



Agenda

City Council Regular Meeting

Monday, July 22, 2024 at 6:00 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall
491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 205 093 973 Password: 610853
<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, PLEDGE OF ALLEGIANCE

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

MAYORAL PROCLAMATIONS AND RECOGNITIONS

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. Homer City Council Unapproved Regular Meeting Minutes of June 10, 2024, June 17, 2024 July 1, 2024 and July 2, 2024. Acting City Clerk. Recommend adoption.
- b. Memorandum CC-24-145 from Mayor re: Appointment of Ellie Stefano to the Parks, Art, Recreation & Culture Advisory Commission. Recommend approval.
- c. Memorandum CC-24-146 from Acting City Clerk re: Liquor License Renewal for The Twisted Goat. Recommend approval.
- d. Ordinance 24-31, An Ordinance of the Homer City Council Adopting the 2024 Homer Transportation Plan, Amending the Homer Comprehensive Plan to include the Transportation Plan and Recommending Adoption by the Kenai Peninsula Borough. City Manager. Introduction July 22, 2024 Public Hearing and Second Reading August 12, 2024.

Memorandum CC-24-147 from Community Development Director as backup.

- e. Ordinance 24-32, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Budget by Authorizing Transfers Totaling \$667,146 from Various Funds to make Necessary Adjustments to the Distribution of Unallocated Interest Income. City Manager/Finance Director. Introduction July 22, 2024 Public Hearing and Second Reading August 12, 2024.

Memorandum CC-24-152 from Finance Director as backup.

- [f.](#) Ordinance 24-33, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating an Additional \$73,300 from the Water Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Paintbrush Booster Pump Station Project. City Manager/City Engineer. Introduction July 22, 2024. Public Hearing and Second Reading August 12, 2024.

Memorandum CC-24-148 from City Engineer as backup.

- [g.](#) Ordinance 24-34, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$16,000 from the General Fund Capital Asset Repair and Maintenance Allowance (CARMA) Fund to Convert the Existing Fuel Boiler at the Homer Education and Recreation Complex (HERC) to Natural Gas. City Manager/Public Works Director. Introduction July 22, 2024 Public Hearing and Second Reading August 12, 2024.

Memorandum CC-24-149 from Public Works Director as backup.

- [h.](#) Resolution 24-078, A Resolution of the City Council of Homer, Alaska, Supporting the City of Kenai Joint Resolution 2024-001 and The City of Kenai's Small Community Air Service Development Grant Proposal to Support Incentives Aimed at Direct Air Service from the Kenai Municipal Airport to Seattle/Tacoma and the Lower 48. City Manager.
- [i.](#) Resolution 24-079, A Resolution of the City Council of Homer, Alaska, Providing Comments to the Alaska State Legislature Regarding the Impact of Tax Exemptions on Municipalities. Aderhold.
- [j.](#) Resolution 24-080, A Resolution of the Homer City Council Approving the City Manager Contract with Melissa Jacobsen and Authorizing the Mayor to Execute the Appropriate Documents. Mayor/City Council.

Memorandum CC-24-152 from HR Director as backup.

- [k.](#) Resolution 24-081, A Resolution of the City Council of Homer, Alaska Amending Task Order 24-03 to HDR for Homer Harbor Expansion General Investigation Work In Kind Engineering Support Services to Additionally Include United States Army Corps of Engineers Requested Bathymetric Mapping and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port Director.

Memorandum CC-24-151 from Port Director as backup.

VISITORS

- [a.](#) Harbor Expansion Quarterly Update Presentation & Report - Jenny Carroll, Communication & Special Projects Coordinator and Bryan Hawkins, Port Director

ANNOUNCEMENTS / PRESENTATIONS / REPORTS (5 Minute limit per report)

- a. Mayor's Report
- b. Planning Commission Report
- c. ADA Advisory Board Report
 - [i.](#) ADA Advisory Board Report for July 11, 2024
- e. Champions Report
 - i. Finance
 - ii. Harbor
 - iii. Recreation

PUBLIC HEARING(S)

ORDINANCE(S)

CITY MANAGER'S REPORT

- [a.](#) City Manager's Report
- [b.](#) Monthly Expenditure Report Actuals through June 2024

PENDING BUSINESS

- [a.](#) Ordinance 24-30, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$900,000 from the Gas Line Fund for a Multi-Use Community Recreation Center Project. Mayor. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024. Postponed to July 22, 2024.

Public Comment Received

NEW BUSINESS

- [a.](#) Memorandum CC-24-150 from Councilmembers Lord and Aderhold re: Accessible/Disabled Parking on the Homer Spit.

RESOLUTIONS

- [a.](#) Resolution 24-077, A Resolution of the City Council of Homer, Alaska, Supporting a Partnership Between the City, University of Alaska and the Kachemak Bay National Estuarine Research Reserve to Submit a Grant Application to the National Oceanic and Atmospheric Administration for Funding to Acquire and Protect Lands Within the Bridge Creek Watershed Protection District. Aderhold.

Memorandum CC-24-144 from Community Development Director as backup.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY ATTORNEY

COMMENTS OF THE CITY CLERK

COMMENTS OF THE CITY MANAGER

COMMENTS OF THE MAYOR

COMMENTS OF THE CITY COUNCIL

ADJOURNMENT

Next Regular Meeting is Monday, August 12, 2024 at 6:00 p.m., Committee of the Whole at 5:00 p.m. A Joint Worksession with the ADA Advisory Board is scheduled for Monday, August 19, 2024 at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 24-13 a Regular Meeting of the City Council of Homer, Alaska was called to order on June 10, 2024 by Mayor Castner at 6:05 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS ERICKSON, DAVIS, ADERHOLD, VENUTI, LORD, HANSEN

STAFF: INTERIM CITY MANAGER JACOBSEN
ACTING CITY CLERK KRAUSE
CITY ATTORNEY GATTI
PUBLIC WORKS DIRECTOR KORT
FINANCE DIRECTOR FISCHER
PERSONNEL DIRECTOR BROWNING
PORT DIRECTOR HAWKINS
RECREATION MANAGER ILLG
COMMUNITY DEVELOPMENT DIRECTOR ENGBRETSSEN
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CHIEF TECHNOLOGY OFFICER JIRSA
FIRE CHIEF KIRKO

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

Mayor Castner announced supplemental items: **CONSENT AGENDA** Item f. Ordinance 24-29, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating an Additional \$75,071.38 from the General CARMA Fund to the Homer Airport Terminal Sidewalk Replacement Project. Finance Supplement Sheet. Item j. Resolution 24-066, A Resolution of the City Council of Homer, Alaska, Approving a Recreational Use Agreement between the City of Homer and the Kachemak Nordic Ski Club Regarding the Maintenance and Operation of Nordic Ski Trails on Three City Owned Properties in the Baycrest Ski Area including Construction of an Equipment Shed and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. Letter and updated drawings from Kachemak Nordic Ski Club **ANNOUNCEMENTS/PRESENTATIONS/REPORTS** Item c. Mayor's Report Alaska Marine Conservation Council Letter and Draft Resolution in Support of Amendment 123 to the Fishery Management Plan (FMP) for Groundfish of the Bering Sea and Aleutian Islands (BSAI) Management Area Which Amends Regulations Governing Limits on the Pacific Halibut Prohibited Species Catch (PSC) and Links the Halibut PSC Limit for the Amendment 80 Commercial Groundfish Trawl Fleet in the BSAI Groundfish Fisheries to Halibut Abundance. Mayor. **PUBLIC HEARINGS** Item c. Ordinance 24-23, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Operating Budget for Necessary Mid-Biennium Adjustments. Memorandum CC-24-132 from Interim City Manager as backup. Item d. Ordinance 24-24, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget for Necessary Mid-Biennium Adjustments. Memorandum CC-24-132 from Interim City Manager as backup

LORD/VENUTI MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

MAYORAL PROCLAMATIONS AND RECOGNITIONS

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

Eric Velsko, city resident, expressed support for the proposed resolution regarding support for Amendment 123 to the Fishery Management Plan (FMP) and encouraged City Council to support that Resolution.

Paul Seaton, Homer area resident, commented in support the proposed resolution for Amendment 123 to the Fishery Management Plan (FMP) and encouraged City Council to support the resolution.

Ken Ciccoli, local attorney, commented on lending his services pro bono for the Alaska Marine Conservation Council to draft the proposed resolution in support of the Amendment 123 to the FMP.

Larry Slone, city resident, commented on Ordinance 24-29 and the regular occurrence of additional funding required to complete projects and stated that the City needs to be more conservative and practical in its decisions.

Scott Adams, city resident, commented on the proposed resolution in support of Amendment 123 to the FMP and provided his experience fishing and the changes within the industry over the years.

Billy Hayden, Acting President of HCA, encouraged City Council to support the proposed Amendment 123 and explained how this amendment would affect the small charter companies, bycatch and the City.

Michelle Beal, commented on the proposed resolution citing how this amendment would affect the economic vitality of the City, friends and family.

Jim Halispell, charter boat owner, commented in support of the draft resolution and encouraged City Council to support it as well.

Greg Sutter, city resident, encouraged City Council to support the Amendment 123 Resolution and provided information on how the restrictions are impacting the charter companies and commercial fleets.

RECONSIDERATION

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. Homer City Council Unapproved Regular Meeting Minutes of May 28, 2024. Acting City Clerk. Recommend approval.
- b. Memorandum CC-24-123 from Mayor re: Appointment to the ADA Advisory Board. Recommend approval.
- c. Memorandum CC-24-124 from Acting City Clerk re: Liquor License Renewals for Kharacters, AJ's Oldtown Steakhouse & Tavern and Oaken Keg #1832. Recommend approval.
- d. Ordinance 24-27, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 3.10 Investments and Collateralization of Public Funds by Adding Section 3.10.105 Investment Income Allocation. Lord/Davis. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024. Recommend adoption.
- e. Ordinance 24-28, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Accepting and Appropriating the FY24 State of Alaska Community Assistance Program Payment in the Amount of \$146,261.39 for the City Hall Elevator Re-certification. City Manager. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024. Recommend adoption.
- f. Ordinance 24-29, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating an Additional \$75,071.38 from the General CARMA Fund to the Homer Airport Terminal Sidewalk Replacement Project. City Manager/Public Works Director. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024. Recommend adoption.

Memorandum CC-24-129 from Public Works Director as backup.

- g. Resolution 24-066, A Resolution of the City Council of Homer, Alaska, Approving a Recreational Use Agreement between the City of Homer and the Kachemak Nordic Ski Club Regarding the Maintenance and Operation of Nordic Ski Trails on Three City Owned Properties in the Baycrest Ski Area including Construction of an Equipment Shed and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Community Development Director. Recommend adoption.

Memorandum CC-24-128 from Community Development Director as backup.

- h. Resolution 24-067, A Resolution of the City Council of Homer, Alaska Confirming the Assessment Roll, Establishing Dates for Payment of Special Assessments and Establishing Delinquency, Penalty, and Interest Provisions for the Charles Way Bunnell Avenue Water and Sewer Special Assessment District. City Clerk. Recommend adoption.

