabled 95' crabber/tender having lost propulsion in the vicinity of the fish dock. While adrift, the 95' vessel collided with two smaller commercial fishing vessels causing minor damage to both. An accident report including video surveillance footage was provided to all parties involved.
- On 2/15, harbor officers initiated an EMS call and treated a 55 year old male suffering from a hand laceration.

3. Ice Plant

The big news this last month is the IPHC has upped the 2021 Halibut Quota and lengthened the season from March 6th until December 7th. Unfortunately, this schedule raised several concerns for Ice Plant Personnel. So to balance our duties to be fiscally responsible, operate a safe and reliable plant, and still provide the best service possible, we proposed an operating schedule from March 10th until November 5th. (Our records indicate we won't sell enough ice to pay the power bill outside these dates.) These dates are now being negotiated with Fish Buyers. In other news, the weather has finally moderated enough that we can return to the last outdoor auger projects. We've also:

- Kept the dock free of snow
- Thawed and repaired frozen water pipes on the South end of the dock. Repairs to the broken pipes on the North end will take place this spring.
- Replaced the S - 4 valve on the Low Pressure Receiver
- Serviced the main vent fan
- Replaced the Pressure Regulators and Solenoid valves on Evaporator #2
- Rebuilt the main Ammonia Pump
- Checked all valve packing nuts for tightness
- Greased the Rake Chain and lowered the Rakes
- Shopped for new Engine Room lights

4. Port Maintenance

From mid-January to mid-February Port Maintenance has been busy with:

- Snow removal and sanding
- Constructing a small bus loading platform
- Assisting with City surplus sale
- Installation of new fire line flex hose
- Assistance with Trooper initiated EMS call
- Prepping for North Pacific haul out
- Replacing missing float corner bumpers
- Low tide inspection of inner barge ramp
- Made two new large sign post bases
- Ice removal from ramps
- Routine maintenance tasks

**Homer Marine Trades Association
Regular Meeting Minutes
February 10, 2021
NOMAR**

The meeting was called to order by President Mark Zieset at 6:05 p.m.

Directors Present: Mark Zeiset, Kate Mitchell, Jen Hakala, Cinda Martin, Eric Engebretsen, Bruce Friend and Joshua Hankin-Foley. Matt Alward and Aaron Fleenor were absent/excused. A quorum was established.

Guests Present: none. Mark mentioned that Bryan reported the Port & Harbor is meeting with the Alaska delegation regarding the harbor expansion which is movement in the right direction.

Approval of Agenda: Motion by Eric Engebretsen to approve the Agenda as presented, 2nd and carried.

Approval of January 6th 2021 meeting minutes: Motion by Jen Hakala to approve the minutes as written, 2nd and carried.

Treasurer's Report: Jen Hakala presented a current Balance Sheet and Aging Report with a \$4,000 balance. The only bills to be paid are the 2nd half of Fish Expo and the check to KPC for scholarship funds. Jen also reported that the IRS has accepted our application for non-profit status; the next step is to file our 990. The Finance Committee will meet to draft the budget before the March meeting.

Committee Reports:

- Advertising/Web/Social Media –
 - Media and Marketing Audit Meeting with Grady – Grady's recommendation was to move our website to the WordPress platform which he has begun. He asked for content and has created a Drop Box for member businesses to drop information into. He is also creating a template for members to use for submissions for the website and social media. Another meeting will be scheduled; Grady will prepare a list of priorities for us.
 - Updates – Kate reported that Fisherman's News discontinued last year and refunded our pre-paid advertising; they now are re-surfacing and have offered us an 1/8th page in the magazine @ \$162/month for 10 months. Kate has not heard from Bryan if there is anything set aside in the City's budget for Marine Trades.
 - Radio – Eric suggested we consider doing Anchorage radio spots this spring to entice boat owners to come down for the season
- Workforce Development – Mark reported that the KPC flyers are out for spring courses AB and 100 ton are included. Cinda reported that she has heard from Marissa and it is cost prohibitive for her to attend the PSC course at AVTEC for a two week period since the dorms are closed. We will be cutting a check to the college for the remainder of the CARES funds. Discussion held regarding covering instructor costs for the college; Cinda will check with Jesus.
- Scholarship – The scholarship form has been updated and added to the website. Will need some exposure on FB and Instagram, possibly the radio.

Old Business:

- Tide Books – have been distributed; Mark reported that the Chamber could use some
- Round Haul – Bay Weld a tentative venue for spring

- Anchorage Boat Show — March reported that the boat show is now being held at the Cabella's parking lot off of C Street in mid-March tents/heaters are provided. Bay Welding has sent their commitment for the show and will have additional space if members want to participate as they are only taking 1 boat up. Mark will offer space to past attendees first and will order a tripod sign for HMTA.

New Business:

- Meeting with Homer Chamber of Commerce – Mark reported that Cinda, Bruce and he attended the recent Annual Meeting of the Chamber in an effort to educate the board members on who we are and what we do. He spoke about our cooperative advertising efforts and workforce development. The Chamber members were appreciative of the presentation and are very interested in working together on mutually beneficial events and advertising opportunities. Mark suggested to the Chamber that we have reciprocal liaisons and exchange meeting minutes so that each organization could keep apprised of opportunities to work together as they arise; we already have reciprocal memberships. Cinda will reach out to the Chamber ED and Jan regarding attending meetings.
- Winter Carnival – Kate reported that she had included HMTA on the Winter Carnival poster; Jen suggested that we have a table set up in their parking lot with our sign and brochures. Winter Carnival is this weekend.
- Back to the Bay – Kate reported that the sponsors are trying to get the event back on track but it has been difficult with the onset of the Trident COVID outbreak. They are considering a promotion event in Homer summer of 2021.

Next Meeting – Wednesday, March 10th at 6:00 p.m.

Adjourn: There being no further business to come before the board of directors, the meeting was adjourned at 7:50 p.m.

Respectfully submitted,

Cinda Martin, Secretary



City of Homer

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Port and Harbor

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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: FEBRUARY 16, 2021
SUBJECT: 2022 BUDGET PLANNING

During the Port and Harbor Advisory Commission's January 27 2021 meeting the topic of the Port and Harbor Budget was brought forward for discussion. Discussion included infrastructure replacement, deferred maintenance and planning for the Port Reserves moving forward, the Port and Harbor annual budget, the new truncated budget ending June 30 2021 per Council decision and the resulting deficit to the Port's Enterprise fund, the harbor's history with City expenses, areas that they've tried to cut costs, other areas that fees have been applied and/or increased, and the amount of sales tax that harbor activity brings to the City.

Mayor Castner was also in attendance as part of the discussion and acknowledged that the City's choice to move from a calendar year budget to one that started mid-year resulted in a truncated budget that caused a loss to the Port and Harbor's Enterprise Fund of approximately \$660,000. Council's motion to remove the \$311,223 General Fund admin fees from the truncated budget was a step forward toward alleviating this loss, and the Mayor and Council have expressed verbal support for working toward a solution to lessen that loss further with the help and recommendations from the Port and Harbor Advisory Commission.

Continuing the Conversation:

As covered in January's meeting, City Staff will be working on a budget for the upcoming 2021-2022 year over the next couple of months to present to council and staff will be coming back to the advisory commission at a future meeting with the work they're currently generating. (Side note: the City of Homer finance department has last year's budget posted on the city website, which while no longer current, is a great general reference point for those wishing to dig in early). However, as early in the process as we are, port staff would like the Commission's recommendation and guidance this meeting as well, and have posed some big picture questions below regarding future budget planning moving forward:

- What priorities would you like to see achieved in the next budget cycle?
- What current Capital Improvement Project, if any, would you like the City to focus on in the upcoming year? And/or do you have any new Capital Improvement Project or new revenue potential that you would like staff to investigate or work toward?
- What future policies or goals should the City set in place in regards to the Port Reserves Fund and future sustainability?

- What future policies would you like to see on how deferred maintenance and infrastructure replacement for the port and harbor facilities are managed?

Recommendation

For review and discussion. Any direction to staff or recommendation to Council should be made in the form of a motion.

Attached: Deferred Port Maintenance Spreadsheet
2021-2026 Capital Improvement Plan

Port of Homer Property Schedule

Float System Values/Measurements

*All measurements are in feet unless otherwise specified

** 20% Mob/Demob contingency to be added to replacement cost estimate of any project

*** Life Expectancy with preventative and routine maintenance is 30-50 years

COMPILED 2/5/16 from 2012 research for Northern Economics study for rate study (cost of replacement/sustainability).

Used R&M cost est. since they included water & electric installation. CPI increase added; no updates from 2014-2015 const.

Current Year	2020
CPI inc /yr	2.30%
Yrs from 2015	8

System 1											
	Qty.	Length*	Width*	Sq. Ft.	Totals	R&M Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy ***	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
A						\$ 2,465,354	1992	28	30	2	2022
Floats (sf)	1	2,289	8	18,312	20,647	\$ 1,609,813	1992	28	30	2	2022
	12	20	3	720							
	38	17	2.5	1,615							
Pilings (per)	51	65	16"		51	\$ 550,577	1992	28	30	2	2022
On-Float Water (lf)		1,816			1,816	\$ 304,964	1992	28	30	2	2022
B						\$ 750,895	1992	28	30	2	2022
Floats (sf)	1	255	10	2,550	5,650	\$ 440,521	1992	28	30	2	2022
	3	70	10	2,100							
	1	100	10	1,000							
Pilings (per)	16	65	16"		16	\$ 172,730	1992	28	30	2	2022
On-Float Power (lf)		255			255	\$ 137,644	1992	28	30	2	2022
C						\$ 1,015,388	1992	28	30	2	2022
Floats (sf)	1	315	10	3,150	8,350	\$ 651,036	1992	28	30	2	2022
	5	50	8	2,000							
	5	60	8	2,400							
	1	80	10	800							
Pilings (per)	18	65	16"		18	\$ 194,321	1992	28	30	2	2022
On-Float Power (lf)		315			315	\$ 170,031	1992	28	30	2	2022
D						\$ 1,026,302	1992	28	30	2	2022
Floats (sf)	1	315	10	3,150	7,550	\$ 690,231	1992	28	30	2	2022
	5	40	8	1,600							
	5	50	8	2,000							
	1	80	10	800							
Pilings (per)	18	65	16"		18	\$ 194,321	1992	28	30	2	2022
On-Float Power (lf)		315			315	\$ 141,750	1992	28	30	2	2022
E						\$ 599,630	2002	18	30	12	2032
Floats (sf)	1	290	10	2,900	2,900	\$ 226,108	2002	18	30	12	2032
	4	70	10	2,800	2,800						
Pilings (per)	18	65	16"		18	\$ 194,321	2002	18	30	12	2032
On-Float Power (lf)		290			290	\$ 130,500	2002	18	30	12	2032
On-Float Water (lf)		290			290	\$ 48,700	2002	18	30	12	2032
F						\$ 625,666	2002	18	30	12	2032
Floats (sf)	1	290	10	2,900	2,900	\$ 226,108	2002	18	30	12	2032
	4	70	10	2,800	2,800						
Pilings (per)	18	65	16"		18	\$ 194,321	2002	18	30	12	2032
On-Float Power (lf)		290			290	\$ 156,536	2002	18	30	12	2032
On-Float Water (lf)		290			290	\$ 48,700	2002	18	30	12	2032
G						\$ 658,053	2002	18	30	12	2032
Floats (sf)	1	290	10	2,900	2,900	\$ 226,108	2002	18	30	12	2032
	14	32	4	1,792	2,176						
	2	32	6	384							
Pilings (per)	21	65	16"		21	\$ 226,708	2002	18	30	12	2032
On-Float Power (lf)		290			290	\$ 156,536	2002	18	30	12	2032
On-Float Water (lf)		290			290	\$ 48,700	2002	18	30	12	2032
H						\$ 658,053	2002	18	30	12	2032
Floats (sf)	1	290	10	2,900	2,900	\$ 226,108	2002	18	30	12	2032
	14	32	4	1,792	2,176						
	2	32	6	384							
Pilings (per)	21	65	16"		21	\$ 226,708	2002	18	30	12	2032
On-Float Power (lf)		290			290	\$ 156,536	2002	18	30	12	2032
On-Float Water (lf)		290			290	\$ 48,700	2002	18	30	12	2032
J						\$ 385,955	2015	5	30	25	2045
Floats (sf)	1	283	8	2,264	3,704	\$ 288,795	2015	5	30	25	2045
	18	32	2.5	1,440							
Pilings (per)	9	65	16"		9	\$ 97,161	2015	5	30	25	2045
K						\$ 378,746	1986	34	30	(4)	2016
Floats (sf)	1	300	8	2,400	3,750	\$ 292,381	1986	34	30	(4)	2016
	18	30	2.5	1,350							
Pilings (per)	8	65	16"		8	\$ 86,365	1986	34	30	(4)	2016
L						\$ 378,746	1986	34	30	(4)	2016
Floats (sf)	1	300	8	2,400	3,750	\$ 292,381	1986	34	30	(4)	2016

	18	30	2.5	1,350						
Pilings (per)	8	65	16"		8	\$	86,365	1986	34	30 (4) 2016
M						\$	378,746	1986	34	30 (4) 2016
Floats (sf)	1	300	8	2,400	3,750	\$	292,381	1986	34	30 (4) 2016
	18	30	2.5	1,350						
Pilings (per)	8	65	16"		8	\$	86,365	1986	34	30 (4) 2016
N						\$	378,746	1986	34	30 (4) 2016
Floats (sf)	1	300	8	2,400	3,750	\$	292,381	1986	34	30 (4) 2016
	18	30	2.5	1,350						
Pilings (per)	8	65	16"		8	\$	86,365	1986	34	30 (4) 2016
P						\$	378,746	1986	34	30 (4) 2016
Floats (sf)	1	300	8	2,400	3,750	\$	292,381	1986	34	30 (4) 2016
	18	30	2.5	1,350						
Pilings (per)	8	65	16"		8	\$	86,365	1986	34	30 (4) 2016
Q						\$	378,746	1986	34	30 (4) 2016
Floats (sf)	1	300	8	2,400	3,750	\$	292,381	1986	34	30 (4) 2016
	18	30	2.5	1,350						
Pilings (per)	8	65	16"		8	\$	86,365	1986	34	30 (4) 2016
R						\$	348,375	2015	5	30 25 2045
Floats (sf)	1	297	6	1,782	3,222	\$	251,214	2015	5	30 25 2045
	24	24	2.5	1,440						
Pilings (per)	9	65	16"		9	\$	97,161	2015	5	30 25 2045
S						\$	348,375	2015	5	30 25 2045
Floats (sf)	1	297	6	1,782	3,222	\$	251,214	2015	5	30 25 2045
	24	24	2.5	1,440						
Pilings (per)	9	65	16"		9	\$	97,161	2015	5	30 25 2045

System 2

	Qty.	Length*	Width*	Sq. Ft.	Totals	R&M Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
AA						\$	318,171	1986	34	30 (4) 2016	
Floats (sf)	1	350	8	2,800	3,250	\$	253,397	1986	34	30 (4) 2016	
	9	20	2.5	450			1986	34	30 (4) 2016		
Pilings (per)	6	65	16"		6	\$	64,774	1986	34	30 (4) 2016	
T						\$	244,221	1986	34	30 (4) 2016	
Floats (sf)	1	200	8	1,600	2,440	\$	190,243	1986	34	30 (4) 2016	
	14	24	2.5	840			1986	34	30 (4) 2016		
Pilings (per)	5	65	16"		5	\$	53,978	1986	34	30 (4) 2016	
U						\$	244,221	1986	34	30 (4) 2016	
Floats (sf)	1	200	8	1,600	2,440	\$	190,243	1986	34	30 (4) 2016	
	14	24	2.5	840			1986	34	30 (4) 2016		
Pilings (per)	5	65	16"		5	\$	53,978	1986	34	30 (4) 2016	
V						\$	244,221	1986	34	30 (4) 2016	
Floats (sf)	1	200	8	1,600	2,440	\$	190,243	1986	34	30 (4) 2016	
	14	24	2.5	840			1986	34	30 (4) 2016		
Pilings (per)	5	65	16"		5	\$	53,978	1986	34	30 (4) 2016	
W						\$	194,321	1986	34	30 (4) 2016	
Floats (sf)	1	180	8	1,440	1,800	\$	140,343	1986	34	30 (4) 2016	
	6	24	2.5	360			1986	34	30 (4) 2016		
Pilings (per)	5	65	16"		5	\$	53,978	1986	34	30 (4) 2016	