- i. Resolution 24-068, A Resolution of the City Council of Homer, Alaska Approving a Lease Assignment from Y&C, LLC to Berth II, Inc. for a New 20 Year Lease for Lot 32 as shown on Plat No. 89-34 at the Annual Rate of \$23,653.44 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager. Recommend adoption.

Memorandum CC-24-129 from Port Property Associate as backup.

- j. Resolution 24-069, A Resolution of the City Council of Homer, Alaska, Amending the 2024 City Council Meeting Schedule for June. Interim City Manager. Recommend adoption.

- k. Resolution 24-071, A Resolution of the City Council of Homer, Alaska, Establishing a Right of Way Policy Evaluation Team on Cutting, Clearing or Removal of Trees and Vegetation Located within Public Rights of Way. City Manager/Public Works Director.

Memorandum CC-24-131 from Public Works Director as backup.

Acting City Clerk Krause read the Consent Agenda into the record as presented.

LORD/ADERHOLD MOVED TO ADOPT THE RECOMMENDATIONS OF THE CONSENT AGENDA AS READ.

Mayor Castner noted that Councilmembers Aderhold and Davis were appointed to the Rights of Way Team.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS (10 Minutes limit per visitor)

ANNOUNCEMENTS / PRESENTATIONS / REPORTS (5 Minute limit per report)

- a. Worksession Report

City Manager Jacobsen reported that City Council held a discussion facilitated by Public Works Director Kort on Homer City Code Title 11 Vegetation in Public Rights of Way and Biennium Budgets Adjustments proposed by Council.

- b. Committee of the Whole Report

Councilmember Lord reported that Council discussion Resolution 24-069 regarding amending their regular meeting schedule to conduct a special meeting on Monday, June 17, 2024 to review and determine candidates to interview for the City Manager position.

- c. Mayor's Report

Mayor Castner reported on the proposed resolution submitted by the Alaska Marine Conservation Council and that if supported by City Council a resolution would be brought forward for approval at

the June 17, 2024 Special Meeting . He then requested Andrea Browning, HR Director provide a report to Council on the City Manager Hiring process.

Ms. Browning reported on the next steps in the process and noted the work of the City Manager Hiring Advisory Committee. She facilitated discussion on the expectation of Council for the June 17, 2024.

Councilmember Aderhold recommended deleting Lines 66-67 from the proposed draft resolution, amending it to remove the word “landed”. It was noted that the City claims to be the Halibut Capital of the World but that sentence is not factual as written.

d. Borough Report

Kelly Cooper, assembly person, reported that the Borough budget was passed, mil rate stays the same, 2.5% COLA; awarded a contract to replace a leachate tank; new Kenai Peninsula Borough website will be up and running soon; received the contract from Airbnb and the legal department is looking that over, however this does not alleviate the responsibility of submitting the quarterly tax reports; Cruise ships – currently the numbers do not show that there will be issues handling the buses. She then facilitated discussion on Senate Bill 179 regarding Farm Tax exemptions and deferments, and waiting to see if the Governor signs before any changes are implemented and continuing smells issuing from the transfer site, smoke from the fire which is still burning deep down, and numerous trucks.

e. Planning Commission Report

f. Sister City Task Force

Council member Venuti reported on the actions of the Task Force approving the Banners for Pioneer Avenue, and the Sister City Coordinator Lori Pond will provide quarterly reports on expenditures to Council.

g. Champions Report

i. Finance

ii. Harbor

Councilmember Lord reported that they will be meeting with Port Director and Staff on Wednesday, June 12, 2024.

iii. Recreation

PUBLIC HEARING(S)

- a. Ordinance 24-21, An Ordinance of the City Council of Homer Alaska Amending the FY23 Capital Budget by Re-Appropriating FY22 State of Alaska Community Assistance Program in the Amount of \$98,714.98 from Various ADA Projects to the Airport Sidewalk Repair Project. City

Manager/Public Works Director. Introduction May 13, 2024 Public Hearing and Second Reading May 28, 2024 Page 197 Postponed to June 10, 2024

Memorandum CC-24-105 from City Engineer as backup.

Mayor Castner opened the Public Hearing. There were no comments and the hearing was closed.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-21 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- b. Ordinance 24-22 An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget By Accepting and Appropriating an Alaska Department of Environmental Conservation Drinking Water Fund Loan in the Amount of \$184,578 for the Tasmania Court Water Improvement Project. City Manager/Public Works Director. Introduction May 13, 2024 Public Hearing and Second Reading May 28, 2024 Postponed to June 10, 2024

Mayor Castner opened the Public Hearing. There were no comments and the hearing was closed.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-22 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- c. Ordinance 24-23, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Operating Budget for Necessary Mid-Biennium Adjustments. City Manager. Introduction May 28, 2024 Public Hearing and Second Reading June 10, 2024.

Memorandum CC-24-113 from HR Director/Finance Director as backup.

Memorandum CC-24-111 from Employee Committee as backup.

Memorandum CC-24-112 from Community Development of Director as backup.

Memorandum CC-24-110 from PARC Advisory Commission as backup.

Memorandum CC-24-132 from Interim City Manager as backup.

Mayor Castner opened the Public Hearing.

Mr. Robert Green, Small Business Development Advisor, expressed his appreciation for Council support. He provided a brief outline on what he provides to the public wanting to start a business,

create a LLC, necessary legal requirements, assistance with completing paperwork, and clarifying the new 2024 Federal regulations.

Mayor Castner closed the Public Hearing.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-23 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

VENUTI/ADERHOLD MOVED TO AMEND ORDINANCE 24-23 BY INCLUDING \$12,000 FOR THE SMALL BUSINESS DEVELOPMENT ADVISOR POSITION TO PROVIDE THE ADDITIONAL SALARY FUNDS NEEDED.

There was a brief discussion on the overall economic benefits to the community to be able to provide this service.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LORD/ADERHOLD MOVED TO AMEND THE FOOD AND STAPLES LINE ITEM BUDGET (100-0100-5206) BY ADDING \$800 TO PROVIDE SNACKS AND ACCESS TO BOARDS AND COMMISSIONS TO THE COUNCIL REFRIGERATOR.

There was a brief discussion on the additional funding and it was noted that providing the advisory bodies the ability to have snacks during their meetings was a consideration for the time spent by those members working on issues for the benefit of the community.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LORD/ADERHOLD MOVED TO AMEND THE LOBBYING LINE ITEM (100-0100-5248) BY ADDING \$20,000 TO PROVIDE THE SERVICES OF A FEDERAL LOBBYIST IN WASHINGTON, D.C.

Points were made on the value to having a lobbyist working on behalf of the city regarding strategizing with agencies, engaging within the moving wheels of the Federal government, and including Council members on the review committee for reviewing the proposals when they come in.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ERICKSON/DAVIS MOVED TO AMEND ORDINANCE 24-23 TO INCLUDE FUNDING FOR A FULL TIME PARKS MAINTENANCE TECHNICIAN.

Councilmembers advocated including this in the budget due to the response from the public, top three recommended in the Comp Plan re-write related to Parks and Recreation; the need for additional staff to properly take care of things; funding has been included for a permanent part time position of 28

hours in the budget presented by the Interim City Manager which used funding already designated for temporary seasonal employees.

VOTE. (Amendment) NO. VENUTI, ERICKSON, ADERHOLD, LORD, HANSEN

VOTE. (Amendment) YES. DAVIS.

Motion failed.

ERICKSON MOVED TO POSTPONE MEMORANDUM CC-24-111 REGARDING THE EMPLOYEE COLAS SO THAT THEY CAN DISCUSS IT.

Interim City Manager Jacobsen clarified that they could not postpone one memorandum related to Ordinance 24-23, Council would need to postpone the whole ordinance stating Council can discuss her concerns since that is where they are at in the process currently.

Motion died for lack of a second.

Mayor Castner clarified with the Interim City Manager Jacobsen that the proposed amendments presented have been addressed. Ms. Jacobsen confirmed that they had.

Councilmember Erickson requested clarification on the employee increase that was approved by Council that was about 7% and was to happen over a time span of two years, but was done in one lump sum and now they are considering a 4.5% COLA.

Interim City Manager Jacobsen provided clarification on previous actions of the City Council regarding COLA's for all employees, creation and implementation of the Exempt Employee pay scale and increases and Longevity pay.

Further discussion on the FY25 COLA included the following points:

- Saying "no" was an uncomfortable feeling because there is no protocol in place when it comes to COLAs and it is awkward on both sides.
- There should be a policy put in place.
- Employee Committee and other Councilmembers have expressed an interest in establishing a formula or policy.
- It is preferred to address COLAs during the development of the biennial budget not during budget adjustments.
- Establishing the CPI as a metric and build it into the budget at the time Council passes the biennial budget rather than during the mid-biennial adjustments with much bigger than inflation or higher than the federal government.

Councilmember Lord reminded the Council that she brought forward previously an ordinance to create policy to have the COLA included by the City Manager in the budget in accordance with the CPI, there was a lot of talk at the table but it failed. Ms. Lord spoke to the content of the memorandum stating that staff did a great job providing the information for Council with surrounding communities and the Federal government and it is up to Council to use that information to determine what they are going to

do. She commented in support of implementing a policy regarding COLAs and was not against the 4.5% COLA presented, weighing in the cost of food in recent months.

Councilmember Venuti expressed that “you can’t eat the view” and would support the 4.5% requested and that she supported creation of policy. She noted the parity study where some cities do a COLA every year and believed that keeps the employees happier. Ms. Venuti noted that the employees support the non-profits and businesses in Homer.

Mayor Castner requested clarification from HR Director Browning on the impact of a COLA to the base wage rate versus one time lump sum.

Ms. Browning confirmed that if Council approved a COLA it would be a percentage increase to all employees. If the Council enacts a policy to adopt a COLA annually based on the CPI they are effectively adjusting everyone’s salary yearly based on that COLA. She explained that in the parity study when comparing Homer with the other communities and those communities provide annual COLAs because they are built in, but Homer doesn’t so we can fall behind. She provided clarification on the recent increases provided to the exempt employees and a COLA.

DAVIS/ERICKSON MOVED TO AMEND THE COLA TO 3.5%

Councilmember Davis stated that he would like to address COLA to adjust wages for the cost of living, not to address perceived shortfalls for what other people are being paid in other places. He noted that there is a separate process for adjusting the wage scale to make sure it matches others. The COLA should be based on the actual cost of living in the best way that it can be measured.

Councilmember Aderhold agreed and stated that Council should have a COLA discussion every year since we have a biennial budget it is unknown what the second year will bring as far as whether you call it COLA or Parity you get the same thing.

VOTE. (Amendment) NO. ADERHOLD, HANSEN.

VOTE. (Amendment) YES. LORD, VENUTI, ERICKSON, DAVIS.

Motion carried.

Interim City Manager Jacobsen confirmed for Councilmember Erickson that the budget adjustments included the jailer position.

VOTE. (Main as Amended) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Castner called for a six minute recess at 7:39 p.m. He called the meeting back to order at 7:45 p.m.

- d. Ordinance 24-24, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget for Necessary Mid-Biennium Adjustments. City Manager. Introduction May 28, 2024 Public Hearing and Second Reading June 10, 2024.

Memorandum CC-24-114 from PARCAC/Recreation Manager as backup.
Memorandum CC-24-132 from Interim City Manager as backup.