System 4

	Qty.	Length*	Width*	Sq. Ft.	Totals	R&M Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
AAA						\$	968,355	1964	56	30 (26) 1994	
Floats (sf)	1	925	10	9,250	10,066	\$	784,830	1964	56	30 (26) 1994	
	16	17	3	816			1964	56	30 (26) 1994		
Pilings (per)	17	65	16"		17	\$	183,526	1964	56	30 (26) 1994	
CC						\$	698,117	1964	56	30 (26) 1994	
Floats (sf)	1	312	8	2,496	4,800	\$	374,248	1964	56	30 (26) 1994	
	18	32	4	2,304			1964	56	30 (26) 1994		
Pilings (per)	30	65	16"		30	\$	323,869	1964	56	30 (26) 1994	
DD						\$	433,360	1964	56	30 (26) 1994	
Floats (sf)	1	305	8	2,440	4,312	\$	336,200	1964	56	30 (26) 1994	
	18	32	3.25	1,872			1964	56	30 (26) 1994		
Pilings (per)	9	65	16"		9	\$	97,161	1964	56	30 (26) 1994	
EE						\$	783,906	1964	56	30 (26) 1994	
Floats (sf)	1	300	10	3,000	4,008	\$	312,497	1964	56	30 (26) 1994	
	6	42	4	1,008			1964	56	30 (26) 1994		
	7	32	4	896			1964	56	30 (26) 1994		
	1	70	8	560			1964	56	30 (26) 1994		
Pilings (per)	24	65	16"		24	\$	259,095	1964	56	30 (26) 1994	
On-Float Power (lf)		300			300	\$	161,934	1964	56	30 (26) 1994	
On-Float Water (lf)		300			300		50,380	1964	56	30 (26) 1994	

FF						\$ 457,902	2002	18	30	12	2032
Floats (sf)	1	290	10	2,900	3,796	\$ 295,968	2002	18	30	12	2032
	7	32	4	896			2002	18	30	12	2032
	9	24	4	864			2002	18	30	12	2032
	1	32	6	192			2002	18	30	12	2032
	1	24	6	144			2002	18	30	12	2032
Pilings (per)	15	65	16"		15	\$ 161,934	2002	18	30	12	2032
GG						\$ 437,127	1964	56	30	(26)	1994
Floats (sf)	1	266	10	2,660	3,668	\$ 285,988	1964	56	30	(26)	1994
	6	42	4	1,008			1964	56	30	(26)	1994
	9	24	4	864			1964	56	30	(26)	1994
	1	47	6	282			1964	56	30	(26)	1994
Pilings (per)	14	65	16"		14	\$ 151,139	1964	56	30	(26)	1994
HH						\$ 559,861	2015	5	30	25	2045
Floats (sf)	1	288	8	2,304	3,996	\$ 311,562	2015	5	30	25	2045
	6	47	6	1,692			2015	5	30	25	2045
Pilings (per)	23	65	16"		23	\$ 248,299	2015	5	30	25	2045
JJ						\$ 289,898	2015	5	30	25	2045
Floats (sf)	1	309	8	2,472	2,472	\$ 192,738	2015	5	30	25	2045
Pilings (per)	9	65	16"		9	\$ 97,161	2015	5	30	25	2045

System 5

	Qty.	Length*	Width*	Sq. Ft.	Totals	R&M Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Sys 5						\$ 1,373,203	1986	34	30	(4)	2016
Floats (sf)	1	960	12	11,520	11,520	\$ 898,196	1986	34	30	(4)	2016
Pilings (per)	44	65	20"		44	\$ 475,007	1986	34	30	(4)	2016
On-Float Power (lf)		960	708		960	\$ 518,190	1986	34	30	(4)	2016

	Qty.	Length	Width	Sq. Ft.	Totals	R&M Cost Estimates
Total Float Sys				161,207	-	\$ 18,401,407
Pilings	467					
Length of Docks		25,599				

Past Life Expect
\$ 8,211,700.16

Notes: Sections of Floats A, AAA, and System 5 West Extension were replaced more recently but not the whole float
A (E-S) 2015
AAA (HH-JJ) 2015
System 5 W Ext. 2002

Port of Homer Property Schedule

Small Boat Harbor Facility Values/Measurements

Compiled July 2012

Current Year	2020
CPI inc /yr	2.30%
Yrs from 2012	8

Used R&M cost est. since they included water & electric installation. CPI increase added; no updates from 2014-2015 const.

*All measurements are in feet unless otherwise specified

** 20% Mob/Demob contingency to be added to replacement cost estimate of any project

Ramps

	Qty.	Length*	Width*	Sq. Ft.	R&M Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Ramp 1					\$ 440,461	1984	36	30	-6	2014
Gangway	1	72	6	432	\$ 80,967	1984	36	30	-6	2014
Access/Approach Trestle	1	88	12	1,056	\$ 316,672	1984	36	30	-6	2014
Gangway Landing/Equipment Floats	1	21	17	357	\$ 42,823	1984	36	30	-6	2014
Ramp 2					\$ 433,264	1984	36	30	-6	2014
Gangway	1	72	6	432	\$ 80,967	1984	36	30	-6	2014
Access/Approach Trestle	1	86	12	1,032	\$ 309,474	1984	36	30	-6	2014
Gangway Landing/Equipment Floats	1	21	17	357	\$ 42,823	1984	36	30	-6	2014
Ramp 3					\$ 462,142	2015	5	30	25	2045
Gangway	1	50	6	300	\$ 56,227	2015	5	30	25	2045
Access/Approach Trestle	1	105	12	1,260	\$ 377,847	2015	5	30	25	2045
Gangway Landing/Equipment Floats	1	18	13	234	\$ 28,069	2015	5	30	25	2045
Ramp 4					\$ 555,255	1984	36	30	-6	2014
Gangway	1	72	6	432	\$ 80,967	1984	36	30	-6	2014
Access/Approach Trestle	1	62	24	1,488	\$ 446,219	1984	36	30	-6	2014
Gangway Landing/Equipment Floats	1	26	9	234	\$ 28,069	1984	36	30	-6	2014
Ramp 5					\$ 588,601	1984	36	30	-6	2014
Gangway	1	72	6	432	\$ 80,967	1984	36	30	-6	2014
Access/Approach Trestle	1	101	16	1,616	\$ 484,603	1984	36	30	-6	2014
Gangway Landing/Equipment Floats	1	24	8	192	\$ 23,031	1984	36	30	-6	2014
Ramp 6					\$ 615,950	1984	36	30	-6	2014
Gangway	1	72	6	432	\$ 80,967	1984	36	30	-6	2014
Access/Approach Trestle	1	95	16	1,520	\$ 455,815	1984	36	30	-6	2014
Gangway Landing/Equipment Floats	1	30	22	660	\$ 79,168	1984	36	30	-6	2014
Ramp 7					\$ 267,162	2013	7	30	23	2043
Gangway	1	110	6	660	\$ 123,700	2013	7	30	23	2043
Access/Approach Trestle	1	52	8	416	\$ 124,749	2013	7	30	23	2043
Gangway Landing/Equipment Floats	1	12	13	156	\$ 18,712	2013	7	30	23	2043
Ramp 8					\$ 688,581	2008	12	30	18	2038
Gangway	1	92	6	552	\$ 103,458	2008	12	30	18	2038
Access/Approach Trestle	1	102	16.0	1,632	\$ 489,401	2008	12	30	18	2038
Gangway Landing/Equipment Floats	1	57	14	798	\$ 95,721	2008	12	30	18	2038
Total				16,680	\$ 4,051,416					

Boat Ramps/Launches

	Qty.	Length*	Width*		Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Load & Launch Ramp					\$ 4,198,297	2016	4			
Floats (sf)	2	370	8	5,920	\$ 461,573	2016	4			
Pilings (per)	15	65	16"		\$ 161,934	2016	4			
Concrete Driving Surface	4				\$ 3,574,790	2016	4			
Barge Ramp					\$ 599,757	1986	34			
Asphalt Driving Surface	1			-	\$ 599,757	1986	34			

Grids

	Qty.	Length*	Width*		Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Wood Grid					\$ 600,000	1968	52	Immediate Replacement	0	2019
Platform (Bents 22'L, 8' apart, 20 total)	1	154	22			1968	52		0	2019
Catwalk (w/ ladders, water & power)	1	150	6			2001	19	30	11	2031
Catwalk Support Pilings	40	65	16"			2001	19	30	11	2031
Steel Grid					\$ 750,000	1978	42			
Platform (Bents 22'L, 8'10" apart, 11 total)	1	100	30			1978	42			
Pilings (w/ wooden fenders attached)	18	65	16"			1978	42			
Approach (w/ stairs, water & power)	1	77	16			1978	42			

Harbor Lighting

	Qty.	Length*	Width*	Sq. Ft.	Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
--	------	---------	--------	---------	------------------	------------	-------------	----------------------------	-------------------------	-----------------------------------

High Mast Lights				\$	1,400,000	1984	36	20	-16	2004
PHHML-01 High Mast Light #1 Ramp 2	1			\$	200,000	1984	36	20	-16	2004
PHHML-02 High Mast Light #2 Ramp 3	1			\$	200,000	1984	36	20	-16	2004
PHHML-03 High Mast Light #3 Ramp 4	1			\$	200,000	1984	36	20	-16	2004
PHHML-04 High Mast Light #4 Ramp 5	1			\$	200,000	1984	36	20	-16	2004
PHHML-05 High Mast Light #5 System 5	1			\$	200,000	1984	36	20	-16	2004
PHHML-06 High Mast Light #6 Barg Ramp	1			\$	200,000	1984	36	20	-16	2004
PHHML-07 High Mast Light #7 Ramp 6	1			\$	200,000	1984	36	20	-16	2004

Dredging

	Qty.	Length*	Width*	Cubic Yards	Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Dredging of the Small Boat Harbor					\$	4,000			10	2029
Survey of Harbor basin					\$	4,000				2020

Storage and Laydown Yard (chip pad)

	Qty.	Length*	Width*	Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Storage and Laydown Yard (chip pad)				\$	-				
Fencing									
Security Cameras and Monitoring System									

Electrical Grid

Potable Water Grid

Dry Fire Line

Equipment Sheds

	Qty.	Length*	Width*	Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Ramp 2 Shed									
Ramp 3 Shed									
Ramp 8 Shed									

Total SBH Facility

\$ 11,599,469

Ramps, Barge & Launch Ramps, Grids, High Mast Lights

* Not including Dredging Section

Past Life Expect
\$ 4,633,531

Port of Homer Property Schedule

Port & Harbor Buildings Values/Measurements

Compiled 2/3/2016

Current Year	2020
CPI inc /yr	2.30%
Yrs from 2016	4

Used R&M cost est. where applicable since they included water & electric installation. CPI increase added;

** 20% Mob/Demob contingency to be added to replacement cost estimate of any project

Offices/Buildings

	Cost Estimates **	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Harbor Office	\$ 2,683,296	2015	5	50	45	2065
Building	\$ 2,519,013	2015	5	50	45	2065
Replaceable Contents Value	\$ 164,283	2015	5	30	25	2045
Ice Plant part of the original fish dock 1983 construction	\$ 5,476,115	1983	37	50	13	2033
Building	\$ 3,285,669	1983	37	50	13	2033
Engineered Refrigeration Systems & Ice Makers	\$ 2,190,446	1983	37			
Port Maintenance Shop	\$ 2,519,013	1993	27	50	23	2043
Building	\$ 2,190,446	1993	27	50	23	2043
Replaceable Contents Value	\$ 328,567	1993	27	30	3	2023
Boat House Pavillion	\$ 350,000	2018	2	50	48	2068
Building	\$ 366,285	2018	2	50	48	2068
Auxillary Office Space (4/2016)	\$ 54,761			50	50	N/A
600 sf KBP address 4667 Homer Spit Rd. next to PW's pump station						
Waste Oil Shop	\$ 164,283	2000	20	50	30	2050
Deep Water Dock Shed	\$ 54,761	1990	30	50	20	2040
Pioneer Dock Shed	\$ 109,522	2003	17	50	33	2053
Total	\$ 11,061,752					

Restrooms

	Cost Estimates	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Ramp 2 Restroom	\$ 530,000	2018	2	30	28	2048
2 rooms w/ stalls,						
Ramp 4 Restroom	\$ 219,045	2004	16	30	14	2034
4 single rooms, 1 toilet each						
Ramp 5 Restroom	\$ 305,567	2004	16	30	14	2034
Load & Launch Restroom	\$ 136,903	2004	16	30	14	2034
2 single rooms, 1 toilet each						
Ramp 6 Restroom	\$ 219,045	2004	16	30	14	2034
4 single rooms, 1 toilet each						
Deep Water Dock Restroom	\$ 235,473	2012	8	30	22	2042
Total	\$ 1,646,032					

Disposal/Cleaning Sheds

	Cost Estimates	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Ramp 4 Fish Cleaning Table	\$ 76,666					N/A
Covered Tables w/ Bird Deterrent	\$ 76,666					
Ramp 6 Fish Cleaning Table	\$ 65,713					N/A
Covered Tables	\$ 65,713					
Fishing Lagoon Fish Cleaning Table	\$ 13,143					N/A
Non-covered Tables	\$ 13,143					
Ramp 2 Waste Oil Disposal Shed	\$ 20,000	1992	28	30	2	2022
Building	\$ 21,904					
Ramp 8 Waste Oil Disposal Shed	\$ 25,000	2003	17	30	13	2033
Building	\$ 27,381					
Fish Grinding Shed	\$ 200,912					
Building	\$ 164,283			Immediate Replacement	0	2019
Fish Grinder	\$ 36,629	2018	2	30		
Total	\$ 401,434					

Total Buildings \$ 13,109,218

Port of Homer Property Schedule

Port of Homer Docks Values/Measurements

Compiled 2/4/2016 (Original cost estimates adjusted for inflation CPI)

*All measurements are in feet unless otherwise specified

** 20% Mob/Demob contingency to be added to replacement cost estimate of any project

Last Updated 12/31/2020

Current Year	2020
CPI increase/yr	2.30%
yrs from 2016	4

Deep Water Dock

	Qty.	Length*	Width*	Sq. Ft.	Cost Estimates**	Year Built	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Fenders	9				\$ 2,576,950	2014	6			
Fenders replaced new 2014				-	\$ 2,519,013	2014	6			
				-	\$ 57,937	2014	6			
				-						
				-						
Dock	1				\$ 6,015,479	1990	30			
DWD completed 1990 cost				-	\$ 4,472,474	1990	30			
				-	\$ 1,543,005	1990	30			
				-						
				-						
Security Gate	1				\$ 177,070	2010	10			
Security Gate new 2010 cost				-	\$ 158,807	2010	10			
				-	\$ 18,263	2010	10			
				-						
				-						
Crane	1				\$ 251,551	2003	17			
DWD crane new 2003 cost				-	\$ 197,140	2003	17			
				-	\$ 54,411	2003	17			
				-						
				-						

Pioneer Dock

	Qty.	Length*	Width*		Cost Estimates**	uilt In Ye	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
original fenders included with construction					\$ 3,833,280	2002	18			
installed five new fenders 2015				-		2015	5			
Covered pedestrian walkway 2015				-		2015	5			
Dolphin upgrades 2015				-		2015	5			
				-						
Dock	1				\$ 17,072,335	2002	18			
Pioneer Dock new 2002				-	\$ 13,142,675	2002	18			
				-	\$ 3,929,660	2002	18			
				-						
				-						
Security Gate	1				\$ 13,723	2004	16			
Security Gates new 2004				-	\$ 10,952	2004	16			
				-	\$ 2,771	2004	16			
				-						
				-						

Fish Dock

	Qty.	Length*	Width*		Cost Estimates**	uilt In Ye	Current Age	Engineered Life Expectancy	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR
Fish Dock					\$ 21,311,136	1983	37			
Fish Dock new 1983					\$ 12,276,000	1983	37			
Steel Fender Pilings w/ 6x8 Rubstrip	59		16"		\$ 9,035,136	1983	37			
Dock					10,230,000	1983	37			
Concrete Dock w/ Asphalt Paving	1	384	54		\$ 8,797,800	1983	37			
Steel Pilings	140		20"		\$ 1,432,200	1983	37			
Large (South) Trestle	1	55	200			1983	37			
Small (North) Trestle	1	55	60			1983	37			
Equipment					1,493,580					
Hydraulic Crane 2.5 Ton	6				\$ 1,104,840					
Hydraulic Crane 5 Ton	2				\$ 388,740					
	1									

Total Docks \$ 62,975,105

Port of Homer Rolling Stock

Last Updated

12/31/2020

Current Year 2020

Rolling Stock - Operations

Operations	Year	Asset	CURRENT AGE	TOTAL EXPECTED LIFE	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR	REPLACEMENT COST	License Plate	RRN #
Equipment									
E400	2010	2010 Ford F-150 Regular Cab, Blue	10 years	25	15	2035	\$ 30,000.00	XZC 405	
E403	2009	2009 Chevy Colorado Crew Cab, Blue	11 years	25	14	2034	\$ 30,000.00	XYE 723	
E404	2011	2011 Ford Escape Hybrid, Grey	9 years	20	11	2031	\$ 30,000.00	XXE 847	35380474
E405 yr corrected 4/2016	2005	2005 Ford F-150 Regular Cab, Red 2WD	15 years	25	10	2030	\$ 30,000.00	XZA 571	
E408	1994	1994 Ford F-150 Regular Cab, Blue	26 years	25	-1	2019	\$ 30,000.00	XXS 607	
E429	2013	2013 Ford F-150 Extended Cab, Blue	7 years	25	18	2038	\$ 30,000.00	XXW 897	
E421	2012	2012 Chevy Silverado1500 Regular Cab	8 years	25	17	2037	\$ 30,000.00	XZD 775	37173425
AK 5505K	1999	1999, 20' Kachemak Welding Aluminum Patrol Skiff with Honda 90HP Outboard Engine	21 years	20	0	2020	\$ 50,000.00		
E414									
AK 1824AD	2002	2002, 25' Peregrine Harbor Tug with Twin 150 HP Cummins 4B Series Engines	18 years	30	12	2032	\$ 130,000.00		
E430									
							\$ 390,000		

Rolling Stock - Fish Dock

Operations	Year	Asset	CURRENT AGE	TOTAL EXPECTED LIFE	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR	REPLACEMENT COST	License Plate	RRN #
E406	1995	1995 S10 CHEVY PICK UP 4WD	25 years	26	1	2021	\$ 30,000.00	XXS 627	
E401 fair market value 4/2016	2003	2003 F250 SUPER CAB PICK UP 4WD	17 years	20	3	2023	\$ 40,000.00	XXW 860	28174578
E410	1995	Grove MAN LIFT MV11	25 years	24	-1	2019	\$ 30,000.00		
							\$ 100,000		

Rolling Stock - Maintenance

Operations	Year	Asset	CURRENT AGE	TOTAL EXPECTED LIFE	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR	REPLACEMENT COST	License Plate	RRN #
E240		T1-1996 FLATBED TRAILER	Years				\$ 6,000.00		
E402	2003	2003 FORD F-250 4X4 PU - P/H MAINT	17 Years	20	3	2023	\$ 40,000.00	XXW 859	28174486
E411	2011	2011 BOBCAT VERSA HANDLER	9 Years	25	16	2036	\$ 70,000.00		
E412	1995	T2-1995 FISH CARCUS DUMP TRAILER	25 Years	25	0	2020	\$ 12,000.00	XXS 622	
E415	2000	2000 FISH CARCUS TRAILER	20 Years	25	5	2025	\$ 12,000.00		
E416	2004	2004 FISH CARCUS TRAILER	16 Years	25	9	2029	\$ 12,000.00		
E417		TRAILER FOR FIRE CARTS	Years				\$ 1,000.00		
E419	2006	2006 KOMATSU WA100M-5 F.E.LOADER-PH	14 Years	25	11	2031	\$ 70,000.00		
E424	2001	2001 F550 USED OIL VAC TRUCK	19 Years	25	6	2026	\$ 60,000.00	XXS 645	
E426	2008	2008 F-350 4X4 - PORT MAINT	12 Years	20	8	2028	\$ 40,000.00	XXW 874	
E427	1993	1993 CHEV STEP -SIDE VAN P/H	27 Years	30	3	2023	\$ 30,000.00	XXW 877	
E428	2010	2010 F-350 4X4 - PORT MAINT	10 Years	15	5	2025	\$ 40,000.00	XXW 886	
E409	2016	2016 FORD SC FLAT BED	4 Years	20	16	2036	\$ 40,000.00	XZD 556	
		TRAILER FOR 20' PORT OPERATIONS SKIFF	Years				\$ 6,000.00		
		WIGGINS FORK LIFT	Years				\$ 40,000.00		
PHCOBARGE		ECO BARGE	Years				\$ 30,000.00		
		FIRE CARTS X 8, AND FIRE PUMP	Years				\$ 210,450.00		
PHHBCARTS		HBRBOR CARTS USED ON FLOATS	Years				\$ 6,000.00		
		SNOW PLOWS X4, PM & ICE HOUSE	Years				\$ 31,000.00		
		SNOW SWEEPSTERS X 3	Years				\$ 13,500.00		
		HONDA SNOWBLOWER X 8	Years				\$ 24,000.00		
							\$ 793,950		

Total Rolling Stock

\$ 1,283,950

Equipment - Maintenance

Operations	Year	Asset	CURRENT AGE	TOTAL EXPECTED LIFE	YEARS OF LIFE REMAINING	NEEDS TO BE REPLACED IN THIS YEAR	REPLACEMENT COST	License Plate	RRN #
E261	1995	1995 INGERSOLL RAND AIR COMPRESSOR	Years				\$ 5,500.00		
E266		STAINLESS P/U SANDER -OLD	Years				\$ 6,000.00		
E282	2001	2001 VIKING WASTE OIL TRANSFER PUMP	Years				\$ 9,000.00		
		BOBCAT 84" ANGLE BROOM	Years				\$ 8,000.00		
		BOBCAT PALLET FORKS	Years				\$ 6,000.00		
E413		RIGID 3000 PSE PRESSURE WASHER	Years				\$ 500.00	XXS 622	
		KOMATSU SNOW PLOW BLADE	Years				\$ 10,000.00		
		KOMATSU PALLET FORKS	Years				\$ 6,000.00		
PHFISHGRNFAC		FISH GRINDER EQUIPMENT	Years				\$ 60,000.00		
		HOTSY PRESSURE WASHER	Years				\$ 6,000.00		
		WELDERS AND EQUIPMENT	Years				\$ 28,000.00		
		HONDA PORTABLE GENERATOR	Years				\$ 12,400.00		

		USED OIL EQUIPMENT		Years				\$	34,950.00		
		HONDA MULTIPURPOSE WATER PUMP X7		Years				\$	4,200.00		
2008 GENE	2008	2.45/25 IC ARTICULATING BOOM LIFT	12	Years	25	13	2033	\$	65,000.00		
		WELDER IN E427		Years				\$	10,000.00		
								\$	271,550		

Total Equipment **\$ 271,550**

Total Rolling Stock and Equipment **\$ 1,555,500**

u: drive/office/budget&finance

	All Port Infrastructure Assets		Port Assests Past Engineered Life Expectancy
Float System	\$ 18,401,407.00		\$ 8,211,700.00
SBH Facility	\$ 11,599,469.00		\$ 4,633,531.00
Buildings	\$ 13,109,218.00		\$ -
Docks	\$ 62,975,105.00		\$ -
Rolling Stock	\$ 1,555,500.00		\$ 60,000.00
TOTALS	\$ 107,640,699.00		\$ 12,905,231.00



City of Homer

2021-2026 Capital Improvement Plan



Homer's Port & Harbor is a regional asset serving commercial fishing vessels from nearly every fishery in the State, the US Coast Guard and industry support vessels whose delivery of supplies to industries and remote communities is foundational to Alaskan commerce at all levels.

Developing a new large vessel harbor is the City's top priority project. It will alleviate navigational safety concerns in Homer's overcrowded small boat harbor and support emerging regional and national economic opportunities vital to Alaska's future.





City of Homer

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September 23, 2020

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2021 through 2026 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2021-2026 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

It is the City of Homer's intent to update the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Rob Dumouchel
City Manager



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Funded Projects from the 2020-2025 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed and/or funding procured:

- **Emergency Radio Communication System**
The Homer Volunteer Fire Department secured FY2017 reallocation grant funds from the AK Division of Homeland Security and Emergency Management to upgrade a portion of the Department's mobile radios. The City's systematic upgrade of its Emergency Radio Communication System will continue as other components of the project remain to be upgraded.
- **Pratt Museum New Facility and Site Redesign**
This project has been completed.



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects the community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The plan identifies ways a project will benefit the community, indicates the priorities assigned to different projects, and presents a very general target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Plan for maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, due to some of the projects being funded and completed within the year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including the nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, City Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?



Integration of the CIP With Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.



State Legislative Request FY2022

City of Homer FY2022 State Legislative Priorities
approved by the Homer City Council
via Resolution 20-084

- 1. Port of Homer: New Large Vessel Harbor Phase 2**
- 2. Storm Water Master Plan**
- 3. Main Street Sidewalk Facility: Pioneer Avenue North**
- 4. Multi-Use Community Center, Phase 1**
- 5. Barge Mooring & Large Vessel Haul Out Repair Facility**



1. Port of Homer: New Large Vessel Harbor

Project Description & Benefit: This project will construct a new large vessel harbor to the north of Homer's existing Port and Harbor. It will enhance port capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats. The new facility will address overcrowding and associated navigational safety concerns and high maintenance costs in Homer's small boat harbor,
- Enabling Homer to moor an additional 40 to 60 large commercial vessels that potentially would use Homer Port & Harbor as a home port, but have been turned away due to their overall size, draft, or that the systems are working beyond capacity and we simply lack the space;
- Positioning Homer's Port and Harbor to meet the demands of emerging regional and national economic opportunities such as the Cook Inlet Oil & Gas industry, the opening of the Arctic for research, transportation and resource development and the US Coast Guard's long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate USCG new assets to be deployed in the region.

Centrally located in the Gulf of Alaska, Homer's Port & Harbor is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska. The new moorage facility will fill the unmet needs of large commercial vessels operating in the maritime industrial, marine transportation and commercial fishing industries.

Plans & Progress: The City, State of Alaska DOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2007, which was put on hold because preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding. High demand and favorable changes in cost drivers since then prompted the City and the ACOE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program Study grant in 2018. The study's positive results led to a recommendation by the ACOE to resume work on the Navigational Improvement Feasibility Study. ACOE listed the project on their FY21 workplan for a budget allocation in FY22. The City has formally expressed its intent to work with the ACOE on the Study and to renew our partnership with the State of Alaska for technical expertise and funding, with cost sharing (50% Federal, 25% State, 25% City) over three years.

Total Project Cost Estimate: \$150,000,000

Phase 2: General Investigation Study \$3,000,000

Federal: \$1,500,000

City: \$ 750,000 (\$250,000 annually for three years committed)

State: \$ 750,000 (\$250,000 annually for three years)

FY2022 State Request: \$250,000 cost share for GI study) and \$30,000,000 (in the General Obligation Infrastructure bond)



The large vessel port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It will relieve large vessel congestion in the small boat harbor and will provide secure moorage compatible with the USCG's assets.



2. Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 1980's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

- Identify current and future storm runoff flows from individual drainage basins within the community.
- Identify infrastructure needed to effectively collect, transmit, treat, and discharge surface water runoff to Kachemak Bay.
- Provide a staged approach to constructing needed infrastructure to serve an expanding/developing community.
- Establish pipe sizing, detention basin volumes, and cost estimates.
- Mitigate storm water runoff through the use of a wide variety of gray and green infrastructure practices and technologies that improve the quality and reduce the quantity of runoff discharging directly to receiving waters.
- Develop public education programs targeting specific stream degradation from storm water runoff.
- Provide storm water management systems and practices including collection, storage, conveyance and treatment structures that are components of a comprehensive plan to preserve or restore natural/stable in-stream hydrology.
- Identify projects that incorporate green infrastructure to manage, treat or reduce storm water discharges and urban non-point source runoff to the critical wildlife habitat of Kachemak Bay.

Plans & Progress: In 2019, the Department of Environmental Conservation awarded the City an Alaska Clean Water Action stewardship grant to begin work on the Stormwater Master Plan. Grant funds were used to produce baseline stormwater collection and treatment to minimize the ecological, economic and community impacts of runoff. Local planners, engineers and the public will use this information as a tool in the development of the Master Plan. Funds also constructed green infrastructure features at the new Homer Police Station with interpretive signage that teaches the public about the value of green infrastructure for our community.

Total Project Cost: \$320,000

2019 ACWA Grant: \$70,000

FY2022 State Request: \$225,000
(City of Homer 10% Match: \$25,000)



A master plan is needed to address storm water management issues.



3. Main Street Sidewalk Facility: Pioneer Avenue North

Project Description and Benefit: This project will provide ADA-compliant sidewalks, curb and gutter on Main Street from Pioneer Avenue north to Bayview Park.

Main Street is Homer's primary north-south corridor extending from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach); it crosses Homer's primary east-west thoroughfares, Pioneer Avenue and the Sterling Highway. It provides access to residential neighborhoods, South Peninsula Hospital and Bayview Park, yet has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will provide pedestrian safety, accessibility and enhance the quality of life for residents and visitors alike.

Plans and Progress: The need for Main Street sidewalks was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan. Main Street sidewalk improvements for the State-owned portion of Main Street (from Pioneer Avenue south) have long been a project in the CIP. Completing a sidewalk facility on the City-owned portion from Pioneer Avenue northward would provide a continuous, safe pedestrian route through the heart of Homer.

The overall project is conceived as sidewalks on both sides of Main Street from Pioneer Avenue to Bayview Park. A phased approach is suggested, beginning with sidewalk on the west side of Main Street only, first to Fairview Avenue, then to Bayview Park.

Plans & Progress: A engineer's conceptual cost estimate for both phases of the project has been developed. In 2020, City Council authorized \$98,000 from the HART-Roads Fund to complete project design, permitting and a formal cost estimate to bring the project to a shovel-ready status.

Total Project Cost: \$1,825,000

Phase I: \$912,500

Phase II: \$912,500

FY2022 State Request for Phase 1: \$821,250

(City of Homer 10% Match: \$91,250)



Pedestrian safety along Main Street, one of Homer's primary north-south roads, would benefit from a sidewalk facility.



4. Multi-Use Community Center, Phase 1

Project Description & Benefit: This project is the first phase in designing and constructing a multi-use Community Center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. Years of growing numbers of requests to Parks and Recreation for access to indoor facilities highlights the need for this project. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need. Incorporating an extensive public input process, the PARC Needs Assessment reflects the community's high priority on community access to public recreational and educational spaces and identifies a community center as a significant future investment for the community.

The PARC Needs Assessment included a statistically valid survey question asking the community's interest for constructing and funding an \$18 million facility. 30% of respondents agreed with the statement that this facility is a priority in the next five years; an additional 27% placed it as a priority in the next five to ten years. The success of this project requires sources for capital funding and a sound feasibility study to determine how ongoing operations would be funded.

Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community meetings and events, and dedicated space for youth as priority features. The PARC Needs Assessment describes the community center as a comprehensive multi-generational facility that offers something for people of all ages; an important part of the feasibility study will be to help avoid overbuilding, building without considering other area amenities, or underestimating operations and maintenance costs to create a vibrant, sustainable multi-purpose public space.

Plans & Progress: In 2017, community members completed construction on the South Peninsula Athletic and Recreation Center (SPARC) on Kenai Peninsula Borough School District property located adjacent to the Homer Middle School. SPARC offers indoor recreation and event space for activities such as indoor soccer, walking, and running; parent/child play groups; roller skating and roller derby; pickleball (with a non-regulation ball); and open gym.

In 2018 the Homer Education and Recreation Complex (HERC) Task Force completed several months of study and provided recommendations to the City Council regarding the future of HERC1. Based on Task Force recommendations the City Council requested letters of interest for use of the facility and issued a request for proposals to upgrade and manage HERC1 in spring 2019. No proposals were received and the City Council initiated steps to evaluate HERC1 demolition.

A reconnaissance or preliminary feasibility study will evaluate the size and type of facility, recommend functional spaces based on community need and not duplicating services, develop conceptual floor plans and site plans, estimate total construction cost, project ongoing operational costs and identify funding mechanisms.

Total Project Cost: \$500,000

FY2022 State Request: \$500,000
(City of Homer 10% Match: \$50,000)



The City of Unalaska's Community Center is the hub of community activities. Centrally located, the Community Center is widely used by both residents and visitors. It has everything from a cardio and weight room to music and art areas.



5. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

Project Description & Benefit: This project constructs safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer.

Phase 2 is design and construction of the barge mooring stations and some improvements to the uplands repair site. Design and permitting is complete, utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. It is shovel ready. Phase 3 will design and complete construction of all upland improvements.



Three vessels hauled out for repairs on Homer Spit Lot TR 1 A.

Total Project Cost: \$6,044,764

2019: Phase 2 Barge Mooring Engineering/Permitting/Geotechnical/Design: \$297,626 (Design completed June 2020.)

2021: Phase 2 Barge Mooring Construction: \$2,367,238 (Project is shovel ready.)

2022: Phase 3 Haul Out Repair Facility Design: \$178,400
Haul Out Repair Facility Construction: \$3,201,500

FY2021 State Request for Phase 2: \$2,367,238

(City of Homer 10% Match: \$236,723)



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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City Hall Access Barrier Removal

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36" width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32" width requirement; and
- front door entrance threshold height.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could potentially be addressed in conjunction with DOT&PF's Lake Street Repaving Project (currently scheduled for 2021) to take advantage of the paving equipment and contractors which will be mobilized locally.

Total Project Cost: \$400,000

Schedule: 2021

Priority Level: 1



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp and Retaining Wall

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreation activity provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska.

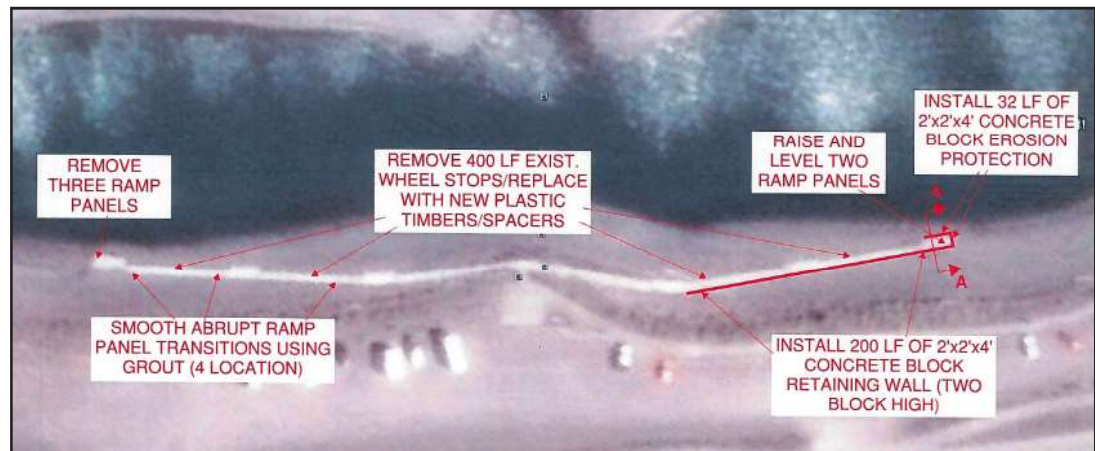
Over the years the accessible ramp has fallen into major disrepair and is no longer complaint or usable by anglers with mobility challenges. In 2018 the Alaska Department of Fish and Game attempted to provide funding for improvements to the accessible ramp, however funding was pulled.