Mayor Castner introduced the ordinance and opened the public hearing. There were no comments and the hearing was closed.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-24 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

ADERHOLD/DAVID MOVED TO AMEND THE CAPITAL BUDGET BY ADDING A SECURITY ROLLING CLOSURE FOR THE LIBRARY AT \$30,000 FROM GENERAL FUND CARMA.

Brief discussion on the Library Director looking into this and the cost was initially \$80,000 and that included a structural study but it was determined that the infrastructure was already in place and a gate that came from the ceiling to the floor, electric, with safety mechanisms would run about \$14,000 with installation about the same cost. Comments were made on the following:

- finite pool of money with every department needing something and how to determine what needs are more important than others
- After hours usage would allow access to the room and restroom and staff would not have to be present.
 - o This would create a cost savings in overtime expenses for the budget.

VOTE.(Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ADERHOLD/ERICKSON MOVED TO AMEND THE CAPITAL BUDGET BY ADDING A VOLLEY BALL NET SYSTEM FOR \$4500.00 FROM THE GENERAL FUND CARMA.

Brief discussion on purchasing the net system and the limited uses to Community Recreation of the school facilities and equipment and it would be able to be relocated to the new community center when constructed as well.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Castner requested additional amendments.

ERICKSON/ADERHOLD MOVED TO AMEND THE CAPITAL BUDGET TO ADD JACK GIST PARK ELECTRIC AND PARKING IMPROVEMENTS FOR \$125,000.

Discussion included points that the improvements will complete the project to allow for the restroom that was ordered to be connected to electric, and address the drainage issues with the parking and eventually bring electric to the proposed scorekeepers shed.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ADERHOLD/ERICKSON MOVED TO AMEND THE CAPITAL BUDGET BY \$400,000 FROM THE GENERAL FUND CARMA FOR A MULTI-USE COMMUNITY CENTER SET ASIDE FUND.

Brief discussion that this will provide the start to funding the recreation center and show that the City Council is serious regarding this project and it will encourage the formation of a Friends of Recreation group.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was a brief discussion regarding the following:

- clarifying where or what fund the \$400,000 will be dedicated or placed
- Having a Fleet Replacement Schedule when discussing or reviewing the budget
- Having all the information together and presented at one time is beneficial and makes it easier to review the budget document as a whole.

VOTE. (Main as amended) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- e. Ordinance 24-25, An Ordinance of the City Council of Homer, Alaska, Amending the City of Homer Water and Sewer Rates and Updating the City Fee Schedule Accordingly. City Manager/Finance Director. Introduction May 28, 2024 Public Hearing and Second Reading June 10, 2024.

Memorandum CC-24-122 from Finance Director as backup.

Mayor Castner introduced the ordinance and opened the public hearing.

Connie Isenhour, Mayor, Kachemak City, expressed her appreciation for being notified that this was on the agenda and being invited to the meeting as well as keeping her apprised of the process.

There were no further comments and the public hearing was closed.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-25 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- f. Ordinance 24-26, An Ordinance of the City Council of Homer, Alaska, Amending The FY24 Capital Budget By Redistributing Funds within the General Fund Capital Asset Repair and Maintenance Allowance (CARMA) Fund and within the General Fund Fleet Capital Asset Repair and Maintenance Allowance (CARMA) Fund To Establish Subaccounts. Lord/Davis. Introduction May 28, 2024 Public Hearing and Second Reading June 10, 2024.

Memorandum CC-24-121 from Councilmembers Lord and Davis as backup.

Mayor Castner introduced the ordinance and opened the public hearing. There were no comments and the public hearing was closed.

LORD/DAVIS MOVED TO ADOPT ORDINANCE 24-26 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

Discussion on points:

- to establish a way to review CARMA funds within the general fund that is transparent to the public, stating the appropriation has not been weighed accurately;
- provides staff with the knowledge that there is funding available to account for the needs of the department
- A Capital Project should have an amortization list, example used was the ADA projects
- The knowledge that the city has these funds already
- There never seems to be the money to do a significant project
- How does Council plan and execute various projects and are they making the pots of money too small to provide any value
- Maybe postpone this ordinance to review after the summer
- Council has used several funds or pots of money before rolling it all into one fund.
- A better way to understand the cross departmental dependencies of how they are spending money

VOTE. YES. LORD, ADERHOLD, DAVIS, HANSEN

VOTE. NO. ERICKSON, VENUTI

Motion carried.

ORDINANCE(S)

- a. Ordinance 24-30, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$900,000 from the Gas Line Fund for a Multi-Use Community Recreation Center Project. Mayor. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024.

Mayor Castner introduced the ordinance by reading of the title and requested a motion.

LORD/ADERHOLD MOVED TO INTRODUCED ORDINANCE 24-30 BY READING OF TITLE ONLY.

ADERHOLD/DAVIS MOVED TO POSTPONE TO JULY 22, 2024 MEETING

Discussion facilitated by City Council included knowledge of the free main gas balance will be after July 1, 2024 and staff was requested to provide the relevant background information so the actual amount could be more accurate.

VOTE.(Postponement) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

CITY MANAGER'S REPORT

- a. City Manager's Report

Interim City Manager Jacobsen noted that her report was in the packet. She comment on the following items of interest not mentioned as follows:

- South Peninsula Hospital has the opportunity for a grant for generator
- Change Order for the Ben Walters Lane Sidewalk Improvement Project
- Coast Guard Birthday is in August and city staff is working on some

- b. Monthly FY24 Year to Date Report

PENDING BUSINESS

NEW BUSINESS

RESOLUTIONS

- a. Resolution 24-070, A Resolution of the City Council of Homer, Alaska, Authorizing A Change Order to the Ben Walters Lane Sidewalk Improvement Project in the Amount of \$56,300 to Reduce the Sidewalk Width to Eight Feet and Widen the Roadway Repaving to Include the Distance from New Curb to the Centerline of Ben Walters Lane and Authorizes the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director.

Memorandum CC-24-130 from Public Works Director as backup.

Mayor Castner requested a motion.

LORD ADERHOLD MOVED TO ADOPT RESOLUTION 24-070 BY READING OF TITLE ONLY.

A brief discussion regarding use of change orders and amending policy would be beneficial.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- b. Resolution 24-064, A Resolution of the City Council of Homer, Alaska Awarding the Contract for the Solid Waste Collection and Disposal for a Three Year Term with Two One-Year Renewal Options to Alaska Waste – Kenai Peninsula, LLC of Soldotna, Alaska and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/ Port Director. Recommend adoption.

Memorandum CC-24-126 from Public Works Director as backup.

Mayor Castner requested a motion.

ADERHOLD/LORD MOVED TO ADOPT RESOLUTION 24-064 BY READING OF TITLE ONLY.

ADERHOLD/LORD MOVED TO AMEND THE TOTAL EMPTY RATE TO \$802.

Councilmember Lord provided clarification that the math shown was incorrect and the amount should reflect \$802.00.

Councilmember Aderhold noted that line 16 the word should be originally not organically and requested the Clerk to use her reviser ability to make that small correction.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- c. Resolution 24-065, A Resolution of the City Council of Homer, Alaska, Authorizing City Staff to Continue with the FEMA BRIC Grant Application Process with a 25% Local Match to Include Staff Time, Materials, and Cash as Requested by the Sub-Applicant, the State of Alaska Department of Homeland Security and Emergency Management as the Sub-Applicant. City Manager. Recommend adoption.

Memorandum CC-24-127 from City Planner as backup.

Mayor Castner requested a motion.

LORD/ADERHOLD MOVE TO ADOPT RESOLUTION 24-065 BY READING OF TITLE ONLY.

Councilmember Erickson remarked on the total amount of \$625,000 and the inclusion of a building inspector and questioned the financial burden on the city to fund that position into the future.

City Planner Foster provided clarification on the requirements to implement the building department and hire a building inspector in year three of the grant and the match was up to \$125,000 for the entire project across the three years. He confirmed that the city has stated it would provide the \$125,000 match but now it just designates specifically where it will be applied and will contain cash as well as staff time and materials to equal that sum. Mr. Foster further noted that at this time there is no award as yet, so no obligation is needed now, just intent.

Further comments on the time it took for the application and award and committing the city to funding a team versus one additional person, requirements of Federal grants and moving forward and establishing policy then find the funding.

VOTE. YES. HANSEN, LORD, DAVIS, ADERHOLD.

VOTE. NO. VENUTI, ERICKSON.

Motion carried.

COMMENTS OF THE AUDIENCE

Larry Sloan, city resident, commented on the passing of a resolution for possible building code and he was ambivalent regarding that action, understood the safety aspect, noting that Contractors are going to build to code, few people would take on building something themselves and it not be to code, so he believed it would be superfluous to add another layer of infrastructure and personnel which would make things more expensive. They already have problems with housing and this will just exacerbate it in his opinion. Mr. Sloan expressed comments on the use of the HERC and the ordinance to fund the recertification of the city hall elevator.

Jan Knutson, Visitor Center Director, commented on the 2024 Homer Visitor Guide and distributed copies to Council noting that the cover was designed in house this year, the various features and the upcoming celebrations to be held in Homer.

COMMENTS OF THE CITY ATTORNEY

City Attorney Gatti had no comments.

COMMENTS OF THE CITY CLERK

Acting City Clerk Krause announced the vacancies on the Sister City Task Force, Planning Commission and ADA Advisory Board.

COMMENTS OF THE CITY MANAGER

Interim City Manager Jacobsen expressed her appreciation for the Council's work on the mid biennium budget adjustments for the operating and capital budgets, stating she learned quite a lot

working with Finance Director Fischer and really appreciated her patience and guidance during the process.

COMMENTS OF THE MAYOR

Mayor Castner expressed concerns with requirements of reserve funds and would like to address the issue at the end of the summer. He then commented on the work of the City Manager Hiring Advisory Committee and the desire to have access to the administration but expressed his appreciation and thanks for their time and dedication to review each and every application.

COMMENTS OF THE COUNCIL MEMBERS

Councilmember Venuti expressed comments on celebrating Mary Epperson Day, glad to hear that the city is planning a celebration regarding the Coast Guard birthday, glad to see the improvements for Jack Gist went through and cautioned everyone to take care of themselves.

Councilmember Lord had no comments.

Councilmember Aderhold commented on the re-grand opening of the K'Beq Site and reported that it will be open all summer.

Councilmember Davis commented that he can be counted in looking into the reserves fund as he was very interested. He then announced the Annual Pride Walk event and culminating in celebrating Juneteenth and the Solstice Celebration by the Chamber the following weekend.

Councilmember Erickson expressed her appreciation for Interim City Manager opening up city hall again and bringing back some normalization. She then commented on the resolution regarding the Amendment 123, encouraged caution driving and enjoy the sunshine.

Councilmember Hansen expressed appreciation for the attendance regarding items on the agenda that brings members of the community in to overflowing. She echoed the sentiments to drive safely and acknowledge the loss of Barney Brooks the past weekend.