Plans & Progress: The City of Homer ADA Compliance Committee has identified this improvement as a significant benefit and ADF&G has submitted a request for Fiscal Year 2021 to replace the South ADA ramp.

Total Project Cost: \$59,300

Schedule: 2022

Priority Level: 2



Homer Harbor and Public Works personnel working with the Alaska Department of Fish & Game developed this plan to make the Nick Dudiak Fishing Lagoon ramp accessible.



Public Restroom Accessibility Barrier Removal

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects barriers at City public restroom facilities. A clear path of travel to a bathroom and clearance for entry, maneuverability inside, and access to water closets, toilet paper, soap and hand towel dispensers or dryers, are just some of the key requirements of the ADA. These accessible features are required for public restrooms whether they are restrooms with stalls in a City building or individual bathrooms that are located on the spit and in town. Correcting these issues are a benefit the entire community.

Barrier removal in existing bathrooms include:

- Relocation of grab bars, toilet paper dispensers, coat hooks, and mirrors;
- moving tactical signage to the appropriate location on the left side of the entrance;
- adjusting the entrance threshold height;
- replacing toilets that are too high or have flush lever to the open side of the water closet;
- covering pipes below lavatories;
- replacing hardware on stall doors and bathroom doors;
- removing obstacles to clear floor space for wheelchair maneuverability, and;
- complete bathroom facility replacement.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could proceed in phases. Phase 1 would remove accessibility barriers in existing City restrooms, bringing them into ADA compliance. Many of the barriers exist in several restrooms and could be addressed through one project. ADA improvements to the Karen Hornaday Park restroom is not recommended due to the buildings advanced age and poor condition. Phase 2 is to remove and replace the bathroom at Karen Hornaday Park.

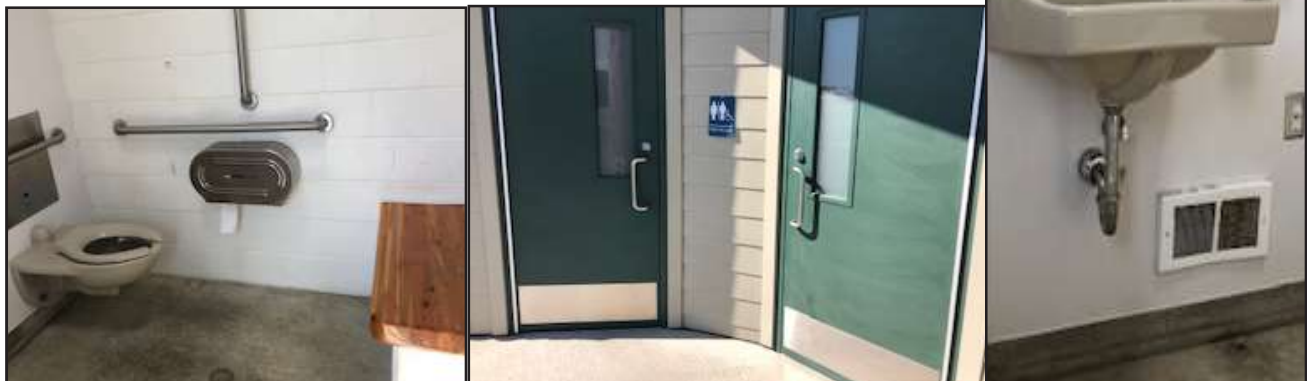
Total Project Cost: 400,000

Schedule:

2021-2022: Phase 1 Barrier removal in existing bathrooms \$75,000

2023-2024: Phase 2 Demo and replace existing bathroom at Karen Hornaday Park \$325,000

Priority Level: 1



This project will correct accessibility issues at City of Homer public restrooms. Some depicted here include improperly placed dispensers and grab bars, lack of wheel chair space from bench, incorrect door swing and lack of cover on the lower pipes



Removing Parking and Pavement Accessibility Barriers at City Facilities

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, and at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project proposes to proceed in two phases. Phase 1 is currently being worked on and will be going back out to bid. It includes at least eight paved accessible parking spaces and at least two van accessible spaces in the vicinity of Harbor Ramps 3, 4 and 5 and at public restrooms and resolving non-compliant signage and pavement marking. Phase 2 includes resolving non-compliant parking lot cross slopes and non-compliant signage and pavement marking at the remaining city facilities listed above. If not already completed, this project could potentially address cross slope corrections at City Hall (included in a separate CIP project) to take advantage of mobilized paving equipment and crews.

Total Project Cost: \$400,000

Schedule:

2021-2022: Phase 1 Harbor Accessible Parking,
\$50,000

2022-2023: Phase 2 City Facility Parking Lot Cross
Slopes & Signage, \$350,000

Priority Level: 1



Accessible parking spaces at Ramp 4 in the Port & Harbor provide an example of where spaces need to be paved and a path of travel provided to the sidewalk.



Self-Evaluation and Transition Plan for City Parks, Trails & Campgrounds

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. The Self-Evaluation is a comprehensive report that outlines the barriers for people with disabilities as they seek to use local government services and programs. It is drafted by the state or local government in collaboration with and review by a sample user group of people with disabilities. It includes a transition plan of architectural and administrative barriers to programs that need to be removed in order to make the program accessible. Completion of this project will be a significant step meeting the requirements of Title II of the ADA, by having a full Self-Evaluation and Transition Plan for the City of Homer.

A completed Self Evaluation and Transition Plan will:

- Acknowledge the City's obligation to comply with ADA Title 2 Subpart D- Program Accessibility § 35.149 Discrimination prohibited;
- meet the requirement of ADA Title 2 Subpart D- Program Accessibility § 35.150 Existing Facilities, (d) Transition Plan;
- identify barriers to be resolved and establish a timeline for completion; and
- bring the City of Homer closer to its goal of being a Universally Accessible City as identified in Resolution 17-075(A).

Plans & Progress: In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

Total Project Cost: \$60,000

Schedule: 2021

Priority Level: 1



Accessibility improvements to trails, parks and campgrounds allows everyone to receive full benefits of Homer's park & recreation amenities.



Parks, Art, Recreation & Culture

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Bayview Park Restoration

Project Description & Benefit: Bayview Park is a small, relatively quiet fenced neighborhood park at the top of Main Street. The goal of this project is to improve the accessibility and safety of the Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

A dedicated group of volunteers in Homer's Early Childhood Coalition have adopted the park, created a park Master Plan and completed some improvements to the park: an embankment slide, log steps, and an alder fort and boulders. Homer's Early Childhood Coalition continues to work to complete elements included in the Park's Master Plan. In 2014, they completed an ADA accessible pathway and made temporary repairs to the perimeter fence. They are currently working to replace the fence, add new play equipment and extend accessible pathway to all play features.

- Summer 2022: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2023: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Homer Early Childhood Coalition raised money and funded a new slide and boulders that were installed by the City of Homer. Several parents built and installed stepping logs and 2 small "bridges". In 2013 Homer Early Childhood Coalition coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to pay for design costs and install new play elements. ADA parking and access trail improvements were completed in 2014 utilizing in-kind donations of equipment and labor and an additional \$5,118 in fundraising dollars.

Total Project Cost: \$189,974

Schedule: 2022-2023

Priority Level: 2



Though charming, the white picket fence that surrounds Bayview Park is in need of constant repair. A more practical chain length fence is needed to keep young children out of roads and ditches.



Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. An ADA accessible restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$295,000

Schedule: 2023

Priority Level: 3



The parking lot at the Spit trail head full of cars on a sunny day.



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for softball fields. It also features a disc golf course.

The proposed project will complete Phase 2 by improving drainage around the upper ball field, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011 after a five year period of incremental improvements. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was created, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, three infields were resurfaced. In 2010, with volunteer help, topsoil was spread and seeded on two of the three fields and the parking area was improved and expanded. 2011 saw improvements to the third ball field: drainage improvements on the outside perimeter (right and left field lines), imported material to improve the infield and topsoil and seeding to improve the outfield.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2021-2022

Priority Level: 2



One of the softball fields at Jack Gist Park.



Karen Hornaday Park Improvements

Project Description & Benefit: Homer's popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It also hosts community events such as the Highland Games. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Presently, Phase 2 improvements providing safe and inclusive access to the park and its essential facilities are underway. Thanks to volunteer efforts and HART Program funding, significant trail access improvements were completed in 2018: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview Avenue and allows people to enjoy and appreciate Woodard Creek. In 2019, the City plans to adjust the road alignment entering the park, and better delineate the eastern overflow parking area. This will increase pedestrian safety from the parking areas to the main portion of the park.

Phase 3, is the replacement of the central restrooms for the park, and increasing ADA accessibility to the restrooms, parking area and main picnic facility. The current restrooms are well past their useful life and will need total replacement in the near future. The travel surface from the parking area to the restrooms and the main picnic shelter is too steep and uneven for universal access. This phase includes rebuilding ADA compliant restrooms, parking spaces, path to restrooms, path to the picnic shelter, and paved area around the BBQ's and fire pit area.

Plans & Progress: Phase 1 of park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014. For 2019, the City budgeted funds for minor road alignment work, speed bumps and parking lot reconfiguration.

Phase 3: The City has conducted a site visit with the local independent living center to access the access problems and potential solutions. Additionally, the City has an adopted ADA Transition Plan that prioritizes upgrades to parking, access routes, equitable access, and restrooms.

Total Project Cost: \$1,970,750

Schedule: 2021 - 2024

Priority Level: 1



Upper Woodard Creek Nature Trail and an access trail along Fairview Avenue were completed in 2017 with volunteer labor and a small amount of City funds.



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park's attractions. Traffic calming features are scheduled to be completed in 2019.



Port and Harbor

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Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: Upgrades to the Deep Water/Cruise Ship Dock are necessary to provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area. A feasibility study of expanding and strengthening the dock (with later phases including a terminal building and other upland improvements) is nearing completion. Expansion increases the Port & Harbor's capability to support regional resource development initiatives with moorage and a staging area for freight service to the Lake and Peninsula Borough (via the Williamsport-Pile Bay Road) and to potential future Cook Inlet region resource development projects. There is current demand for modifications to the existing dock to accommodate long-term mooring of large resource development vessels such as timber, mining and oil and gas barges, and as designed, the dock will be able to handle icebreakers, of particular importance given Alaska's strategic arctic location.

The facility will boost cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

Finally, improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port.

Plans & Progress: In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in FY2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY2011. Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City started on project design and feasibility with R&M consulting to begin design and feasibility. To date, the team completed an extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. The feasibility study helped identify the best option for expansion to improve freight and cargo handling capabilities. Some uplands improvements have been completed to benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

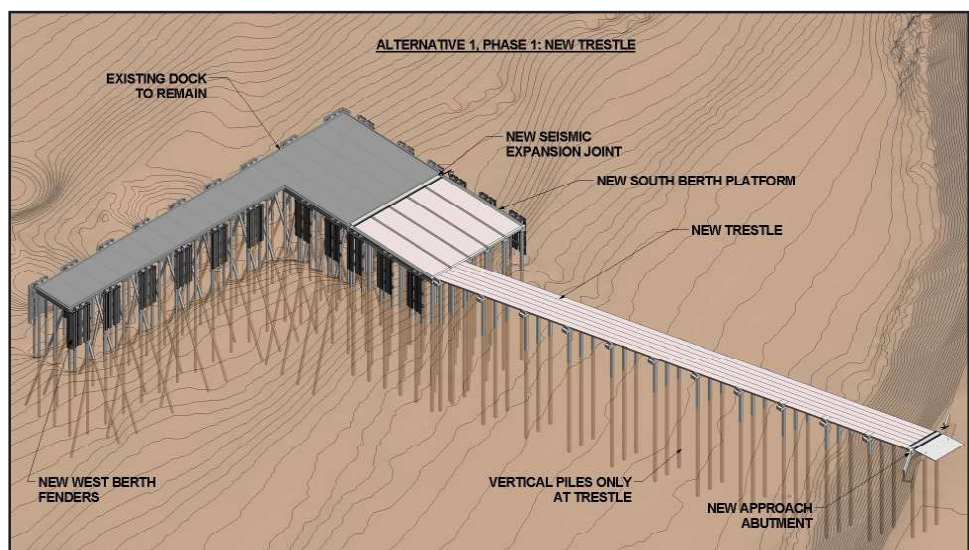
Total Project Cost: \$35,000,000

Feasibility: \$1,250,000
(Completed September 2016)

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion proposed design.



Harbor Ramp 8 Public Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$295,000

Schedule: 2025

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



Homer Harbor Cathodic Protection

Project Description & Benefit: Homer Harbor's float system is comprised of 161,000 square feet of concrete and wood floats supported by over 500 steel pilings. Steel has a number of characteristics that make it desirable for structural use in harbors, including the ability to last almost indefinitely if properly protected from the destructive effect of electrolysis. Corrosion stemming from electrolysis, however, dramatically shortens the useful life of the pilings.

Most of the float system piling in Homer Harbor predates the 1999 ownership exchange from the State to the City of Homer. When originally installed, a hot-dipped galvanized coating protected the piling. This coating is typically effective between 15 and 20 years. Harbor pilings range in age from 34 to 26 years old.

Over time, electrolysis has depleted this original protective coating to the point where it is no longer protecting the pilings. The potential readings obtained in a cathodic protection half-cell survey in 2018 were -0.60, a reading that indicates freely corroding steel according to National Association of Corrosion Engineers (NACE) Standards.

This project proposes to install a passive cathodic protection system to fully protect the saltwater and soil submerged harbor pilings from corrosion. The method selected provides zinc anodes attached externally to the pile as a "sacrificial" source of positively charged ions. The anode material oxidizes preferentially to the steel, greatly reducing or eliminating the rusting of the steel piles.

The long-term benefit is to extend the remaining safe and usable service life of the harbor float system, at least an additional 20 years and perhaps indefinitely, avoiding the high costs of limiting allowable loads on corroded load-bearing piles and eventually repairing or replacing structurally disabled piling.

Plans & Progress: The City began the process of installing cathodic protection in 2018. As part of that project, R&M Engineering designed a cathodic protection program for the entire harbor float system. The sacrificial anode system was selected as it has the advantage of being relatively simple to install, is suitable for localized protection, and less liable to cause interaction on neighboring structures.

Utilizing \$200,000 in Port and Harbor reserve funds, the City contracted a firm to install zinc anodes on 139 of the 500 harbor piles. Test results from a post-construction cathodic protection survey verified that the system is providing adequate levels of cathodic protection to the piles as defined by the applicable NACE International Standards SP0176-2007.

It is our goal to get this work done as quickly as possible to preserve the integrity of the foundation of the float system harbor-wide.

Total Project Cost: \$914,240

Cathodic Protection 2018: \$200,000
(139 pilings completed with City of
Homer Port & Harbor Reserve funds)

Cathodic Protection 2019 \$714,240
(protect remaining pilings)



Example of the damage electrolysis causes to harbor pilings. This broken piling in 2012 caused the R & S floats in the harbor to be condemned until it could be repaired.

Schedule: 2021

Priority Level: 1



Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer.

Although the Ice Plant has been maintained very well since being built in 1983, efficiencies may be gained by upgrading certain key components of the plant with current technologies, which may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 initiated in 2019 with the City contracting Coffman Engineering from Anchorage assess Homer's Ice Plant and prepare a list of recommendations/options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. The study is complete and staff are creating recommendations for how to move forward with upgrades.

Total Project Cost:

Phase 1: \$40,000

Phase 2: TBD based on consultant recommendations and upgrade plan adopted.

Schedule:

- 2019-2020: Phase 1 study completed; staff review and findings/recommendations being developed;
- 2021: Design and engineering for upgrades;
- 2022: Upgrade ice plant.

Priority: 1



Four of the Ice Plant's aging compressors are shown here.



Large Vessel Sling Lift, Phase 1

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful.

However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration.. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger than 150 tons.

A sling lift has been proposed as a possible haulout solution for vessels that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, similar to how large shallow draft vessels currently utilize the airbag system. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

The sling lift facility is proposed for the old chip pad to provide an on-site repair yard.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will address if the proposed location is compatible, and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models such as privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees. It will also work on regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

Phase 2 will be acquisition of the sling lift and construction of the support infrastructure after considering the results of the phase one study.

Total Project Cost: \$65,000 (Phase 1)

Schedule: 2022

Priority Level: 2



An example of a sling lift and adjacent repair yard area.



Old Main Dock Removal and Disposal

Project Description & Benefit: This project will remove the old Main Dock from inside the Pioneer Dock facility and dispose of or salvage all associated materials. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe to be used as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place.

The Main Dock has become a safety hazard and potential liability for the City. It has deteriorated to the point that it is unsafe even for an individual to walk on.

Plans & Progress: Identifying this project in the Capital Improvement Plan aids in the project's first step, which is to search and solicit sources of financial aid for the project. For instance, it is possible it would qualify under a State or Federal initiative for waterfront renewal or rehabilitation. Removal of the Main Dock can be achieved using a variety of heavy equipment and disposal methods that satisfy safety, environmental and building requirements.

Total Project Cost: Unknown. Methods for removal presented by interested contractors at a later date will help hone the scope of work and cost requirements for this project.

Priority Level: 3

Schedule: 2024



The former Main Dock in Homer's Port & Harbor is over fifty years old, defunct and deteriorated to the point that it is a hazard and a liability.



System 4 Vessel Mooring Float System

Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor construction in 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. System 4 floats are over 20 years beyond their engineered life expectancy and are showing their age. This project can be done in phases.

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 7 to JJ and HH as part of the same project. A new landing float was installed for Ramp 7 in the spring of 2014. Phase 2 floats CC, DD, EE, GG will be replaced next.

Total Project Cost: \$5,600,000

Schedule:

2022 Design: \$600,000

2023-2026 Construction: \$5,000,000

Priority Level: 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





Truck Loading Facility Upgrades at Fish Dock

Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area.

Total Project Cost: \$300,000

Schedule: 2023

Priority: 3



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.



Wood Grid Replacement

Project Description & Benefit: The Wood Grid is a series of benches (in this case wooden beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide recedes. Vessel owners are able to do minor repairs and inspections to their vessels hulls while “dry” on the grid and refloat with the incoming tide.

The Wood Grid is one of two tidal grids that the Port and Harbor operates. Because of our large tidal exchange in Kachemak bay, Homer’s tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Wood Grid was originally built 40 years ago and accommodates vessels up to 59 feet with a 50-ton limit. Other than the walkway replacement that occurred in 2001, the wood grid has seen very little in terms of upgrades since.

Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually to get under the vessels on the grid to perform repairs. A second issue is with the Wood Grid’s retaining walls. Due to age, the upper wall is no longer retaining infill from the bank above and the lower submerged wall has degraded to the point that staff are not able to repair it. Another concern is that the benches and the buried pile that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

Plans & Progress: This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement, including what permitting is required. The second phase would be construction.

Total Project Cost:

Phase 1: Engineering and design: \$25,000

Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2021

Priority Level: 1



The Wood Grid in Homer’s Port and Harbor was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than replacing the walkway in 2001, the wood grid has seen very little in terms of upgrades since.



Public Safety

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- **Fire Department Fleet Managment31**
- **Fire Hall Expansion, Phase 1.....32**



City of Homer Radio Communication System Upgrades

Project Description & Benefit: The City's radio communication system is a complex, high-tech, multi-component communication infrastructure that serves the daily needs of the Homer Police, Fire, Port & Harbor and Public Works Departments and is critical for effective emergency response to natural disasters and man-made incidents. Communication system technology has changed tremendously during the last thirty years of the digital age. It is now completely digital, can carry encrypted data in addition to voice communications and must comply with FCC bandwidth requirements.

Homer's communication system (consisting of the Public Safety Radio System, the Port and Harbor Radio System and the Public Works Radio system) needs upgrading to keep up with technological advances, comply with new FCC bandwidth requirements, maintain interoperability with all local, borough and state agencies utilizing the ALMR system and maintain software updates and other manufacturer product support.

The goal of this project is to upgrade the entire radio communication system by 2020 to stay within FCC compliance.

Plans and Progress: Progress on this project has been incremental with assistance from Alaska State Homeland Security grant funds. To date, the main dispatch consoles, two City of Homer repeaters, two emergency backup dispatch radios and all Police Department radio units have been upgraded. Components still needing upgrades are listed under the Total Project Cost section below.

Total Project Cost: \$850,362 - \$950,362

(\$560,362 of total project cost has been funded through State Homeland Security and Emergency Management grant awards.)

Public safety repeater relocation on Homer Spit:	\$ 35,271 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 63,430 (completed)
HPD Public Safety radios:	\$ 165,661 (completed)
HVFD Public Safety radios	\$ 53,325 (completed of 100,000 - \$120,000)
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2019-2022

Priority: 1



City-wide radio system upgrades are needed to maintain full communication operability.



Fire Department Fleet Management

Project Description & Benefit: To meet the community's fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, three front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus over 25-years old and properly maintained should be placed in reserve status.

Many of the apparatus and specialized vehicles in the Homer Volunteer Fire Department fleet are 15 years to over 30 years old and at the end of their functional life. Functional capabilities and safety features of fire apparatus has greatly improved in the last 10-15 years. Current apparatus have fully enclosed cabs, modern seat belt configurations, improved roll-over stability, significantly improved braking systems, better roadability, and many other safety improvements. Apparatus over 25 years old also become unreliable. Systems fail, putting both firefighters and the public at risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk.

The HVFD fleet is in need of a number of vehicle replacements to safely and efficiently protect the lives and property of Homer residents. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Tanker-2 is a 31-year old Tanker/Pumper. Tanker/Pumpers combine the capabilities of a Fire Engine and a Tanker, fulfilling response vehicle requirements with four vehicles rather than six at a huge savings of two fewer apparatus and reduction of the number Fire Station Bays needed. This project replaces Homer's Tanker-2 while Kachemak City simultaneously replaces its 34-year old Tanker-1. This will require coordinating the acquisition of the two apparatus to potentially reduce the unit cost and to assure matching Apparatus for interoperability. \$650,000

Brush-1. Brush-1 is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit. It is HVFD's single front-line wildland firefighting apparatus and is 15 years past its useful life. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. Brush Trucks are designed to provide a rapid response to wildfires and to provide access to areas that will not support the weight or dimensions of larger fire trucks. Brush-1 is overloaded with a crew of four firefighters, a slip on firefighting unit with 200 gallons of water and the required firefighting tools and hoses. It has none of the safety systems on current vehicles, including airbags for the front seat occupants. \$95,000

Command-1, a 2006 Ford is as a rolling command post that sets up at incidents to provide for incident command especially at complex or lengthy incidents. At 15-years old, Command-1 lacks a command module used for properly providing scene control and tactical decision-making and lacks effective communication capabilities, which is a key component to incident command and a safety priority. \$75,000

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. These three pieces of equipment are the highest priority.

Total Project Cost: \$820,000

Schedule: 2021-2022

Priority Level: 1



At 31 years old, HVFD's Tanker 2 has aged out of its function life. Newer models, like the one above, have greatly improved functionality and safety features.



Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer's emergency services space needs. Initial plans to correct building and space inadequacies was to co-locate the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion of the Fire Hall. For the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets. While the plan initially called for adding 2,000 square feet to meet minimum space needs, in the end, nothing was done to address inadequate facility space.

This project resumes the process to expand the Fire Hall, either through enlarging and extending at the current site or replacement. The current site, centrally located with access to Pioneer Avenue and Lake Street is an optimum location, but expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

Plans & Progress: This project can progress in phases. Phase 1 includes pre-development work: updating the needs assessment to reflect current departmental conditions/needs and a stand-alone Fire Station facility, determining site feasibility, the potential to include the old Police Station into the design and preliminary design drawings.

Total Project Cost: Design phase \$350,000

Schedule: 2021

Priority Level: 1



Two examples illustrating the department's need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity .



Public Works Projects

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- **Water Storage/Distribution Improvements36**



New Public Works Facility

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. Additionally, the new Tsunami Inundation map shows the potential for a 30' high wave moving through the complex. The Public Works facility and associated heavy equipment is critical infrastructure for response and recovery activities before, during and after a disaster. To be best prepared to safeguard public health and safety, a new site and administrative/maintenance support infrastructure for Public Works should be developed. Building maintenance (located in HERC 2) may soon need a new location as well.

Based on an evaluation of current and future needs (see table), it is expected that a new site containing all Public Works maintenance facilities would require 4.6 acres. Ideally, this site would be located outside the tsunami inundation zone, within or close to the Central Business District, and compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support personnel; road, drainage, building, water, sewer, motor pool maintenance activities; and equipment/materials storage

The existing Public Works site could be converted into public summer use open space (adjacent to the animal shelter, Beluga Slough, and conservation land) and provide space for environmentally sensitive snow storage in the winter.

Plans & Progress: This project will most likely be completed in three phases consisting of concept design and property acquisition, full design and construction. The proposed timeframe is to prepare a concept design in 2020/2021; purchase property in 2025; design facility in 2026/2027; begin construction in 2029, with a new facility ready in 2030. Availability of funding would change these time periods.

Total Project Cost: \$12,027,750

2021-2022 (Concept Design):	\$ 100,000
2026 (Purchase Property):	\$1,150,000
2027-2028 (Facility Design):	\$ 828,500
2030-2031 (Construction):	\$9,949,250

Priority Level: 1



City of Homer existing Public Works facility.

Future Public Works Footprint/Cost Estimates

Use	SF	Constr. Cost
Building - Office	3,000	\$ 1,200,000
Building - Motor Pool	4,500	\$ 2,250,000
Building - Water/Sewer	3,000	\$ 1,275,000
Building - Building Maintenance	2,500	\$ 937,500
Building - Parks	1,500	\$ 562,500
Building - Heated Vehicle Storage	3,000	\$ 750,000
Total Building	17,500	\$ 6,975,000

Parking - Customer & Employee	30,000	\$ 450,000
Large Equipment Storage	20,000	\$ 400,000
Small Equipment Storage	10,000	\$ 250,000
Gravel Storage	7,500	\$ 10,000
Sand Barn	5,000	\$ 875,000
Material Storage	7,500	\$ 75,000
Access Corridors	5,000	\$ 150,000
Watering Point	1,000	\$ 100,000
Total Parking/Storage/Misc	86,000	\$ 2,310,000

Construction		\$ 9,285,000
Design		\$ 928,500
Inspection		\$ 371,400
Furnishings		\$ 200,000
1% for Art		\$ 92,850

Total Design/Construction		\$ 10,877,750
Land Purchase	4.6 acres	\$ 1,150,000
Total Project Cost Estimate		\$ 12,027,750



Raw Water Transmission Main Replacement

Project Description & Benefit: This project replaces the two 45-year old cast iron raw water transmission mains that transfer raw water from Bridge Creek Reservoir to the treatment plant. These aging cast iron transmission mains are susceptible to earthquake damage. Multiple repairs have already been made to these mains. The last two repairs made were in response to earthquake damage. Major damage to the raw water transmission mains would make it impossible to serve the town with treated drinking water for domestic use and would reduce the City's ability to provide adequate water pressure for fire protection. Both mains will be replaced with High Density Polyethylene (HDPE) pipe, which is extremely durable and is less susceptible to damage by earthquakes or other natural disasters.

One of water mains, at 8 inches, is under-sized to meet the maximum capacity of the Water Treatment Plant. The other main, a 10-inch line, is at capacity now. The Water Treatment Plant produces 2 million gallons a day. However, the capacity of the treatment can be increased to 2.9 million gallons a day to meet increased demand in the future. The 10-inch transmission main would not be able to provide the plant with enough water to serve the City's needs at this higher rate.

Plans & Progress: The plan is to replace both lines with larger 12-inch HDPE pipe. HDPE pipe is more resilient to damage by earthquakes or other natural disasters; larger pipes provide system redundancy and will be able to transport an adequate amount of raw water to the treatment plant for plant maximum daily flow both now and for future expansion of the treatment facility.

The City applied for a FEMA FY19 Hazard Mitigation Grant. The proposal ranked fifth out of 51 eligible projects by the State and was submitted to FEMA for review and requests for information prior to funding authorization.

Total Project Cost: \$1,988,650

Schedule: 2021

Priority Level: 1



HDPE pipes do not rust, rot or corrode and are more resilient to earthquakes than the cast iron pipes currently in use.



Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality. First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

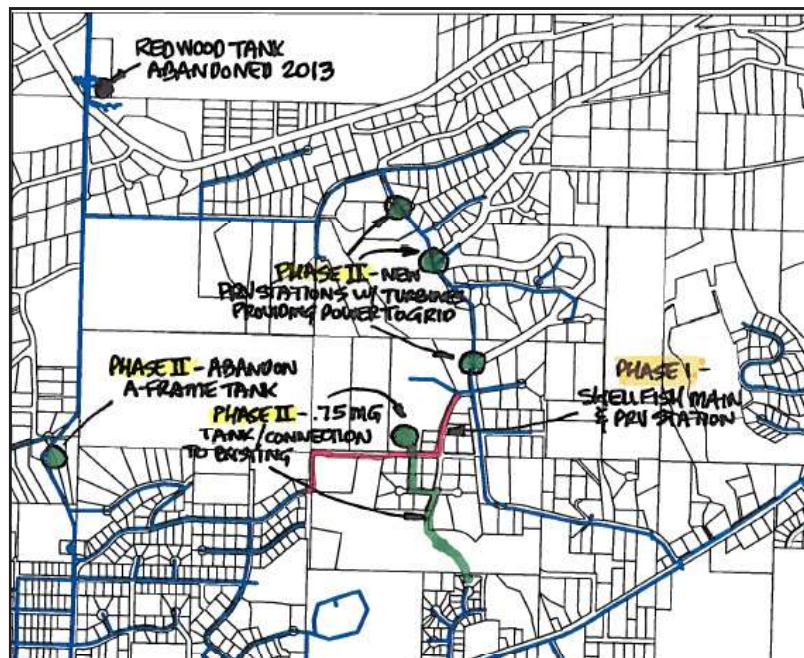
Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work will be completed in 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

Total Project Cost: \$10,438,214
 2014 (Design, Completed): \$884,214
 2016 Phase 1 Construction (Funded, Completed): \$1,980,000
 2018-2019 Phase 2 Construction: \$1,600,000
 2020 Phase 3 Construction: \$5,974,000

FY2016 State Capital Allocation: \$1,980,254
 (City of Homer 30% Match: \$848,680)

Priority Level: 1



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) will be completed in 2018 - 2019.



State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents.

Transportation projects within City limits:

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- **Homer Intersection Improvements.....39**
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Drainage Improvements42**

Transportation projects outside City limits:

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Anchor Point to Baycrest Hill.....43**



Baycrest Overlook Gateway Improvements Phase 3

Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer.

This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct many accessibility barriers cited in the ADA Transition plan at once.



Baycrest Overlook is often the first stop and introduction to Homer for many visitors.



Homer Intersection Improvements

Project Description & Benefit: This project implements recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study analyzed the needs of twelve intersections according to traffic forecasts, intersection safety records, pedestrian concerns and intersection options. The benefit of the improvements will be to enhance traffic safety and quality of driving and pedestrian experiences, particularly as the community continues to grow.

The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer's main thoroughfares where traffic volumes are increasing and worsening in the summer months. DOT/PF have improved some of the intersections; the two remaining include Sterling Highway at Pioneer Avenue and Sterling Highway at Heath Street.

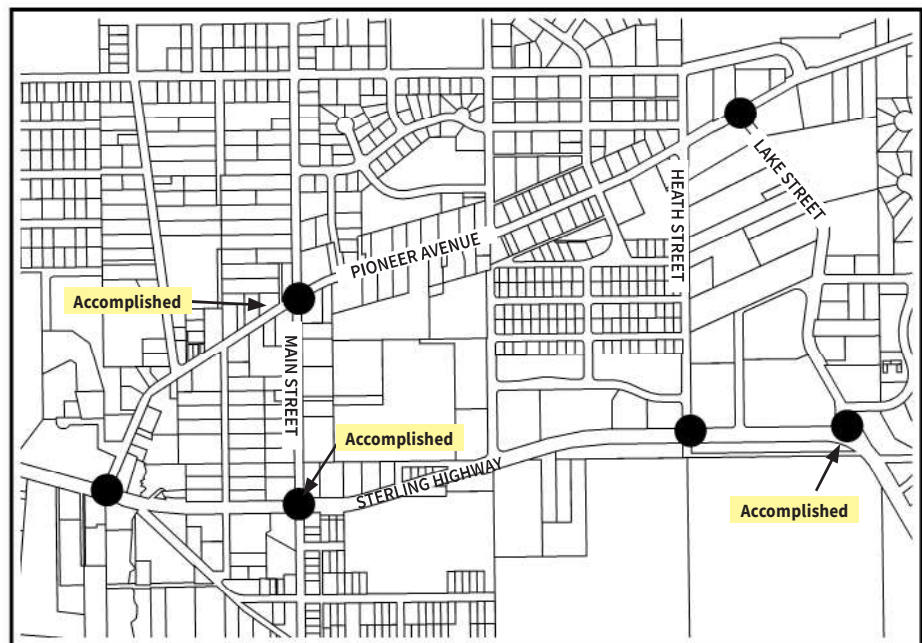
The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. City Council passed two resolutions formally requesting DOT&PF include additional enhanced pedestrian safety measures in two area road improvement projects: Pioneer Avenue and Lake Street. Resolution 18-034 asked DOT&PF to install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street. Resolution 19-029 requests DOT&PF include crosswalks with lighting features across Pioneer Avenue at intersections in the Pioneer Avenue Pavement Preservation Project.