ADJOURNMENT

There being no further business to come before the Council Mayor Castner adjourned the meeting at 9:10 p.m. A Special Meeting on Monday June 17, 2024 at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

Renee Krause, MMC, Acting City Clerk

Approved:_____

Session 24-14 a Special Meeting of the City Council of Homer, Alaska was called to order on June 17, 2024 by Mayor Castner at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS ERICKSON, DAVIS, ADERHOLD, VENUTI, LORD, HANSEN

STAFF: INTERIM CITY MANAGER JACOBSEN
ACTING CITY CLERK KRAUSE
CITY ATTORNEY GATTI
PUBLIC WORKS DIRECTOR KORT
FINANCE DIRECTOR FISCHER
PERSONNEL DIRECTOR BROWNING
PORT DIRECTOR HAWKINS
RECREATION MANAGER ILLG
COMMUNITY DEVELOPMENT DIRECTOR ENGBRETSSEN
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CHIEF TECHNOLOGY OFFICER JIRSA
FIRE CHIEF KIRKO

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

Mayor Castner read the supplemental items **CONSENT AGENDA** Item d. Memorandum CC-24-108 from Special Projects & Communications Coordinator re: 2025-2030 CIP and FY26 Legislative Priorities Request Development Schedule Corrected Schedule; Item f. Ordinance 24-23, Amending the FY25 Operating Budget to provide for Necessary Mid-Biennium Adjustments. FY24/FY25 Amended Operating Budget Document, Fund Balance Report Actuals through Quarter Ending March 2024 as a Laydown and Budget Amendment submitted by Councilmember Erickson as a laydown **VISITORS** Item b. Prince William Sound Regional Citizens Advisory Council PowerPoint Presentation.

LORD/VENUTI MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

MAYORAL PROCLAMATIONS AND RECOGNITIONS

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

Larry Slone, city resident, commented on Resolution 24-074 stating that the Borough intends putting this on the October ballot so we should start discussing it now. He provided some estimated figures of revenue and then commented on the expense for software and believed it was very costly to implement.

Heath Smith, city resident, commented on Resolution 24-074 regarding the necessity of implementing a tax and believed the Borough has not shown that there is the need to implement a 12% bed tax and would hesitate supporting this action.

Jonathon Young, city resident, stated that he was a commissioner on the EDC but not speaking for the Commission, expressed concerns for Resolution 24-074 and how that would affect local businesses, noting the work that the EDC is currently doing in regards to forecasting tourism trends in the community and collecting data to make impactful decisions.

Warren Myhill, expressed opposition to the implementation of a bed tax, believing higher costs will deter visitors from coming to Homer and thus reduce the revenue that other businesses depend on from the seasonal visitors visiting their shops. He believes other areas would benefit and encouraged City Council to look into other revenue streams, such as boosting tourism.

Elizabeth Stark, Aspen Hotels, commented on Resolution 24-074 and the impact on the business if a 12% bed tax is implemented with regard to students, Alaskans coming to fish, staff issues, and reported that occupancy in the winter is 10%. She requested that Council postpone this action until the fall or winter when businesses can be present and participate in the process.

Mike Stark, commented on the City Manager Hiring process and encouraged the Council to consider applicant Zimmerman due to his experience.

Adrienne Sweeney, city resident, owner of Driftwood Inn, commented on Resolution 24-074 and recommended delaying the decision on this until business owners can participate. She further noted that these businesses do not have a cap and they pay their fair share and mentioned the seasonal nature of the business and that they provide year round employment.

Jon Faulkner, city resident, commented on Resolution 24-074 and expressed concerns on the rushed nature of this resolution and the impact to his business, stating that the Borough was not created to tax and the city does not need to abdicate their taxing authority.

RECONSIDERATION

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. Memorandum CC-24-134 from Mayor re: Appointment of Heath Smith and Re-Appointment of Scott Smith to the Planning Commission. Recommend approval.

- b. Memorandum CC-24-135 from Special Projects & Communications Coordinator re: Council Authorization to Partner with the State of Alaska Department of Transportation and Public Facilities to Submit a Federal FY23 PROTECT Planning Grant Application for the Homer Spit Climate Resiliency Project.
- c. Resolution 24-072, A Resolution of the City Council of Homer, Alaska Awarding a Contract for the Construction of the Homer Airport Terminal Sidewalk Replacement Project to the Firm of Peninsula Builders, LLC of Homer, Alaska in the Amount of \$249,961.36 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director. Recommend adoption.

Memorandum CC-24-137 from Public Works Director as backup.

- d. Resolution 24-073, A Resolution of the City Council of Homer, Alaska, In Support of Amendment 123 to the Fishery Management Plan (FMP) for Groundfish of the Bering Sea and Aleutian Islands (BSAI) Management Area Which Amends Regulations Governing Limits on the Pacific Halibut Prohibited Species Catch (PSC) and Links the Halibut PSC Limit for the Amendment 80 Commercial Groundfish Trawl Fleet in the BSAI Groundfish Fisheries to Halibut Abundance. Mayor. Recommend adoption.
- e. Resolution 24-074, A Resolution of the City Council of Homer, Alaska in Support of Kenai Peninsula Borough Resolution 2024-029 Placing an Area Wide Question on the October 2024 Ballot asking Whether the Borough Should Levy Up to A 12% Tax on Short Term Accommodation Rentals and Overnight Camping Facilities, Exempt these Rentals from the General Sales Tax, and Provide that All Cities within the Kenai Peninsula Borough May Exempt up to One-Half of the Borough's Tax on these Rentals. Mayor/City Council. Recommend adoption.

Acting City Clerk Krause read the Consent Agenda into the record as presented.

LORD/VENUTI MOVE TO ADOPT THE CONSENT AGENDA AS READ.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS (10 Minutes limit per visitor)

- a. Kelly Cooper, Borough Assembly Representative

KPB Resolution 2024-029 Area Wide Ballot Proposition Asking Whether the Kenai Peninsula Borough Should Levy up to a 12% Sales Tax on Short Term Accommodation Rentals and Overnight Camping Facilities, Exempt These Rentals from General Sales Tax and Provide that Cities within the Borough May Exempt up to One-Half of the Borough's Tax on these Rentals.

Ms. Cooper provided information addressing the timeline for getting an issue on the ballot is July and that it was brought forward by an Assemblyperson and stated that the Assembly is like Council, they can bring an item before the body at any time. The tax amount is up to the 12% and since Homer already charges a sales tax the tax would be split between the Borough and the City. Areas outside city limits would be 12%.

ANNOUNCEMENTS / PRESENTATIONS / REPORTS (5 Minute limit per report)

a. ADA Advisory Board Report

Councilmember Venuti provided a report on the June 13, 2024 ADA Advisory Board Regular meeting.

PUBLIC HEARING(S)

a. Ordinance 24-27, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 3.10 Investments and Collateralization of Public Funds by Adding Section 3.10.105 Investment Income Allocation. Lord/Davis. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024.

Mayor Castner opened the public hearing. There were no comments and the public hearing was closed.

LORD/DAVIS MOVED TO ADOPT ORDINANCE 24-27 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

Brief discussion on having policy in city code and there is still some work to complete.

LORD/ADERHOLD MOVED TO AMEND TO ADD SECTION 3 ORDINANCE TO BE EFFECTIVE JULY 1, 2024.

Councilmember Erickson requested clarification on a spreadsheet in the previous packet and it was explained that was a different ordinance.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

VOTE. (Main as amended). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

b. Ordinance 24-28, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Accepting and Appropriating the FY24 State of Alaska Community Assistance Program Payment in the Amount of \$146,261.39 for the City Hall Elevator Re-certification. City Manager. Intro June 10, 2024 Public Hearing and 2nd Reading June 17, 2024.

Mayor Castner opened the public hearing.

Larry Sloan, city resident, expressed concern that the elevator needed to be recertified and if it applied to capacity then they can reduce the capacity and use the funds for the HERC. He then stated that the number of people who use the elevator could just spend the extra 15 seconds to walk up the stairs and Homer has been a strong advocate for walking for health.

Mike Stark, city resident, commented on his experience with elevators and believed that they could install a whole new one for less than the cost to recertify the existing elevator.

Mayor Castner closed the public hearing and requested a motion.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-28 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

A brief discussion on the time frame to use the funding, the necessity to recertify the elevator in order to use the elevator and the cost included more than recertification.

LORD/ADERHOLD MOVED TO POSTPONE TO THE NEXT MEETING.

Brief discussion on the ADA requirement.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- c. Ordinance 24-29, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating an Additional \$75,100 from the General CARMA Fund to the Homer Airport Sidewalk Replacement Project. City Manager/Public Works Director. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024.

Memorandum CC-24-129 from Public Works Director as backup.

Mayor Castner opened the public hearing. There were no comments and the public hearing was closed.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-29 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- d. Ordinance 24-30, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$900,000 from the Gas Line Fund for a Multi-Use Community Recreation Center Project. Mayor. Introduction June 10, 2024 Public Hearing and Second Reading June 17, 2024.

Public Comment Received

Mayor Castner opened the public hearing.

Heath Smith, city resident, commented on the Mayor's intent but stated that the free main allowance is a reimbursement from the Enstar to the participants and supported and encouraged the Council to reimburse the participants and that they find a way to do that.

Larry Sloan, city resident, echoed the comments of Mr. Smith and then noted that the amount was far inadequate to replace the HERC building and could it interface and be used for the old issues of the HERC building.

Mayor Castner closed the public hearing and noted that there is no action required as it was noticed and included in error as it was postponed to the July 22, 2024 meeting by Council at the June 10th meeting.

Discussion on the specifics of the ordinance where and how the funding could benefit the participants, the exact amount of the free main allowance, Enstar has no opinion on how the allowance is spent but it was agreed that it should be spent to benefit to the residents of the city.

Councilmember Lord requested the most up to date accounting of the free main allowance when this ordinance comes back before them.

ORDINANCE(S)

CITY MANAGER'S REPORT

- a. City Manager's Report

Interim City manager Jacobsen noted that her report was in the packet.

- b. General Fund Expenditures Report Actuals Through May 2024 Laydown item
- c. Memorandum from Port Director re: Cruise Ship Report – Laydown Item

PENDING BUSINESS

NEW BUSINESS

- a. Memorandum CC-24-136 from HR Director re: CM Hiring Process Timeline
Memorandum CC-24-138 from HR Director re: City Manager Interview Vote

Mayor Castner noted that as a candidate for the position Interim City Manager Jacobsen has left the meeting at 5:56 p.m.

There was brief discussion on the process of disseminating the nine candidates recommended from the City Manager Hiring Advisory Committee and bringing forward additional candidates by Council.

It was agreed by consensus of Council to vote on each candidate separately for next step of Zoom interviews.

ADERHOLD/VENUTI NOMINATED CANDIDATE ARMSTRONG.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. VENUTI, ERICKSON, LORD, DAVIS, HANSEN

VOTE. YES. ADERHOLD

Nomination failed.

ERICKSON/DAVIS NOMINATED CANDIDATE BORK.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. ADERHOLD, HANSEN, LORD, VENUTI, ERICKSON.

VOTE. YES. DAVIS.

Nomination failed.

ERICKSON/VENUTI NOMINATED CANDIDATE HARVELL

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. YES. ERICKSON.

VOTE. NO. LORD, ADERHOLD, DAVIS, HANSEN, VENUTI.

Nomination failed.

VENUTI/ADERHOLD NOMINATED CANDIDATE ILLG.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. YES. HANSEN, VENUTI.