The City also expects the State of Alaska to adhere to 2010 ADA standards when constructing, altering or repaving streets and intersections, including mandated curb ramps or other sloped areas at intersection having curbs or other barriers to entry from a street level pedestrian walkway. Further, while not mandated, the City's ADA Committee endorses upgrading Homer's four traffic signals to audible pedestrian signals and evaluating potential additional traffic control/pedestrian crosswalk installation in areas where there are major pedestrian traffic generators or where multi-use trails crosses the roadway.

Plans & Progress: DOT/PF installed a four-way stop with flashing overhead beacon at the Pioneer Avenue and Main Street intersection in 2016. They installed a traffic signal at the Main Street and Sterling Highway intersection in 2019.

During the 2020 Pioneer Avenue Pavement Preservation Project, all curb ramps were updated to current ADA requirements, crosswalk markings that were agreed to between DOT&PF and the City (at Bartlett, Main, Svedlund, Kachemak, and Heath) were replaced with grooved-in thermoplastic; the crosswalk at Svedlund was relocated to make pedestrians more visible to drivers; the crosswalk at Main Street was relocated to align with the path on the south side; and portions of the existing pathway which had significant cracking, making them difficult for wheelchairs to use, were replaced.

DOT/PF completed design work for Lake Street Rehabilitation in 2020. While the design does not include a pedestrian crosswalk at Grubstake, it does include curb ramps, warning signs, and electric conduits for a potential crosswalk system in a future project.



Alaska DOT/PF's traffic study recommended traffic control signals at four central Homer intersections shown above.

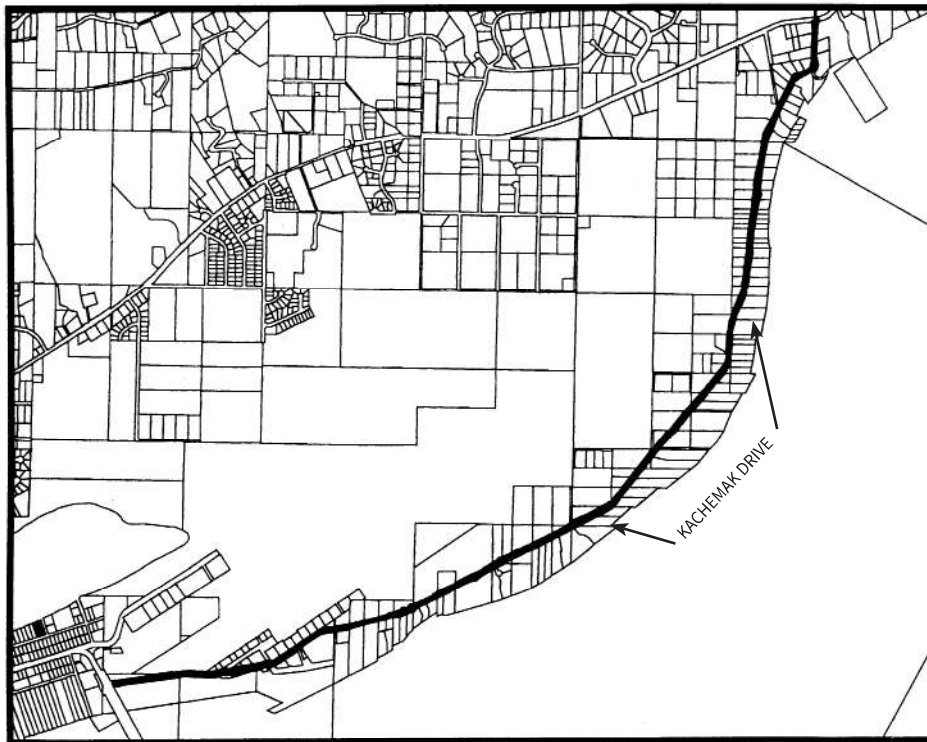


Kachemak Drive Rehabilitation/Pathway

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. The road needs rehabilitation including raising the embankment, resurfacing, widening the road, and drainage improvements.

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. Because of the significant right-of-way acquisition involved, this project will likely take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked with the City of Homer Advisory Parks and Recreation Commission and Transportation Advisory Committee to explore potential alternatives. The City performed preliminary engineering in 2012 on a portion of the trail and found significant grade and easement challenges to the project.



Project location for Kachemak Drive pathway.



Main Street Reconstruction

Project Description & Benefit: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). In the process, it connects Homer's primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer's undeveloped Town Center district.

Despite its proximity to the hospital, businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that Alaska Department of Transportation and Public Facilities (DOT/PF) "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2019). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.



Sterling Highway Milepost 172 Drainage Improvements

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

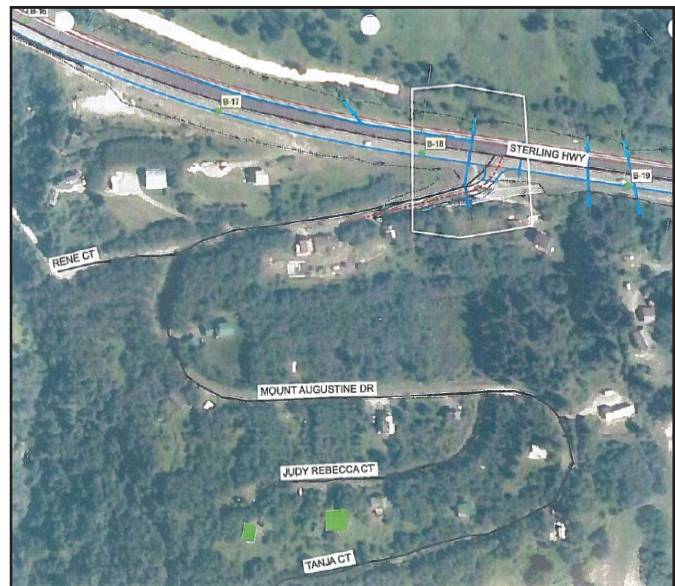
Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, “To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements...”, City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer’s request.

A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision. On the contrary, it would (rightly) result in claims that ADOT is altering drainage patterns and then would be held responsible for any and all erosion in the area downhill.



Aerial photo of the area downslope of the outfall from a Sterling Highway beehive collector.



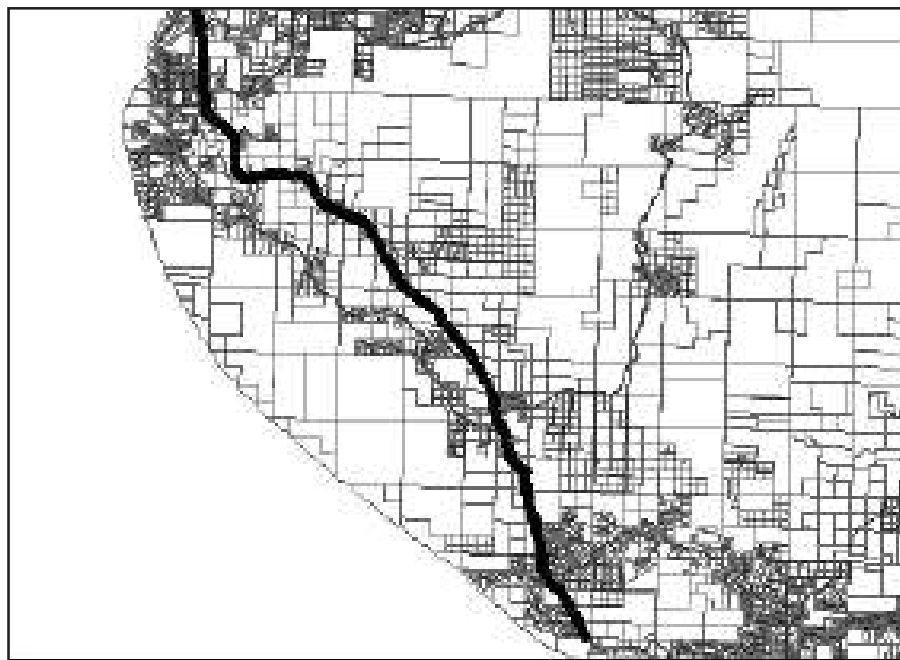
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

Project Description & Benefit: This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills and blind spots on the existing road. The project has been identified as a high priority of the Kenai Peninsula Borough.

Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more subdivisions with intersecting roads and more traffic on the highway, exacerbating the problem. School buses must stop in some locations with blind corners and hills.

According to the 2018-2021 Statewide Transportation Improvement Plan, the project will provide passing lanes, widening and realignment to address safety and passing opportunities, and pavement resurfacing between Anchor Point and the top of Homer Hill. The South Fork Anchor River Bridge (deemed structurally deficient by DOT&PF) will be replaced and a new bridge is proposed to replace culverts that currently carry the North Fork Anchor River under the Sterling Highway.

Plans & Progress: \$2.5 million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Preliminary engineering and environmental assessment services began in the summer of 2014. DOT&PF is still working on project plans. As a full rehabilitation project, it has a high level of environmental work. \$1.7 million dollars was in the FY19 budget for Right of Way funding. DOT does not expect to go into construction on it for several years. \$80.8 is currently budgeted after 2021.



Location of DOT&PF's Sterling Highway Reconstruction Project.



Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- **Beluga Slough Trail Extension45**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition.....46**
- **Homer Senior Citizens Inc.:
Alzheimer’s Unit47**
- **Kachemak Heritage Land Trust:
Poopdeck Platt Trail48**
- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery49**
- **Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades50**
- **South Peninsula Behavioral Health Services
The Annex Upgrade51**



Beluga Slough Trail Extension

Project Description and Benefit: The goal of this project is to extend the existing Beluga Slough Trail around the northern perimeter of Beluga Slough to expand recreational and educational opportunities for the Homer community and its visitors. Beluga Slough is a unique environment which has been the focus of environmental education activities for decades. Naturalists from federal, state and non-governmental agencies bring local families and visitors to the existing trail to share the rich natural history of the slough's vegetation, wildlife and invertebrates. The 0.5 mile extension provides greater viewing opportunities for shorebirds, salt marsh habitats and intertidal flats. The extension would create a quiet, non-motorized trail away from the Sterling Highway with connections to Bishop's Beach, Homer's Old Town District and Ben Walters Park.

Plans and Progress: This trail concept is included in the 2004 Homer Non-Motorized Transportation and Trail Plan. A community-based project team has formed to honor Carmen Field, who taught so many about Beluga Slough through her work at the Kachemak Bay National Estuarine Research Reserve and Alaska Department of Fish and Game. This trail extension would allow Carmen's memory and her love for bringing people out into the natural world to live on.

The proposed trail (see map below) would be on City of Homer property. Owners of the new Aspen Suites Hotel, which opened in May 2019, anticipate re-platting their private parcel and donating the lower portion to the city (indicated by yellow star). Planning for the project and discussions with the private landowner is under way. Construction of Phase 1 is anticipated to start in fall of 2021.

Project proponents have discussed potential project sponsorship and/or trail coalition membership with The Homer Foundation and other area organizations. Discussions with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielded the following issues that will need to be addressed and budgeted for as the project moves forward:

- security vulnerability of the Public Works complex and sewer treatment facility;
- places recreational feature in floodplain, which is inconsistent with AK Department of Transportation & Public Facilities emergency response plan in the event of potential Beluga Slough Dam failure;
- mitigation of illegal use of lands newly accessed by the trail and the added security measures (landscaping/patrol time) it requires to insure public safety; and
- environmental permitting /land use authorizations.

Total Project Cost: The project will be accomplished in three phases with significant community-based labor and supplies anticipated.

Phase 1: negotiation with private land owner for donation or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$25,000 - 75,000

Phase 2: construction of 1,200 feet of the eastern part of the trail (backcountry - recreational trail design): \$150,000 - 250,000

Phase 3: construction of 1,000 feet of the middle and wettest section requiring a semi-improved trail design: \$300,000 - 450,000



Proposed extension of the Beluga Slough Trail indicated by white dashed line.



Homer Hockey Association Kevin Bell Ice Arena Acquisition

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2,087,000 million dollars from purchasing the Arena.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more than a decade as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling and numerous community and school open skate events. The public and open skate events bring up to 1000 additional users during the busiest months. These efforts earned HHA the 2012 Alaska Recreation and Parks Association Outstanding Organization award and more recent recognition from the USA Hockey Association.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2015-2016 these games brought over 1,160 out of town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. KBA has hosted several consecutive youth State Hockey Championship Tournaments which are widely attended by families from all over the State.

Plans and Progress: HHA has an active and committed Board of Directors and membership. The volunteer hours are leveraged by several successful fundraisers, sponsor and advertising campaigns, grant awards and donations each year. This covers approximately one third of the annual operating and capital expenses. The remaining expenses are covered by user fees.

The purchase of the building would provide HHA the opportunity to open more programs and expand existing programs to include more of the community. The high user fees are a barrier for many families but necessary just to meet annual expenses. The building purchase would allow HHA to adequately fund and plan for the replacement of the major mechanical components of the ice arena. It would also allow for major building maintenance projects to be funded. It could allow for heating and additional seating to accommodate the spectators. Major projects that could increase revenue such as permanent year-round flooring could become feasible. The building purchase would allow this important community resource to grow and prosper into the future.

Total Project Cost: \$2, 087,000



Christmas Eve public skate at Kevin Bell Arena is well attended.



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the second city in the State which will see the most significant growth in this demographic. Homer Senior Citizens (HSC) operates a 40 bed assisted living facility. We have sent four seniors from our community due to Alzheimer's disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. All of the seniors have families remaining in the Homer community.

In order to maintain the health of our senior population, a full continuum of care is required. Maintaining physical, mental and social capacity supports the dignity of our most vulnerable adults. An Alzheimer's Unit has been a strategic priority for the HSC's Board of Directors to keep our seniors home in the community.

The Alzheimer's Unit will include sixteen beds. Homer Senior Citizens, Inc. has contracted with an architecture firm to produce designs and engineering recommendations. The unit will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The therapy pool and activities room will be Phase 2 of the project and will incorporate low-impact exercise equipment to maintain seniors' physical capacity. This also opens the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups, benefiting the entire population of Homer.

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

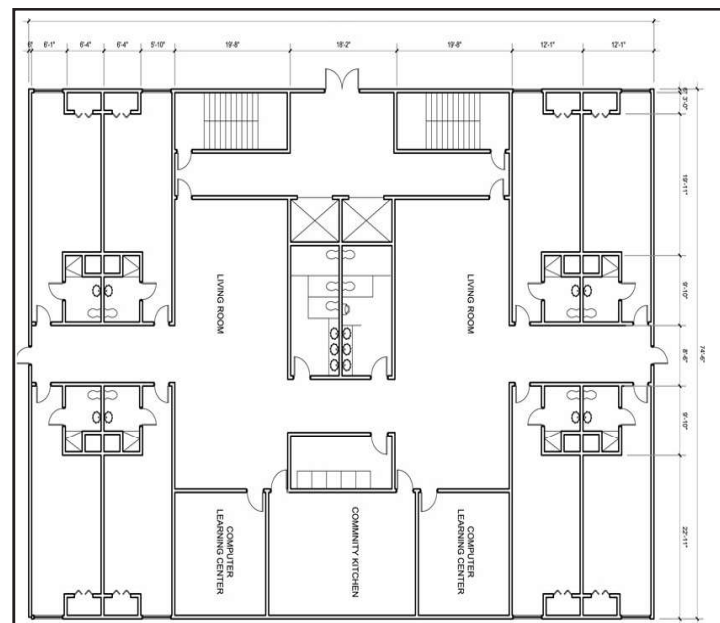
Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

Total Project Cost: \$7,000,000



Example of a HydroWorx Therapy Pool Room .





Kachemak Heritage Land Trust Poopdeck Platt Trail

Project Description & Benefit: Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike in Homer. Over the years, KHLT has worked with the National Park Service Rivers, Trails, Conservation Assistance Program, architects, Alaska State Parks, the City, the Independent Living Center (ILC) and community members to plan a community park and Americans with Disabilities Act (ADA) accessible trail on this property.

Most of the trail is on KHLT land (KPB Parcel #17719234). Part of the trail is situated on adjacent City of Homer land (KPB Parcel #17719231) to minimize the crossing of delineated wetlands in the southern portion of the property. An added advantage is to provide potential ADA connectivity between Pioneer Avenue and Bishop's Beach. This project will benefit the Homer community by providing a universally accessible trail in the town center area, open to use by all people.

Plans & Progress: KHLT, working with a design consultant, completed the trail design and cost estimate in 2018. Homer City Council expressed its support for the project by passing Resolution 18-29 and authorizing expenditure of up to \$5,200 from the Homer Accelerated Roads and Trails Program for trail design. Design was completed with \$1,200 funds donated by community businesses and individuals and \$4,000 from the City of Homer.