VOTE. NO. LORD, DAVIS, ADERHOLD, ERICKSON.

Nomination failed.

ADERHOLD/VENUTI NOMINATED CANDIDATE JACOBSEN.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. YES. DAVIS, HANSEN, ERICKSON, LORD, VENUTI, ADERHOLD.

Nomination carried.

LORD/ADERHOLD NOMINATED CANDIDATE OBORN.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. ERICKSON, DAVIS, VENUTI, HANSEN, ADERHOLD.

VOTE. YES. LORD.

Nomination failed.

VENUTI/ADERHOLD NOMINATED CANDIDATE ROBERTSON.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. VENUTI.

VOTE. YES. ERICKSON, ADERHOLD, LORD, DAVIS, HANSEN

Nomination carried.

VENUTI NOMINATED CANDIDATE STINETT

Nomination failed for lack of a second.

There was no nomination offered for Candidate Zoukee.

DAVIS/ADERHOLD NOMINATED CANDIDATE ZIMMERMAN.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. HANSEN, VENUTI, LORD, ADERHOLD

VOTE. YES. DAVIS, ERICKSON.

Nomination failed.

ADERHOLD/LORD NOMINATED CANDIDATE WOODS

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. NO. DAVIS, HANSEN, ERICKSON, LORD, VENUTI

VOTE. YES. ADERHOLD.

Nomination failed.

ERICKSON/DAVIS NOMINATED CANDIDATE DUBEL.

There was a brief discussion on strengths and weaknesses of the candidate.

VOTE. YES. ERICKSON, DAVIS, HANSEN, ADERHOLD, LORD.

VOTE. NO. VENUTI.

Nomination carried.

Mayor Castner requested a motion to close nominations.

LORD/VENUTI MOVED TO CLOSE NOMINATIONS AND SCHEDULE CANDIDATES JACOBSEN, ROBERTSON AND DUBEL FOR ZOOM INTERVIEWS.

There was a brief discussion on the process if the Council does not select any of the three after Zoom interviews, re-advertising if the Council does not want to revisit the previously submitted applicants.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Castner confirmed that HR Director will be contacting the candidates and arranging the Zoom interviews and will work with the Clerk to set special meeting dates accordingly.

RESOLUTIONS

- a. Resolution 24-074, A Resolution of the City Council of Homer, Alaska in Support of Kenai Peninsula Borough Resolution 2024-029 Placing an Area Wide Question on the October 2024 Ballot asking Whether the Borough Should Levy Up to A 12% Tax on Short Term Accommodation Rentals and Overnight Camping Facilities, Exempt these Rentals from the General Sales Tax, and Provide that All Cities within the Kenai Peninsula Borough May Exempt up to One-Half of the Borough's Tax on these Rentals. Mayor/City Council.

Mayor Castner requested a motion.

LORD/VENUTI MOVED TO ADOPT RESOLUTION 24-074 BY READING OF TITLE ONLY.

Council expressed comments and concerns regarding:

- the urgency in getting this action addressed when there is not the need
- impacts to local industry
- unclear how it will effect local businesses
- review data from other communities that have a bed tax
- there will be nominal if any loss of business to Homer businesses
- impacts to the number of instate tourists
- Review of other communities groundwork on this action
- Adding an additional amount when the city already has a city sales tax, the Borough sales tax, HART, HAWSP, and Bond repayment for the Police Station plus property taxes
- Bed Tax amounts implemented by other cities on the Kenai and in Anchorage
- Public comments received regarding waiting until business owners can take the time and participate in the discussion.
- Have a better understanding of where the money will go and why it is needed.

VOTE. NO. LORD, DAVIS, HANSEN, ERICKSON, VENUTI, ADERHOLD

Motion fails.

COMMENTS OF THE AUDIENCE

Dave Beck, Halibut Cove commented on the prohibition on using the load and launch ramp and alternate options add expense and hardship.

Mayor Castner recommended bringing the issue to the next Port and Harbor Commission meeting.

Janie Leask, city resident, commented on CUP 24-09 to build 25 single family homes on the Sterling Highway at Soundview Avenue on the bluff side.

Heath Smith, city resident, thanked the Council and Mayor for his appointment. He reviewed the applications and agreed with Councilmember Lord regarding experience with Legislative and the investment with the product out of the gate and how much time you need to invest in training them in the job.

Larry Sloan, city resident, commented on the appointment of Mr. Smith and the selection of the candidates from all the applicants, believing some were way over qualified and glad they passed him over.

Ginny Espenshade, city resident, expressed her appreciation to Acting City Clerk Krause and HR Director Browning noting they made it really interesting, easy and provided them a voice. She related learning to respect anyone who has to hire someone for a large organization relating her difficulties in determining the applicant and criteria with a numerical score. Ms. Espenshade then provided an update on the SPARC and upcoming teen events.

Randall Anderson, city resident, provided comments regarding the bed tax and how going from zero to 12% would impact his family. He expressed his appreciation for the Council voting the resolution down.

Mike Stark, city resident, commented on the Council thoughtful deliberation and postponing the elevator ordinance and provided his previous experience related to a project, then commented on the presentation on Strong Towns regarding the implication of how a bed tax would affect the city. He then commented the process to select a city manager and really encouraged consideration of Kim Zimmerman.

COMMENTS OF THE CITY ATTORNEY

City Attorney Gatti had no comments.

COMMENTS OF THE CITY CLERK

Acting City Clerk Krause announced the vacancies on the advisory bodies.

COMMENTS OF THE CITY MANAGER

Interim City Manager Jacobsen had no additional comments.

COMMENTS OF THE MAYOR

Mayor Castner commented on the work of the City Manager Hiring Advisory Committee, application process for the advisory bodies, anticipation on the Zoom interviews and public presence and facilitating those meetings. Mayor Castner noted that Council is working on questions and while the interviews are public the meetings themselves will not be available online until after they are completed in order not to give an advantage to any applicant.

COMMENTS OF THE COUNCIL MEMBERS

Council member Lord expressed her appreciation for the City Manager Hiring Committee noting that while the Community and Council are a big part of the City Manager, the staff is the third leg of a three legged stool and their comments are valid and important to the process as well.

Council member Venuti expressed her thanks to the Hiring Committee and noted that they successfully recommended narrowed the applicants from 32 to 9 and hoped that out of the three that one of them was a candidate of their choosing. She then acknowledged the retirement of Roberta Highland from the Planning Commission and her many years of service to the community and as the only woman that sat on the Commission the last several years. Ms. Venuti also thanked the Homer Police Department for their successful rescue of a moose calf from Beluga Lake.

Councilmember Aderhold expressed her thanks to the committee for their work diligently reviewing the resumes and providing the comments on each candidate as it was very helpful and provided a different perspective. She thanked the public for attending and commenting on the resolution and reminded them that the city did not having taxing powers that lay with the Borough.

Councilmember Davis commented it was good to have the committee in attendance and everyone should go enjoy the sunshine.

Councilmember Erickson commented that it may be time to revisit becoming a Home Rule City; the Cruise ship industry is doing really well, tourism has been down a bit but is picking up and then reminded everyone about the opening of Spit Tunes at Alice's on Tuesday in July.

Councilmember Hansen expressed her appreciation to the Committee echoing the sentiments expressed prior regarding their comments and opinions on the candidates and for those that came in to speak to the resolution.

ADJOURNMENT

There being no further business to come before the Council Mayor Castner adjourned the meeting at 7:30 p.m. The next Regular Meeting is Monday, June 22, 2024 at 6:00 p.m. with Committee of the Whole at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

Renee Krause, MMC, Acting City Clerk

Approved:_____

Session 24-15 a Special Meeting of the City Council of Homer, Alaska was called to order on July 1, 2024 by Mayor Castner at 4:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS ERICKSON, DAVIS, ADERHOLD, VENUTI, LORD, HANSEN

STAFF: ACTING CITY CLERK KRAUSE
CITY ATTORNEY GATTI
FINANCE DIRECTOR FISCHER
PERSONNEL DIRECTOR BROWNING
PORT DIRECTOR HAWKINS
RECREATION MANAGER ILLG
COMMUNITY DEVELOPMENT DIRECTOR ENGBRETSSEN
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CHIEF TECHNOLOGY OFFICER JIRSA
FIRE CHIEF KIRKO
PUBLIC WORKS DIRECTOR KORT

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

LORD/VENUTI MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

Larry Slone, city resident, commented on a Candidate Robertson expressing that he did not feel that he was a good fit for Homer.

Kevin Co, city resident and city employee and a member of the employee committee expressed concerns on the proposed changes to the Personnel Regulations and noted that it was not presented to the Employee Committee and major changes are supposed to be vetted by the Committee. He encouraged Council to postpone and refer it to the Employee Committee for review and recommendation.

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. Resolution 24-075, A Resolution of the City Council of Homer, Alaska, Authorizing the Interim City Manager to Sign a Landlord Letter of Consent for the South Peninsula Hospital as Part of their Application for the Health Resources and Services Administration Congressionally Directed Spending Funding Opportunity. City Manager.

Memorandum CC-24-139 from Interim City Manager as backup.

Mayor Castner requested changes to the Consent Agenda.

Councilmember Aderhold requested Resolutions 24-075 and 24-076 be moved to the Regular Agenda under Resolutions item a and b.

NEW BUSINESS

- a. 4:00 p.m. Zoom Interview with Randy Robertson

Mayor Castner provided a review of the process and requested Candidate Robertson to introduce himself.

A brief recess was called due to a technology issue with the speakers/volume.

Mr. Robertson provided a brief background for the Council and public attending the meeting.

Mayor Castner then facilitated the interview by acknowledging each member of Council, who took turns, asked a total of 11 questions of Mr. Robertson.

Mayor Castner thanked Mr. Robertson for his time and the Clerk removed Mr. Robertson to the Zoom waiting room.

- b. 5:00 p.m. Zoom Interview with Jefferson Dubel

Mayor Castner called for a recess at 4:55 p.m. He called the meeting back to order at 5:00 p.m. and welcomed Candidate Dubel, providing him with a review of the process and asked Mr. Dubel to introduce himself.

Mr. Dubel provided a brief background for the Council and public attending the meeting.

Mayor Castner then facilitated the interview by acknowledging each member of Council, who took turns, asked a total of 11 questions of Mr. Dubel.

Mayor Castner thanked Mr. Dubel for his time and Mr. Dubel signed off from the meeting.

PENDING BUSINESS

- a. Ordinance 24-28, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Accepting and Appropriating the FY24 State of Alaska Community Assistance Program Payment in the Amount of \$146,261.39 for the City Hall Elevator Re-certification. City Manager. Intro June 10, 2024 Public Hearing and 2nd Reading June 17, 2024 Postponed to July 2, 2024

Memorandum CC-24-141 from Public Works Director as backup.

Mayor Castner requested a motion.

LORD/ADERHOLD MOVED TO ADOPT ORDINANCE 24-28 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

Discussion included the specifics on what the funding requested actually covered a rebuild of the elevator in order to have it recertified to meet the required standards.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

RESOLUTIONS

- a. Resolution 24-075, A Resolution of the City Council of Homer, Alaska, Authorizing the Interim City Manager to Sign a Landlord Letter of Consent for the South Peninsula Hospital as Part of their Application for the Health Resources and Services Administration Congressionally Directed Spending Funding Opportunity. City Manager.

Memorandum CC-24-139 from Interim City Manager as backup.

Resolution 24-075(S) A Resolution of the City Council of Homer, Alaska, Authorizing the Mayor to Sign a Landlord Letter of Consent for the South Peninsula Hospital as Part of their Application for the Health Resources and Services Administration Congressionally Directed Spending Funding Opportunity. ~~City Manager~~ Mayor

Mayor Castner requester a motion.

LORD/ADERHOLD MOVED TO ADOPT RESOLUTION 24-075 BY READING OF TITLE ONLY

LORD/ADERHOLD MOVED TO SUBSTITUTE RESOLUTION 24-075(S) BY READING OF TITLE ONLY

There was brief discussion on the substitute changing the City Manager to the Mayor since the City Manager currently sits on the Board and the perception that may be had with her signing the documents.

VOTE.(Substitute) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- b. Resolution 24-076, A Resolution of the City Council of Homer, Alaska Amending City of Homer Personnel Regulations, Chapter 10, Discipline - Causes and Actions and Chapter 11, Communication, Grievance and Appeal Procedures to Delegate Authority for Personnel Appeals to the State of Alaska Office of Administrative Hearings. City Manager/HR Director.

Memorandum CC-24-140 from HR Director as backup.

VENUTI/LORD MOVED TO POSTPONE TO THE FIRST MEETING IN AUGUST TO ALLOW THE EMPLOYEE COMMITTEE TIME FOR REVIEW AND COMMENT.

Discussion included points that it was a very important subject and that the Employee Committee did not have a chance to review the proposed amendments.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

COMMENTS OF THE AUDIENCE

Larry Slone, city resident, expressed his opinions on the candidates and noted the pros and cons for each candidate.

COMMENTS OF THE CITY ATTORNEY

COMMENTS OF THE CITY CLERK

COMMENTS OF THE CITY MANAGER

COMMENTS OF THE MAYOR

Mayor Castner expressed his appreciation for the Councils work and the attendance by the Committee members.

COMMENTS OF THE COUNCIL MEMBERS

Council member Lord had no comments.

Council member Venuti thanked everyone and wished them a Happy Fourth of July, the Parade starts at 3:00 p.m. and the recent showing of Hamlet and services available to students.

ADJOURNMENT

There being no further business to come before the Council Mayor Castner adjourned the meeting at 6:00 p.m. The next Regular Meeting is Monday, July 22, 2024 at 6:00 p.m. with Committee of the Whole at 5:00 p.m. A Special Meeting on Tuesday, July 2, 2024 at 4:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

Renee Krause, MMC, Acting City Clerk

Approved:_____

Session 24-16 a Special Meeting of the City Council of Homer, Alaska was called to order on July 2, 2024 by Mayor Castner at 4:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS ERICKSON, DAVIS, ADERHOLD, VENUTI, LORD, HANSEN

STAFF: ACTING CITY CLERK KRAUSE
FINANCE DIRECTOR FISCHER
PERSONNEL DIRECTOR BROWNING
PORT DIRECTOR HAWKINS
RECREATION MANAGER ILLG
COMMUNITY DEVELOPMENT DIRECTOR ENGBRETSSEN
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CHIEF TECHNOLOGY OFFICER JIRSA
FIRE CHIEF KIRKO

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

ADERHOLD/LORD MOVED TO AMEND THE AGENDA TO ADD A COMMENT PERIOD AFTER THE INTERVIEW AND BEFORE NEW BUSINESS ITEM B AND A BRIEF RECESS TO ALLOW THE PUBLIC TO SUBMIT WRITTEN COMMENTS.

There was a brief discussion providing clarification on adding the public comment opportunities.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LORD/ADERHOLD MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no further discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

There was no public comment.

NEW BUSINESS

- a. 4:00 p.m. Zoom Interview with Melissa Jacobsen

Mayor Castner welcomed Candidate Jacobsen and review the process. He requested Ms. Jacobsen to introduce herself and background.

Ms. Jacobsen provided a brief introduction giving her time as a resident in Homer and history.

Mayor Castner then facilitated the interview by acknowledging each member of Council, who took turns, asked a total of 11 questions of Ms. Jacobsen.

Mayor Castner then explained that they changed the format to allow public comment following with a short recess to allow the Council to receive written comment from the public and staff before considering adjourning into executive session.

Mayor Castner thanked her for her time and Ms. Jacobsen signed off from the meeting. He then addressed the public present stating that they had one last opportunity to weigh in on the candidates interviewed.

PUBLIC COMMENT

Larry Slone, city resident, commented on a candidates stating that Robertson had strong financial knowledge and can assist with the development of larger projects, Dubel was a dynamic innovator with a background of a more esoteric hobnobbing with people at a more advanced level such as generals, ambassadors and the President, it was interesting to see him not tout on his extensive background and Jacobsen was the master of administrative minutia and would keep the ball rolling.

Mayor Castner called for a 15 minute recess at 4:34 p.m. to allow for the public to submit written comments and Council to receive and review copies of them. He called the meeting back to order at 4:50 p.m.

NEW BUSINESS

- b. Memorandum CC-24-142 from Acting City Clerk re: Request for Executive Session Pursuant to AS 44.62.310 (A-C)(2) Matters, Subjects that Tend to Prejudice the Reputation and Character of Any Person, Provided the Person May Request a Public Discussion (City Manager Candidate Deliberations)

Mayor Castner introduced the item and requested a motion.

LORD/VENUTI MOVE TO REQUEST CITY COUNCIL ADJOURN FOR EXECUTIVE SESSION PURSUANT TO AS 44.62.310 (A-C)(2)MATTERS THAT TEND TO PREJUDICE THE REPUTATION AND CHARACTER OF ANY PERSON, PROVIDED THE PERSON MAY REQUEST A PUBLIC DISCUSSION (CITY MANAGER CANDIDATE DELIBERATIONS)

Discussion ensued on the value of performing their deliberations in view of the public or adjourning to executive session with points made that Council would be required to speak succinctly and

cautiously and there was overwhelming support to adjourn to deliberate in private as it was a personnel matter and as such that it would be preferred by the majority to hold the discussion in executive session to allow Council to speak candidly regarding the candidates.

VOTE. YES. LORD, VENUTI, HANSEN, ERICKSON, DAVIS, ADERHOLD

Motion carried

Mayor adjourned the meeting to executive session at 5:00 p.m. The meeting was reconvened at 6:19 p.m.

Mayor Castner inquired if Council had made a decision.

LORD/ADERHOLD MOVED TO OFFER THE POSITION OF CITY MANAGER TO MELISSA JACOBSEN.

Councilmember Lord stated that Council spoke at length on the strengths and weaknesses collectively the candidates and spoke how strongly Melissa Jacobsen has stepped into the role of City Manager during this time.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY CLERK

Acting City Clerk Krause expressed her pleasure of the decision by stating, "Way to Go!"

COMMENTS OF THE MAYOR

Mayor Castner expressed his appreciation for the Council's work that went into the decision and the contributions of the Hiring Committee

COMMENTS OF THE COUNCIL MEMBERS

Council member Lord expressed that she was honored to serve with Council, stating that Council is like a many headed boss, similar to Fluffy from Harry Potter but to have so many people doing a single job she was very grateful for the candid conversation, back and forth and getting to understand everyone's perspectives. She is enthusiastic about working with Melissa Jacobsen as city manager and as it moves forward through negotiations. Ms. Lord expressed her appreciation for the participation of the citizenry and the staff as it was critical component to hiring a city manager.

Councilmember Venuti commented that always people to ask me, "How are you doing?" I was telling them, this job is really fun. But this was not a fun evening. Council did a lot of really hard discussion but we were in agreement, and we were good, active listeners. Everybody here gets an A+. We all talked, which I really appreciate it, working as one. And, as the Mayor said, this is municipal government at its very best when we can come to an agreement, and I, too, am looking forward to working with Melissa. I think it's a win for the city in many ways for staff and the community.

Councilmember Aderhold commented that the process went well and appreciated the conversation that was had by Council and deep consideration of each of the candidates that were interviewed. She expressed being very, very happy about their decision.

Councilmember Davis had no additional comments.

Councilmember Erickson commented it is always interesting to have discussions and to come out where we all feel comfortable with a decision, and I appreciate that. Sitting around this table is not the easiest thing to do to stand one or another but have good conversation and come out to a place where everyone is feeling good about the decision made is really good.

Councilmember Hansen commented that she was grateful that they went into executive session even though it may be questionable whether someone wanted to or not because Council was able to communicate with each other candidly in an appropriate way to make a healthy decision. She believed that the Council were amazing people and was really glad with their decision.

ADJOURNMENT

There being no further business to come before the Council Mayor Castner adjourned the meeting at 6:25 p.m. The next Regular Meeting is Monday, July 22, 2024 at 6:00 p.m. with Committee of the Whole at 5:00 p.m. A Special Meeting on Wednesday, July 17, 2024 at 4:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

Renee Krause, MMC, Acting City Clerk

Approved: _____



MEMORANDUM

Appointment of Ellie Stefano to the Parks, Art, Recreation and Culture Advisory Commission

Item Type: Action Memorandum
Prepared For: Homer City Council
Date: July 17, 2024
From: Mayor Castner

Ellie Stefano is appointed to fill the remainder of the term for the seat vacated by Jessica Williams on the Parks, Art Recreation and Culture Advisory Commission. Term will expire October 31, 2027.

Recommendation

Confirm the appointment of Ellie Stefano to the Parks, Art, Recreation & Culture Advisory Commission.

Attachments:

Ellie Stefano Application and Resume

From: [Application for Appointment to an Advisory Body](#)
To: [Department Clerk](#)
Subject: ** Application for Appointment **
Date: Monday, June 17, 2024 3:14:39 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Submitted on Monday, June 17, 2024 - 3:14pm

Submitted by anonymous user: 162.142.118.164

Submitted values are:

Applicant Information

Full Name Ellie Stefano

Physical Address Where you Claim Residency 3912
Lakeside Court

Mailing Address 3912 Lakeside Court

Phone Number(s) 215-939-7453

Email ellie@kbbi.org

Advisory Bodies Parks, Art, Recreation & Culture
Advisory Commission – Meetings held on the 3rd
Thursday of February through June and August
through November at 5:30 p.m.

Residency

Are you a City Resident? Yes

If yes, how long have you been a City Resident? 1 year

How long have you been a resident of the South Peninsula Area? 1 year

Background Information

Have you ever served on a similar advisory body?
Not in a governmental capacity, but I have worked in performing arts centers for the past ten years.

Other memberships

I was previously a member of TIPCON (the performing arts industry consortium) which is a consortium of PAC's around the country that meet twice a year, have bi-weekly phone calls and a list-serve email to share knowledge and information about the state of the non-profit arts industry in the country.

Special Training & Education I have a master's degree in Photography.

Why are you interested in serving on the selected Advisory Body?

As a new resident of Homer with an extensive background in the Arts, I think I have a lot to add to the Commission.