Phase I of the trail construction was completed in 2019 after receipt of a Recreations Trails Program grant of \$45,921 from the State of Alaska and an additional 10% (\$5,103) match from the City of Homer. The interpretative and kiosk sign design were completed in 2020. The City resurfaced the Poopdeck Trail from Grubstake Avenue to Hazel Avenue and ADA parking spaces were installed at KHLT trailhead and on the City of Homer land in 2020.

KHLT is currently coordinating with the City of Homer and local volunteers to complete Phase II of trail construction that includes trail and drainage improvements in select locations, ordering and installing interpretive signs and kiosks, ADA accessible benches, dog waste receptacles and dog leash lending stations.

Total Project Cost: \$87,673

Phase I: Trail Design & Construction: \$56,223

Phase ii: Upgrade City of Homer Trail: \$6,185

ADA Parking: \$13,395

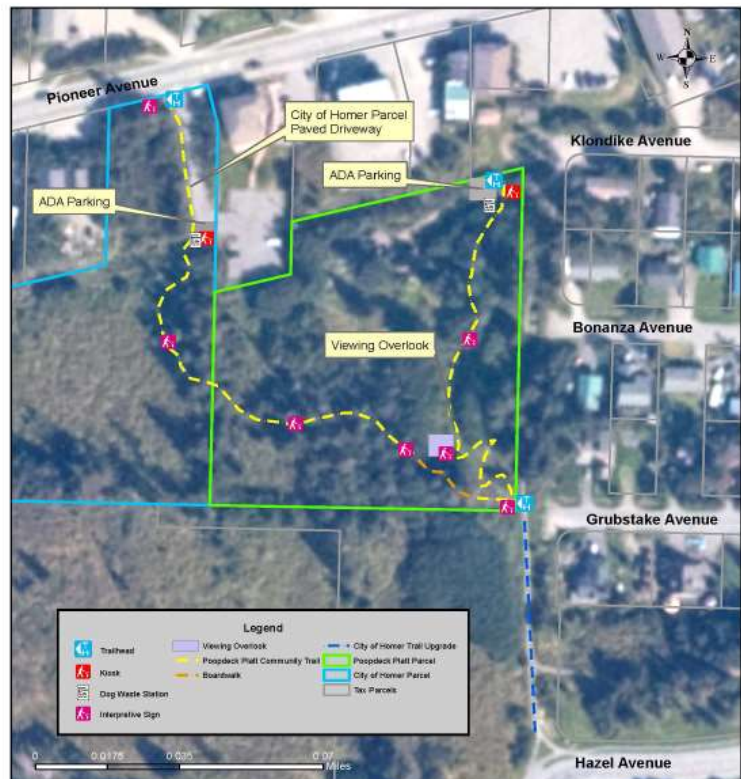
Trail & Kiosk Signs: \$8,500

Dog Waste Disposal & Leash Lending: \$1,870

ADA Benches: \$1,500



Community members and representatives of KHLT, the Homer Independent Living Center and City of Homer worked with Ptarmigan P-trails consultant to design the Poopdeck Platt trail.



Poopdeck Platt Community Trail Site Plan

KACHT 1983 State Parks Alaska 4 FPS 2004 Trail
Trailhead Map 1983-2018 trail map
Created 04/19/2019. This information displayed
on this page is a graphical representation of land available sources
KHLT assumed no responsibility for any errors on this map.



Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers' Coop (KSGC), eleven aquatic farms are providing jobs for processing, marketing, and shipping half-shell oysters. For the last seven years the processing facility on the Spit is also culturing, marketing, and shipping oyster seed to the eleven member farms and to farms outside of Kachemak Bay.

Seven years ago KSGC farms were severely impacted by an oyster seed shortage affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers had to be in charge of their own seed production. It was decided to build a small experimental seed hatchery / setting facility at the KSMA building to address the seed needs of the growers. This experimental hatchery has consistently set millions of spat seed every year thanks due to the nutrient rich waters, dedication of two KSMA employees, and the growers volunteerism. The local nursery has been undermanned and underfunded, but the resulting seed has proven to out perform all other seed—it grows faster and mortality rates are significantly better than all previous seed grown outside of Alaska. However, this past year, severe tides and storms have hastened the degeneration of a critical piece of nursery equipment.

The piece of equipment is called a FLUPSY — a FLoating UPwelling System. Microscopic spat cannot go directly from the hatchery to the farm sites. The spat must spend six months to a year in appropriately graded bins, at great labor expense of cleaning and grading, in salt water that is constantly being moved by an electrically-driven paddle wheel. At 18 years old, the FLUPSY lacks AK DEC compliant floatation, and is showing the wear-and-tear of the harsh maritime climate coupled with winter storm damage. The present FLUPSY is also unsecured making it a vandalism target. The project includes new safety equipment and covered, lockable dry storage for tools and laborer's needs.

The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round addition to Homer's seafood options for locals and tourists alike. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other growers in and out of state helping to fulfil an economic development priority in Alaska's Comprehensive Economic Development Strategy.

Our local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. Mariculture courses could easily be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: The new FLUPSY is being developed in two phases. The design phase is complete. With the help of the Kenai Peninsula Economic Development District, KSMA is pursuing grant funds to assist with the construction phase. Should funds be secured, KSMA will be seeking grant matching funds.

Total Project Cost: \$247,500



Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned, sorted, graded and counted.



Kachemak Ski Club

Homer Rope Tow Access & Equipment Upgrades

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands downhill sports enthusiasts as well as family and social gatherings.

This project improves access to the base of the ski hill from Ohlson Mountain Road, making the lodge and slopes more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging bullwheel at the top of the slopes and includes grade work to the upper slope's towpath to lower the rope's haul angle. It also includes purchase of equipment used to prep the slopes as well as terrain park devices to challenge the skills of today's skiers and snow boarders.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer and quicker, Kachemak Ski Club plans to purchase easement that would halve the walk-in distance from the road and construct a new Ohlson Mountain Road turnout with a widened parking area. These upgrades will make access shorter and more manageable for parents juggling both gear and young children and minimize the need for double parking on Ohlson Mountain Road during crowded weekends.

In addition to the above-described relocation of the electric motor bullwheel house and grade work to the upper slope, Kachemak Ski Club plans to acquire grooming equipment such as a tracked 4 wheeler vehicle capable of towing the Club's existing slope grass mowing device and snow groomer, and some limited freestyle terrain park features (such as a rails, boxes or table tops).

Total Project Cost: \$91,000

Equipment: \$44,500

Access Trail & Right of Way: \$46,500



Youth enjoying Homer's own downhill ski area.



South Peninsula Behavioral Health Services: The Annex Upgrade

Project Description & Benefit: South Peninsula Behavioral Health Services provides services at multiple sites throughout Homer. Our customers include children, adults and families that may be struggling with mental illness, development disabilities, substance use disease, or combinations of all three. One of our older facilities, 948 Hillfair Court, also known as The Annex, houses several of our important programs serving over 140 individual customers annually. Programs include:

- *Journeys*, day treatment and adult rehab.
- *Souply*, our vocational training soup delivery program.
- *Individual Placement and Support (IPS)*, our vocational training program that partners with local business to provide vocational experience for those struggling with a variety of issues;
- As well as treatment and case management support for our customers in need.

The building is old and annual repairs to plumbing, painting, the Souply kitchen, and the treatment rooms often exceeds our maintenance budget for our entire agency. We are in the initial planning stages of rebuilding and redeveloping this property to better accommodate the needs of our clients, our staff and the community.

The updated building will include a revitalized commercial kitchen; treatment rooms that are private and secured; group and community rooms that are designed to meet the needs of our population; updated electric, plumbing and network services; and expanded services to meet the health needs of the community.

Plans and Progress: SPBHS has completed phase one of the project with a \$50,000 dollar grant to improve the foundation and address structural issues. This also included clearing space next to the building and addressing drainage issues created by neighboring properties. SPBHS also received a grant to assist in upgrading the Souply kitchen equipment.

The SPBHS Board of directors Facilities Committee and the Client Council have been reviewing possible next steps for updating/ expanding the building. This has included developing plans to remodel the current footprint while expanding internal square footage to better meet the needs of the program. It has also included proposals to build an additional building immediately adjacent to meet the needs of the clients and the community.

Upon finalizing the next steps the agency will begin moving forward with a three-year project to remodel The Annex. This will include fundraising from foundations and other charitable organizations, determining the full scope of services to implement in the new building, and developing a three-year work plan. SPBHS has included in its budget for the coming year an effort to end the year with a \$250,000 surplus earmarked for the project.

Total Project Cost: \$500,000-\$750,000.



Annual maintenance to the Annex, an older, former residential building that houses several SPBHS programs, often exceeds SPBHS' entire agency maintenance budget.



The Annex's group treatment space needs remodeling to make the space more private and separate from a public entrance, public bathroom and stairway to offices..



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: \$1.75 million Priority Level 3

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. In conjunction with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Cost: \$3 million Priority Level 3

Parks And Recreation

Beach Access from Main: This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that beach-goers can walk onto the beach at one point and off at another, on a loop through Old Town, Town Center, etc. For those not physically able to walk all the way to the beach, platforms near the roads will provide nice views and benches on which to relax. Interpretive signage could provide information on Homer history, beach formation, and other topics.

The Main Street beach access point is envisioned to have a small parking area, a viewing platform with a bench, and stairs with landings.

Cost: \$250,000 Priority Level 3



Capital Improvement Long-Range Projects

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M Priority Level 3

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields. Phase 3 development will construct a plumbed restroom at the park and develop soccer fields.

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 4: Phase 4 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

Mariner Park Improvements: This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

UTILITIES

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000 Priority Level 3

Bridge Creek Watershed Acquisition: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

Cost: \$1,000,000 Priority Level 3

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: \$16,750,000 Priority Level 3

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M Priority Level 2

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive, which is a segment of the Sterling Highway (a State road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators. This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane. In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.



Capital Improvement Appendices

- **CIP Development Schedule56**
- **Resolution 19-06157**
- **City of Homer Financing Assumptions58**



Capital Improvement Appendices

CITY OF HOMER 2021-2026 CAPITAL IMPROVEMENT PLANNING PROCESS

FY 2022 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 26, 2020
Solicit new/revised project information from City Departments, local agencies and non-profits	June 1
Input for New Draft Requested By	June 12
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	July 15, August 19
Park, Arts, Recreation and Culture Advisory Commission	June 18, August 20
Port and Harbor Advisory Commission	July 22
Economic Development Advisory Commission	August 11
ADA Committee	August 27
Administrative Review and Compilation	August 15- August 31
City Council Worksession to Review Proposed Projects	September 14
Introduction of Resolution on CIP/Legislative Request	September 28
Public Hearing on CIP/Legislative Request	October 12
Adoption of Resolution by City Council	October 12
Administration Forwards Requests for Governor's Budget	October 16
Distribution of CIP and State Legislative Request	October 17
Compilation/Distribution of Federal Request	December 2021 & January 2022



Capital Improvement Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 20-084

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2021-2026
CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT
LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2022.

WHEREAS, Duly published hearings were held on September 28 and October 12, 2020 to
introduce the final draft of the 2021-2026 CIP and to obtain public comments on capital
improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory
Commissions and held a CIP worksession on September 14, 2020; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature,
State agencies, the Alaska Congressional Delegation, and other potential funding sources with
adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of
Homer Capital Improvement Plan 2021-2026" is hereby adopted as the official 6-year capital
improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified
as priorities for the FY2022 State Legislative Request:

1. Port of Homer: New Large Vessel Harbor
2. Storm Water Master Plan
3. Main Street Sidewalk North
4. Multi-Use Community Center, Phase 1
5. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

BE IT FURTHER RESOLVED that projects for the FY2022 Federal Legislative Request
will be:

1. Port of Homer: New Large Vessel Harbor
2. Storm Water Master Plan

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise
appropriate State and Federal representatives and personnel of the City's FY 2022 capital
project priorities and take appropriate steps to provide necessary background
information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the
City of Homer on this 28th day of September, 2020.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A





Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease–purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of \$550,000 of the 3/4% dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: RACHEL TUSSEY, CMC, DEPUTY CITY CLERK

DATE: FEBRUARY 17, 2021

SUBJECT: ELECTION OF OFFICERS

Per the commission's bylaws: "A Chairman and Vice-Chairman shall be selected annually (February meeting) by the appointive members".

Recommended process for Election of Vice Chair:

1. The Commission will need to determine how they would like to vote since unanimous consent is not allowed for elections; this can be done by a Voice Vote or a Show of Hands.
2. Once decided the Chair will call for nominations of Vice Chair.
3. Upon hearing no further nominations from the Commission the Chair will close the nominations.
4. Chair will then call for the vote in the manner agreed upon by the commission.
5. The Clerk will tally/note the votes for each candidate nominated. If only one candidate is nominated the candidate must accept the nomination.

Recommended process for Election of Chair:

1. The Chair will conduct the vote for Chair unless it is preferred by the commission to have the gavel turned over to the newly elected Vice Chair to conduct the vote for Chair.
2. Election is conducted in the same manner as it was for the Vice Chair (see steps above).
3. The gavel/meeting will be turned over (or proceed) to the newly elected (or re-elected) Chair to conduct the remainder of the meeting.



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

January 26, 2021

Crisi Matthews
40755 Misty Ridge Road
Homer, AK 99603

Dear Crisi,

Congratulations! City Council confirmed and approved your appointment to the Port and Harbor Advisory Commission during their January 25, 2021 Regular Meeting via Memorandum 21-014. Your term will expire February 1, 2024.

Included is the 2020-2021 Public Official Conflict of Interest Disclosure Statement. Please complete this form and return it to the City Clerk's Office at your earliest convenience. The Public Official Conflict of Interest Disclosure Statement is a public document that may be requested by a member of the public. In the event it is requested, you will be notified of the requestor's name.

Also included are PHC orientation materials and a copy of the Code of Ethics as outlined in Homer City Code 1.18. This information provides important guidelines for your role as a commissioner.

Thank you for your willingness to serve the City of Homer on the Port and Harbor Advisory Commission. There certainly are exciting times ahead!

Cordially,

Ken Castner, Mayor

Enclosed: Memorandum 21-014

Certificate of Appointment

2020-2021 Public Official Conflict of Interest Disclosure Statement

PHC Orientation Materials

HCC 1.18 Code of Ethics

Cc: Port and Harbor Advisory Commission

*Thank you, Crisi.
Lots to do.
KC*

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Crisi Matthews

Has been appointed to

serve as

"Commissioner"

on the

"Port and Harbor Advisory Commission"

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 25th day of January 2021.*



Ken Castner, Mayor

Attest:



Melissa Jacobsen, MMC, City Clerk





**CITY OF HOMER
APPLICATION TO SERVE ON ADVISORY BODY
COMMISSION, BOARD, COMMITTEE, TASK FORCE**

**CITY CLERK'S OFFICE
CITY OF HOMER
491 E. PIONEER AVE
HOMER, AK 99603
PH. 907-235-3130
FAX 907-235-3143
clerk@cityofhomer-ak.gov**

The information below provides some basic background for the Mayor and Council
This information is public and will be included in the Council Information packet

Name: Crisi Matthews Date: 11/10/20

Physical Address: 40735 Misty Ridge Rd Homer AK 99603 (winter)

Mailing Address: same (winter)

Phone #: _____ Cell #: 9072998700 Work #: _____

Email Address: shop@HomerShores.com

The above information will be published in the City Directory and within the city web pages if you are appointed
by the Mayor and your appointment is confirmed by the City Council

Please indicate the advisory body that you are interested in serving on by marking with an X.
You may select more than one.

- | | |
|--|--|
| <input type="checkbox"/> ADVISORY PLANNING COMMISSION
1ST & 3RD WEDNESDAY OF THE MONTH AT 6:30 PM
WORKSESSION PRIOR TO EACH MEETING AT 5:30 PM | <input checked="" type="checkbox"/> ECONOMIC DEVELOPMENT ADVISORY COMMISSION
2ND TUESDAY OF THE MONTH AT 6:00 PM |
| <input type="checkbox"/> PARKS ART RECREATION & CULTURE ADVISORY COMMISSION
3RD THURSDAY OF THE MONTH AT 5:30 PM | <input type="checkbox"/> CANNABIS ADVISORY COMMISSION
4TH THURSDAY OF THE MONTH AT 5:30 PM |
| <input checked="" type="checkbox"/> PORT & HARBOR ADVISORY COMMISSION
3RD WEDNESDAY OF THE MONTH
OCT-APRIL AT 5:00 PM
MAY - SEPT AT 6:00 PM | <input type="checkbox"/> LIBRARY ADVISORY BOARD
1ST TUESDAY OF THE MONTH AT 5:30 PM |
| <input type="checkbox"/> PUBLIC ARTS COMMITTEE
2ND THURSDAY OF THE MONTH AT 5:00 P.M.
FEB, MAY, AUGUST & NOVEMBER
WORKSESSIONS PRIOR AT 4:00 PM | <input type="checkbox"/> OTHER - PLEASE INDICATE
_____ |
| <input type="checkbox"/> CITY COUNCIL
2ND & 4TH MONDAY OF THE MONTH
SPECIAL MEETINGS & WORKSESSIONS AT 4:00 PM
COMMITTEE OF THE WHOLE AT 5:00 PM
REGULAR MEETING AT 6:00 PM | |

I have been a resident of the city for 6 years. I have been a resident of the area for 6 years.
(Summers on the Spit)

I am presently employed at business owner in city limits

Please list any special training, education or background you may have which is related to your choice of advisory body.