The results of this submission may be viewed at:

<https://www.cityofhomer-ak.gov/node/9051/submission/52182>



ELLIE STEFANO

3912 Lakeside Court | (215)939-7453 | eleanorstefano@gmail.com

OBJECTIVE

Innovative professional administrator with strong expertise in all areas of non-profit arts and for-profit management. Goal-oriented executive who drives multiple concurrent projects to successful completion.

EXPERIENCE

TEXAS PERFORMING ARTS

Associate Director of Booking & Sales | 2021-2023

- Texas Performing Arts (TPA) is the professional arts presenting and producing program of The University of Texas at Austin, and one of the largest and most active university-based performing arts centers in the United States.
- In this role, I am responsible for identifying, booking, and overseeing the non-curated presentations in TPA's programmatic portfolio, including outside rentals, co-presentations, and direct bookings of comedy, music, and other national touring attractions seeking to generate \$1M net revenue annually.
- Cultivate a wide variety of musical and entertainment genres including mainstream or established artists and new or independent talent. Gather research and compile insights to guide the booking process, all while maintaining knowledge of current industry trends and bookings in national peer venues.
- Continue to foster the relationships I've built over the years with a large network of booking and talent agents as well as local, regional, and national co-promoters and peers.
- Submit offers, negotiate agreements, and oversee the contracting process, as well as event settlements.
- Utilize my experience in developing high-quality, creative programming that aligns net revenue-generation with organizational mission and values.
- Developed and promoted a rental program that seeks to maximize financial return on available dates in TPA's venues.

TENNESSEE PERFORMING ARTS

Director of Programming & Sales | 2017-2020

- Curated and delivered a variety of high-quality public programs through self-presentations, co-promotions, resident company programming and special events while providing leadership to our staff and clients, staying attuned to their needs as well as industry standards and changes, while meeting or exceeding budget goals.
- Cultivated and fostered repeat external promoter, artist, agent, and vendors while optimizing opportunities through strong interpersonal communication with promoters, managers as well as potential co-promoter partners.
- Researched and developed programming opportunities for War Memorial Presents, TPAC Presents, new music events, co-pros and other events that mirror the faces and tastes of the community and are in alignment with TPAC/WMA's resources, budget needs and strategic plan.

- Primarily responsible for the TPAC Presents department budget of approximately six million dollars and 50-75 events per year.
- Active member of the Independent Presenters Concert Network.

BETHEL WOODS CENTER FOR THE ARTS

Director of Live Events | 2016-2017

- Responsible for managing all aspects of live talent acquisition, marketing and promotion for concerts and festivals in conjunction with Senior Management and our booking partners.
- Worked directly with Live Nation for the 16,000-person capacity outdoor amphitheater, as well as other promoters, talent agents and managers for the 500-person capacity indoor Event Gallery, and their ever-growing festival offerings.
- Identified and developed new revenue opportunities for live events, as well as develop new audiences by creating initiatives to increase visitation and engagement.
- Responsible for compiling research, projections and recommendations for booking opportunities across the campus, as well as preparing and managing both individual event budgets and the department's annual budget.

KIMMEL CENTER, INC.

Programming Manager | 2014-2016

- Primarily responsible for booking and/or producing shows, events and programs that met the organization's goals across the campus, which has a total of nine venues and over 9,000 seats.
- Maintained a high level of organization for the department as it relates to budgets, financial reports, board reports, sales and artist histories.
- Worked closely with the Marketing, PR and Development Departments to develop pricing plans, marketing budgets, targeted promotions, and outreach efforts to both sell tickets and raise funds for the organization to achieve fiscal year budget goals.
- Ensure each artist and program is maximized in audience reach, fundraising potential, corporate and individual sponsorships, educational value and community engagement.
- Coordinated with the Operations, House and Production departments before, during and after every event to ensure success.
- Active member of the Independent Presenters Concert Network.

EDUCATION

UNIVERSITY OF DELAWARE | 2007 | M.A. in Photography

ST. JOSEPH'S UNIVERSITY | 2000 | B.A. in Psychology

REFERENCES

Loren Dixon – ldixon@knba.org

(907) 441-8175

Fran Egler – fegler@kimmelcenter.org

(412) 915-6197

Christi Dortch – christidortch@gmail.com

(615) 497-4716

Val Hoeppepner. WMOT, Val.Hoeppepner@MTSU.edu

(615) 426-7160



MEMORANDUM

Liquor License Renewal Application for The Twisted Goat

Item Type: Action Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: July 17, 2024
From: Renee Krause, MMC, Acting City Clerk

The City Clerk's Office has been notified by the Alcohol and Marijuana Control Office of a Liquor License Renewal within the City of Homer for the following:

License Type: Restaurant/Eating Place
License #: 3210
DBA Name: The Twisted Goat
Service Location: 162 W Pioneer Ave., Homer, AK 99603
Licensee: Bubble Bitches LLC
Contact Person: Josephine Whitby

Recommendation:

Voice non-objection and approval for the Liquor License Renewal.

Attachments:

AMCO Applications
City of Homer Police Non-Objection



AMCO
DEC 27 2023

Alaska Alcoholic Beverage Control Board

Form AB-17: 2024/2025 General Renewal Application

- This form and any required supplemental forms must be completed, signed by the licensee, and postmarked no later than January 2, 2024 per AS 04.11.270, 3 AAC 305.050, with all required fees paid in full, or a non-refundable \$500.00 late fee applies.
- Any complete application for renewal or any fees for renewal that have not been postmarked by February 28, 2024 will be expired per AS 04.11.540, 3 AAC 305.050(e).
- All fields of this application must be deemed complete by AMCO staff and must be accompanied by the mandatory fees and all documents required, or the application will be returned without being processed, per AS 04.11.270.
- Receipt and/or processing of renewal payments by AMCO staff neither indicates nor guarantees in any way that an application will be deemed complete, renewed, or that it will be scheduled for the next ABC Board meeting.

Section 1 - Establishment Contact Information

| | | | |
|--------------------|------------------|------------|------|
| Doing Business As: | The Twisted Goat | License #: | 3210 |
|--------------------|------------------|------------|------|

If your mailing address has changed, write the NEW address below:

| | | | |
|------------------|--------------------|--------|----|
| Mailing Address: | 162 W. Pioneer Ave | | |
| City: | Homer | State: | AK |
| ZIP: | 99603 | | |

Section 2 - Licensee Contact Information

Contact Licensee: The individual listed below must be part of the ownership structure of the licensee listed in Section 1. This person will be the designated point of contact regarding this license unless the Optional contact is completed.

| | | | |
|-------------------|---------------------------|----------------|--------------|
| Contact Licensee: | Josephine Whitby | Contact Phone: | 435-851-0976 |
| Contact Email: | thetwistedgoat3@gmail.com | | |

Optional: If you wish for AMCO staff to communicate with anyone other than the Contact Licensee (such as legal counsel) about your license, list their information below:

| | | | |
|------------------|--|----------------|--|
| Name of Contact: | | Contact Phone: | |
| Contact Email: | | | |

Section 3 - for Package Stores ONLY: Written Order Information

Do you intend to sell alcoholic beverages and ship them to another location in response to written solicitation in calendar years 2024 and/or 2025? If so, you will need to apply for a Shipping Endorsement here:
<https://accis.elicense365.com/#>

| | |
|--------------------------|--------------------------|
| YES | NO |
| <input type="checkbox"/> | <input type="checkbox"/> |

Section 4 - Ownership Structure Certification

Did the ownership structure of the licensed business change in 2022/2023?

| | |
|-------------------------------------|--------------------------|
| YES | NO |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If Yes, and you have **NOT** notified AMCO, list the updated information on form AB-39: Change of Officers and submit with your renewal application.
If No, certify the statement below by initialing the box to the right of the statement:

I certify that the ownership structure of the business who owns this alcohol license did not change in any way during the calendar years 2022 or 2023.

| |
|--------------------------|
| <input type="checkbox"/> |
|--------------------------|



Form AB-17: 2024/2025 License Renewal Application

Section 5 – License Operation

Unless you operated more than 240 hours in 2022 or 2023, check ONE BOX for EACH CALENDAR YEAR that best describes how this alcoholic beverage license was operated as set forth in AS 04.11.330:

1. The license was only operated during a specified time each year. (Not to exceed 6 months per year)
If your operation dates have changed, list them below: _____ to _____
2. The license was only operated to meet the minimum requirement of 240 total hours each calendar year.
A complete AB-30: Proof of Minimum Operation Checklist, and all documentation must be provided with this form.
3. The license was not operated at all or was not operated for at least the minimum requirement of 240 total hours each year, during one or both calendar years. *A complete Form AB-29: Waiver of Operation Application and corresponding fees must be submitted with this application for each calendar year during which the license was not operated.*

2022 2023
☐ ☐

☐ ☐

☐ ☐

Section 6 - Violations and Convictions

Have any Notices of Violation been issued for this license in 2022 or 2023?

YES NO

☐ ☒

Has any person or entity in this application been convicted of a violation of Title 04, 3AAC 304 or a local ordinance adopted under AS 04.21.010 in 2022 or 2023?

☐ ☒

If you checked YES, you MUST attach a list of all Notices of Violation and/or Convictions per AS 04.11.270(a)(2). If you are unsure if you have received any Notices of Violation, contact the office before submitting this form.

Section 7 – Certifications

As an applicant for a liquor license renewal, I declare under penalty of perjury that I have read and am familiar with AS 04 and 3 AAC 305, and that this application, including all accompanying schedules and statements, are true, correct, and complete.

- I agree to provide all information required by the Alcoholic Beverage Control Board or requested by AMCO staff in support of this application and understand that failure to do so by any deadline given to me by AMCO staff will result in this application being returned and the license being potentially expired if I do not comply with statutory or regulatory requirements.
- I certify that in accordance with AS 04.11.450, no one other than the licensee(s), as defined in AS 04.11.260, has a direct or indirect financial interest in the licensed business.
- I certify that this entity is in good standing with Corporations, Business and Professional Licensing (CBPL) and that all entity officials and stakeholders are current and I have provided AMCO with all required changes of the ownership structure of the business license and have provided all required documents for any new or changes of officers.
- I certify that all licensees, agents, and employees who sell or serve alcoholic beverages or check identification of patrons have completed an alcohol server education course approved by the ABC Board and keep current, valid copies of their course completion cards on the licensed premises during all working hours, if applicable for this license type as set forth in AS 04.21.025 and 3 AAC 305.700.
- I hereby certify that I am the person herein named and subscribing to this application and that I have read the complete application, and I know the full content thereof. I declare that all of the information contained herein, and evidence or other documents submitted are true and correct. I understand that any falsification or misrepresentation of any item or response in this application, or any attachment, or documents to support this application, is sufficient grounds for denying or revoking a license/permit. I further understand that it is a Class A misdemeanor under Alaska Statute 11.56.210 to falsify an application and commit the crime of unsworn falsification.