* Port & Harbor: (many topics addressed by this commission affect 2 of our Harbor-Adjacent Properties/Businesses. Also a real estate broker of 9 years and keen on government/planning & coastal commissions.

Have you ever served on a similar advisory body? If so please list when, where and how long:

HERC Task Force Chairperson. Chamber of Commerce

Board Member. Civic Leadership; BOA, GSA Boards & Chairperson of Chamber Sub-committees

Why are you interested in serving on the selected advisory body?

* EDC: After serving 3 years on Chamber, there should be a liaison between these two bodies. EDC would benefit greatly with a representative in both capacities.

Please list any current memberships or organizations you belong to related to your selection(s):

I am involved civically as mentioned above and have attended many Port & Harbor meetings in addition to being a vested small business

Please answer the following only if you are applying for the Advisory Planning Commission: Have you ever developed real property other than a personal residence, if so briefly explain: champion for Homer.

Also yes - over 100 properties though not presently applying for this commission!

Please answer if you are applying for the Port & Harbor Advisory Commission:

Do you use the Homer Port and/or Harbor on a regular basis?

Yes



No



What is your primary use? Commercial



Recreational



Please include any additional information that may assist the Mayor in his/her decision making:

We have or do own businesses in the most income producing sectors for Homer. Accommodations, Retail, Marine Trades + Food Sectors in conjunction with Real Estate experience as a broker who managed 4 agents of my own; these two commissions would be an area of service I can contribute.

When you have completed the application please send and return to the City Clerk's Office. You may also email this to clerk@cityofhomer-ak.gov or fax 103 07-235-3143. Thank you for applying!



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

January 26, 2021

Casey Siekaniec
P.O. Box 1275
Homer, AK 99603

Dear Casey,

Congratulations! City Council confirmed and approved your appointment to the Port and Harbor Advisory Commission during their January 25, 2021 Regular Meeting via Memorandum 21-014. Your term will expire February 1, 2024.

Included is the 2020-2021 Public Official Conflict of Interest Disclosure Statement. Please complete this form and return it to the City Clerk's Office at your earliest convenience. The Public Official Conflict of Interest Disclosure Statement is a public document that may be requested by a member of the public. In the event it is requested, you will be notified of the requestor's name.

Also included are PHC orientation materials and a copy of the Code of Ethics as outlined in Homer City Code 1.18. This information provides important guidelines for your role as a commissioner.

Thank you for your willingness to serve the City of Homer on the Port and Harbor Advisory Commission. There certainly are exciting times ahead!

Cordially,

Ken Castner, Mayor

Enclosed: Memorandum 21-014
Certificate of Appointment
2020-2021 Public Official Conflict of Interest Disclosure Statement
PHC Orientation Materials
HCC 1.18 Code of Ethics

*Casey:
Thanks for taking
this out. It is
important.
Ken*

Cc: Port and Harbor Advisory Commission

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Casey Siekaniec

Has been appointed to

serve as

"Commissioner"

on the

"Port and Harbor Advisory Commission"

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 25th day of January 2021.*



Ken Castner, Mayor

Attest:



Melissa Jacobsen, MMC, City Clerk



Published on *City of Homer Alaska Official Website* (<https://www.cityofhomer-ak.gov>)

[Home](#) > [Application for Appointment to an Advisory Body](#) > [Webform results](#) > Application for Appointment to an Advisory Body

Submission information

Form: [Application for Appointment to an Advisory Body](#) ^[1]

Submitted by Visitor (not verified)

Tue, 01/12/2021 - 4:32pm

192.168.5.254

Applicant Information

Name of Organization

Casey Siekaniec

Physical Address

4241 Claudia St, Homer, AK, 99603

Mailing Address

PO Box 1275, Homer, AK, 99603

Email

casey.siekaniec@gmail.com

Phone

9074357485

Please select the bodies you are interested in serving on

Advisory Bodies

Port & Harbor Advisory Commission 4th Wednesday of the month at 5:00 p.m. September thru April and May thru September meetings are at 6:00 p.m. No meetings in November

I have been a resident of the city for

9 years

I have been a resident of the area for

20 years

Special Training & Education

- Commercial fisherman for 12 years, boat owner and enthusiast for even longer.
- Have a bachelors degree in business finance from University of Montana.
- Several years of small business experience in Homer.

Prior Service

Currently serving on the board of directors of the Center for Alaska Coastal Studies. One year total.

Why are you interested?

I have an interest in the operations of the harbor and the economic impact it has in Homer in general.

Other memberships

No

Additional related information

I have a desire to help in growing Homer in a smart and sustainable manner.

Finish

When you have completed this application please review all the information and hit the submit button. Thank you for applying!

Source URL: <https://www.cityofhomer-ak.gov/node/9051/submission/44918>

Links

[1] <https://www.cityofhomer-ak.gov/cityclerk/application-appointment-advisory-body>

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **January 2021**

Moorage Sales

	<u>2021</u>	<u>2020</u>
Daily Transient	44	8
Monthly Transient	45	43
Semi-Annual Transient	1	0
Annual Transient	4	6
Annual Reserved	1	0

Grid Usage

1 Unit = 1 Grid Tide Use	<u>2021</u>	<u>2020</u>
Wood Grid	4	3
Steel Grid	0	0

Services & Incidents

	<u>2021</u>	<u>2020</u>
Vessels Towed	0	0
Vessels Moved	9	3
Vessels Pumped	3	1
Vessels Sunk	0	0
Vessel Accidents	0	0
Vessel Impounds	0	2
Equipment Impounds	0	1
Vehicle Impounds	0	0
Property Damage	0	2
Pollution Incident	2	1
Fires Reported/Assists	0	0
EMT Assists	1	1
Police Assists	0	1
Public Assists	13	9
Thefts Reported	0	0

Parking Passes

	<u>2021</u>	<u>2020</u>
Long-term Pass	34	11
Monthly Long-term Pass	0	0
Seasonal Pass	0	0

Crane Hours

<u>2021</u>	<u>2020</u>
42.5	7.7

Stall Wait List

	<u>2021</u>	<u>2020</u>
No. on list at Month's End		
20' Stall	26	22
24' Stall	43	41
32' Stall	120	113
32'A Stall	7	3
40' Stall	49	46
50' Stall	29	28
60' Stall	2	6
75' Stall	1	4
Total:	277	263

Docking & Beach/Barge Use

	<u>2021</u>	<u>2020</u>
1 Unit = 1 or 1/2 Day Use		
Deep Water Dock	17	21
Pioneer Dock	3	23
Beach Landings	0	0
Barge Ramp	37	5

Marine Repair Facility

	<u>2021</u>	<u>2020</u>
Vessels Hauled-Out	0	0
Year to Date Total	0	0

Wharfage (in short tons)

	<u>2021</u>	<u>2020</u>
In Tons, Converted from Lb./Gal.		
Seafood	0	0
Cargo/Other	615	9956*
Fuel	1,858	17,722

*High wharfage #'s due to one time Sulfur loadout DWD &

late reporting from Icicle for summer ice wharfage for Summer 2019

Ice Sales

	<u>2021</u>	<u>2020</u>
For the Month of January	*	*
* closed for season		
Year to Date Total	0	0

Difference between

<u>2020 YTD and 2021 YTD:</u>	<u>0</u>
--------------------------------------	----------

Port & Harbor Water/Sewer Bills									
Service Period : January, 2021				Meter Reading Period: 12/14/20-1/14/21					
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$6.50	\$0.00	\$0.00	\$6.50	1,073,500	1,073,500	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$6.50	\$0.00	\$0.00	\$6.50	3,715,400	3,715,400	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$6.50	\$0.00	\$0.00	\$6.50	25,806,100	25,806,100	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$13.00	\$18.48	\$31.36	\$62.84	667,400	668,800	1,400
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$6.50	\$0.00	\$0.00	\$6.50	4,052,100	4,052,100	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$13.00	\$0.00	\$0.00	\$13.00	4,386,500	4,386,500	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$13.00	\$0.00	\$0.00	\$13.00	1,178,800	1,178,800	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$13.00	\$464.64	\$0.00	\$477.64	11,662,300	11,697,500	35,200
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$6.50	\$0.00	\$0.00	\$6.50	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$13.00	\$419.76	\$20.16	\$452.92	872,399,500	872,432,200	32,700
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$13.00	\$54.12	\$91.84	\$158.96	410,100	414,200	4,100
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$6.50	\$0.00	\$0.00	\$6.50	623,900	623,900	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$13.00	\$21.12	\$35.84	\$69.96	432,700	434,300	1,600
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$13.00	\$21.12	\$35.84	\$69.96	111,700	113,300	1,600
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$13.00	\$34.32	\$58.24	\$105.56	132,200	134,800	2,600
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$13.00	\$30.36	\$33.35	\$76.71	73,400	75,700	2,300
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$13.00	\$22.44	\$24.65	\$60.09	451,000	452,700	1,700
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$13.00	\$27.72	\$0.00	\$40.72	1,662,200	1,664,300	2,100
Overall Charges:						\$1,640.36	Overall Water Usage:		85,300

Water/Sewer Monthly Comparison CY 2016 to Current										
	2017		2018		2019		2020		2021	
January	\$2,142.85	122,300	\$1,458.89	83,400	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300
February	\$1,287.76	59,600	\$2,500.97	144,800	\$1,458.19	74,100	\$2,308.87	140,600		
March	\$4,076.62	292,100	\$2,271.05	138,300	\$1,809.53	96,700	\$1,715.03	97,800		
April	\$1,726.84	113,100	\$2,766.11	272,300	\$4,105.23	206,800	\$4,032.71	245,300		
May	\$7,807.49	413,000	\$3,951.58	304,600	\$7,349.43	450,700	\$4,577.16	288,700		
June	\$14,594.69	1,282,900	\$16,995.43	1,349,200	\$11,917.20	756,800	\$17,557.33	1,176,500		
July	\$15,450.93	1,152,500	\$18,540.31	1,391,400	\$15,669.89	973,600	\$18,256.51	1,222,700		
August	\$12,947.70	1,060,600	\$19,055.83	1,449,800	\$23,879.39	1,553,500	\$16,763.25	1,162,000		
September	\$11,419.68	968,000	\$16,345.46	1,328,800	\$22,850.15	1,425,100	\$16,454.55	1,131,800		
October	\$8,631.96	591,490	\$8,965.86	728,200	\$16,025.77	744,900	\$8,669.03	589,000		
November	\$1,852.34	176,000	\$2,967.17	195,100	\$7,391.65	338,900	\$2,418.11	139,300		
December	\$1,053.70	68,600	\$1,294.53	69,100	\$2,691.44	170,800				
YTD Total	\$82,992.56	6,300,190	\$97,113.19	7,455,000	\$109,717.71	6,871,000	\$96,172.37	6,411,500	\$1,640.36	85,300

2021 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/3/2021	10			shut down for maintenance		
1/10/2021	7.1			shut down for maintenance		
1/17/2021	4.6			shut down for maintenance		
1/24/2021	7.9			shut down for maintenance		
1/31/2021	12.9			shut down for maintenance		
Jan Total		42.5	42.5		0	0
2/7/2021	25.8			shut down for maintenance		
2/14/2021	12.5			shut down for maintenance		
2/21/2021				shut down for maintenance		
2/28/2021				shut down for maintenance		
Feb Total		38.3	80.8		0	0
3/7/2021				shut down for maintenance		
3/14/2021						
3/21/2021						
3/28/2021						
Mar Total		0	80.8		0	0
4/4/2021						
4/11/2021						
4/18/2021						
4/25/2021						
Apr Total		0	80.8		0	0
5/2/2021						
5/9/2021						
5/16/2021						
5/23/2021						
5/30/2021						
May Total		0	80.8		0	0
6/6/2021						
6/13/2021						
6/20/2021						
6/27/2021						
Jun Total		0	80.8		0	0
7/4/2021						
7/11/2021						
7/18/2021						
7/25/2021						
Jul Total		0	80.8		0	0
8/1/2021						
8/8/2021						
8/15/2021						
8/22/2021						
8/29/2021						
Aug Total		0	80.8		0	0
9/5/2021						
9/12/2021						
9/19/2021						
9/26/2021						
Sep Total		0	80.8		0	0
10/3/2021						
10/10/2021						
10/17/2021						
10/24/2021						
10/31/2021						
Oct Total		0	80.8		0	0
11/7/2021						
11/14/2021						
11/21/2021						
11/28/2021						
Nov Total		0	80.8		0	0
12/5/2021				shut down for maintenance		
12/12/2021				shut down for maintenance		
12/19/2021				shut down for maintenance		
12/26/2021				110		
12/31/2021				down for maintenance		
Dec Total		0	80.8			

Pioneer Dock 2021

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/21	Bob Franco	120	0825/1115	Olympic	506.00	52.00
1/31	Pacific Wolf	395	0920//	Kirby	1,206.00	52.00
02/16/21				Year to Date Totals:	\$1,712.00	\$104.00

Ferry Landings 2021

	Pioneer Dock	Deep Water Dock
January	1	
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		

Deep Water Dock 2021

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/4	Endeavor	181	1055/1345	Cispri	506.00	52.00
1/13	Perseverance	207	0630/1625	CISPRI	788.00	\$52.00
1/15	Perseverance	207	1200/1800	CISPRI	788.00	\$52.00
1/20	Endeavor	101	1345/1715	CISPRI	\$506.00	\$52.00
1/22	Aveogan / Oliver Levitt	483	1315/	Crowley	\$1,762.00	\$52.00
1/23	Aveogan / Oliver Levitt	483		Crowley	\$1,762.00	--
1/24	Aveogan / Oliver Levitt	483	/1832	Crowley	\$1,762.00	--
1/25	Perseverance	207	1038/1715	CISPRI	\$788.00	\$52.00
02/16/21				Year to Date Totals:	\$7,874.00	\$260.00

Pioneer Dock - 2021 Water Usage							Deep Water Dock - 2021 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
							1/7	Bob Franco	11,693,500	11,697,550	4,050	\$ 194.05	\$ 102.00
							1/20	Endeavor	11,697,550	11,715,950	18,400	\$ 714.10	\$ 102.00
							1/20	Bob Franco	11,715,950	11,719,940	3,990	\$ 194.05	\$ 102.00
							1/25	Perseverance	11,719,900	11,721,000	1,100	\$ 194.05	\$ 102.00
							1/25	Bob Franco	11,721,000	11,722,990	1,990	\$ 194.05	\$ 102.00
											-		
											-		
Year to Date Totals:					\$ -	\$ -	Year to Date Totals:				1,990	\$ 1,490.30	\$ 510.00
<u>Notes:</u>							<u>Notes:</u>						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

PORT & HARBOR ADVISORY COMMISSION 2021 Calendar

	MEETING	AGENDA DEADLINE	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/27 5:00 p.m.	Wednesday 1/20 5:00 p.m.	Monday 2/8 6:00 p.m.	<ul style="list-style-type: none"> • Reappointment Notices
FEBRUARY	Wednesday 2/24 5:00 p.m.	Wednesday 2/17 5:00 p.m.	Monday 3/8 6:00 p.m.	<ul style="list-style-type: none"> • Terms Expire February 1st • Election of Officers • Advisory Body Training Worksession
MARCH	Wednesday 3/24 5:00 p.m.	Wednesday 3/17 5:00 p.m.	Monday 4/12 6:00 p.m.	<ul style="list-style-type: none"> • City Budget Review/Develop Requests *may not be applicable during non-budget years
APRIL	Wednesday 4/28 5:00 p.m.	Wednesday 4/12 5:00 p.m.	Monday 5/10 6:00 p.m.	<ul style="list-style-type: none"> • Review of Strategic Plan/Goals & Commission's Policies
MAY	Wednesday 5/26 6:00 p.m.	Wednesday 5/19 5:00 p.m.	Monday 6/14 6:00 p.m.	
JUNE	Wednesday 6/23 6:00 p.m.	Wednesday 6/16 5:00 p.m.	Monday 6/28 6:00 p.m.	
JULY	Wednesday 7/28 6:00 p.m.	Wednesday 7/21 5:00 p.m.	Monday 8/9 6:00 p.m.	
AUGUST	Wednesday 8/25 6:00 p.m.	Wednesday 8/18 5:00 p.m.	Monday 9/13 6:00 p.m.	<ul style="list-style-type: none"> • Capital Improvement Plan Review
SEPTEMBER	Wednesday 9/22 5:00 p.m.	Wednesday 9/15 5:00 p.m.	Monday 9/27 6:00 p.m.	
OCTOBER	Wednesday 10/27 5:00 p.m.	Wednesday 10/20 5:00 p.m.	Monday 11/22 6:00 p.m.	<ul style="list-style-type: none"> • AAHPA Conference
NOVEMBER	No Regular Meeting			<ul style="list-style-type: none"> • Seattle Fish Expo
DECEMBER	Wednesday 12/22 5:00 p.m.	Wednesday 12/15 5:00 p.m.	Monday 1/10/22 6:00 p.m.	<ul style="list-style-type: none"> • Land Allocation Plan Review

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work.