Form AB-17: 2024/2025 License Renewal Application

Josephine Whitby
Printed name of licensee

Josephine Whitby ✓
Signature of licensee

Restaurant and Eating Place applications must include a completed AB-33: Restaurant Receipts Affidavit

Recreational Site applications must include a completed AB-36: Recreational Site Statement

Tourism applications must include a completed AB-37: Tourism Statement

Wholesale applications must include a completed AB-25: Supplier Certification

Common Carrier applications must include a current safety inspection certificate

All renewal and supplemental forms are available online:

<https://www.commerce.alaska.gov/web/amco/AlcoholLicenseApplication.aspx>

FOR OFFICE USE ONLY

| | | | | | |
|-----------------|----|------------------|-----------|------------|----|
| License Fee: | \$ | Application Fee: | \$ 300.00 | Misc. Fee: | \$ |
| Total Fees Due: | | | | | \$ |



AMCO
DEC 27 2023

Alcohol and Marijuana Control Office
550 W 7th Avenue, Suite 1600
Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-33: 2024/2025 Restaurant Receipts Affidavit

What is this form?

A restaurant or eating place licensee must file a complete copy of this form along with its 2024/2025 license renewal application, in order to provide evidence to the Alcoholic Beverage Control Board that this licensed restaurant's receipts from the sale of food upon the licensed premises constitute no less than 50% of the gross receipts (food + alcohol sales) of the licensed premises for each calendar year in 2022 and 2023, as currently required by AS 04.11.100(e) which will be repealed once AS 04.09.210(e) is in effect January 1, 2024. This form is confidential.

This form must be completed and submitted with Form AB-17 to AMCO's main office before a license renewal application may be reviewed.

Section 1 – Establishment Information

This form is being submitted for the following license:

| | | | |
|--------------------|-------------------------|------------|------|
| Licensee: | Bubble Bitches, LLC | License #: | 3210 |
| License Type: | Restaurant/Eating Place | | |
| Doing Business As: | The Twisted Goat | | |

Section 2 – Gross Receipts for 2022 and 2023

Please fill out the following information carefully, contact AMCO staff if you have questions regarding this form. Enter the dollar amounts of the food and gross (food + alcohol) receipts on the licensed premises and calculate the percentage of gross revenue that is from food sales on the licensed premises for each calendar year. (Food Revenue ÷ Gross Revenue x 100 = %)

| | | | | | |
|--|---|--|---------|------------------------------------|---|
| <input type="text" value="2022 Food Sales"/> | ÷ | <input type="text" value="2022 Food + Alcohol Sales"/> | X 100 = | <input type="text" value="86.83"/> | % |
| 2022 Food Sales | | 2022 Food + Alcohol Sales | | 2022 Percent from Food | |

| | | | | | |
|--|---|--|---------|------------------------------------|---|
| <input type="text" value="2023 Food Sales"/> | ÷ | <input type="text" value="2023 Food + Alcohol Sales"/> | X 100 = | <input type="text" value="82.14"/> | % |
| 2023 Food Sales | | 2023 Food + Alcohol Sales | | 2023 Percent from Food | |

I declare under penalty of perjury that this form, including all accompanying schedules and statements, is true, correct, and complete.

Josephine Whitty
Printed name of licensee

Josephine Whitty
Signature of licensee



THE STATE
of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Commerce, Community,
and Economic Development

ALCOHOL & MARIJUANA CONTROL OFFICE
550 West 7th Avenue, Suite 1600
Anchorage, AK 99501
Main: 907.269.0350

July 15, 2024

From: Alcohol.licensing@alaska.gov ; amco.localgovernmentonly@alaska.gov

Licensee: Bubble Bitches LLC

DBA: The Twisted Goat

VIA email: thetwistedgoat3@gmail.com

Local Government 1: Kenai Peninsula Borough

Local Government 2: Homer

Via Email: micheleturner@kpb.us; sessert@kpb.us; mjenkins@kpb.us; nscarlett@kpb.us;

mboehmler@kpb.us; rraidmae@kpb.us; slopez@kpb.us; bcarter@kpb.us; mquainton@kpb.us;

[mjacobson@ci.homer.ak.us](mailto:mjacobsen@ci.homer.ak.us); rkrause@ci.homer.ak.us; clerk@homer.city

Community Council: N/A

Via Email: N/A

RE: Restaurant/Eating Place #3210 Combined Renewal Notice

| | |
|----------------------|--|
| License Number: | 3210 |
| License Type: | Restaurant Eating Place |
| Licensee: | Bubble Bitches LLC |
| Doing Business As: | The Twisted Goat |
| Physical Address: | 162 W Pioneer Avenue |
| Designated Licensee: | Josephine Whitby |
| Phone Number: | 435-851-0976 |
| Email Address: | Thetwistedgoat3@gmail.com |

☒ License Renewal Application

☐ Endorsement Renewal Application

Dear Licensee:

Our staff has reviewed your application after receiving your application and required fees. Your renewal documents appear to be in order, and I have determined that your application is complete for purposes of AS 04.11.510, and AS 04.11.520.

Your application is now considered complete and will be sent electronically to the local governing body(ies), your community council if your proposed premises is in Anchorage or certain locations in the Matanuska-Susitna Borough, and to any non-profit agencies who have requested notification of applications. The local governing body(ies) will have 60 days to protest the renewal of your license.

Your application will be scheduled for the **September 10th, 2024**, board meeting for Alcoholic Beverage Control Board consideration. The address and call-in number for the meeting will be posted on our home page. The board will not grant or deny your application at the meeting unless your local government waives its right to protest per AS 04.11.480(a).

Please feel free to contact us through the Alcohol.licensing@alaska.gov email address if you have any questions.

Dear Local Government:

We have received completed renewal applications for the above listed licenses within your jurisdiction. This is the notice required under AS 04.11.480. A local governing body may protest the issuance, renewal, relocation, or transfer to another person of a license with one or more endorsement, or issuance of an endorsement by sending the director and the applicant a protest and the reasons for the protest in a clear and concise statement within 60 days of the date of the notice of filing of the application. A protest received after the 60-day period may not be accepted by the board, and no event may a protest cause the board to reconsider an approved renewal, relocation, or transfer.

To protest any application(s) referenced above, please submit your written protest for each within 60 days to AMCO and provide proof of service upon the applicant and proof that the applicant has had reasonable opportunity to defend the application before the meeting of the local governing body.

If you have any questions, please email amco.localgovernmentonly@alaska.gov.

Dear Community Council (Municipality of Anchorage and Mat-Su Borough only)

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This letter serves to provide written notice to the above referenced entities regarding the above application, as required under AS 04.11.310(b) and AS 04.11.525.

Please contact the local governing body with jurisdiction over the proposed premises for information regarding review of this application. Comments or objections you may have about the application should first be presented to the local governing body.

If you have any questions, please email Alcohol.licensing@alaska.gov

Sincerely,

A handwritten signature in blue ink that reads "Joan M. Wilson". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Joan M. Wilson, Director
907-269-0350



City of Homer

www.cityofhomer-ak.gov

Police Department

625 Grubstake Avenue
Homer, Alaska 99603

police@cityofhomer-ak.gov

(p) 907-235-3150

(f) 907-235-3151/ 907-226-3009

Memorandum

TO: ZACH PETTIT, DEPUTY CITY CLERK I

CC: LISA LINEGAR, COMMUNICATIONS SUPERVISOR

FROM: MARK ROBL, POLICE CHIEF

DATE: JULY 17, 2024

SUBJECT: LIQUOR LICENSE RENEWAL FOR THE TWISTED GOAT – NO OBJECTION

The Homer Police Department has no objection to the License Renewal Application within the City of Homer for the following business:

License Type: Restaurant/Eating Place

License #: 3210

DBA Name: The Twisted Goat

Service Location: 162 W Pioneer Ave., Homer, AK 99603

Licensee: Bubble Bitches LLC

Contact Person: Josephine Whitby



MEMORANDUM

Ordinance 24-31, An Ordinance of the Homer City Council Adopting the 2024 Homer Transportation Plan, Amending the Homer Comprehensive Plan to include the Transportation Plan and Recommending Adoption by the Kenai Peninsula Borough.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and City Council
Date: July 10, 2024
From: Julie Engebretsen, Community Development Director
Through: Melissa Jacobsen, City Manager

Introduction

The City of Homer contracted with Kinney Engineering to update the Transportation Plan (ordinance 22-38). The new document is a major update to the 2005 Homer Area Transportation Plan and the Homer Non-Motorized Transportation and Trails Plan. This 2024 Homer Transportation Plan replaces both of those documents as part of the Homer Comprehensive Plan.

After consultation with appropriate City Departments, Commissions, Committees, and gathering extensive public input, the new plan was drafted and submitted to the Planning Commission. The Commission held a public hearing on May 1, 2024, reviewed the plan made minor edits and recommended approval.

After Council approval, the plan will be submitted to the Kenai Peninsula Borough Planning Commission and Assembly for review and adoption. The City of Homer holds zoning powers as delegated by the Kenai Peninsula Borough, but the Borough has retained area wide planning powers. Therefore, Borough approval is required as the final step in adoption.

Recommendation:

Introduce the ordinance, conduct a public hearing at the first Council meeting in August, and make a recommendation of adoption to the Kenai Peninsula Borough.

**CITY OF HOMER
HOMER, ALASKA**

City Manager

ORDINANCE 24-31

AN ORDINANCE OF THE HOMER CITY COUNCIL ADOPTING THE 2024 HOMER TRANSPORTATION PLAN, AMENDING THE HOMER COMPREHENSIVE PLAN TO INCLUDE THE TRANSPORTATION PLAN AND RECOMMENDING ADOPTION BY THE KENAI PENINSULA BOROUGH.

WHEREAS, The Kenai Peninsula Borough as a Second Class Borough shall provide for planning on an area wide basis in accordance with AS 29.40; and

WHEREAS, As provided in Kenai Peninsula Borough Code 21.01.025, cities in the Borough requesting extensive comprehensive plan amendments may recommend to the Kenai Peninsula Borough Planning Commission a change to the city comprehensive plan; and

WHEREAS, The City of Homer has prepared an extensive comprehensive plan update in the form of the 2024 Homer Transportation Plan; and

WHEREAS, The 2024 Homer Transportation plan will guide the development motorized and non-motorized transportation for the City of Homer; and

WHEREAS, City of Homer Commissions participated in the plan creation and provided comments; and

WHEREAS, There was extensive public participation, including a yearlong focus of the grass roots group Homer Drawdown and a survey that included over five hundred responses; and

WHEREAS The Homer Planning Commission conducted a public hearing on May 1, 2024 and recommended approval by the Kenai Peninsula Borough; and

WHEREAS, The Homer City Council, based upon the recommendation of the Homer Planning Commission, recommends that the Kenai Peninsula Borough Planning Commission and Assembly adopt the 2024 Homer Transportation Plan.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The 2024 Homer Transportation Plan is hereby adopted as an element of the City of Homer Comprehensive Plan, superseding the 2004 Homer Non-Motorized Transportation and Trails Plan and the 2005 Homer Area Transportation Plan.

Section 2. The previously adopted Homer Master Roads and Streets Plan (1986), and the Homer Town Center Development Plan (2006), Homer Spit Plan (2010) and the Homer Comprehensive Plan (2018) remain part of the Homer Comprehensive Plan.

Section 3. Subsection (b) of Homer City Code 21.02.010, Comprehensive Plan—Adoption, is amended to read as follows:

b. The following documents, as initially approved and subsequently amended, are adopted by reference as comprising the Homer Comprehensive Plan.

1. Homer Comprehensive Plan (2018)
2. Homer Master Roads and Streets Plan (1986)
3. Homer Non-Motorized Transportation and Trail Plan (2004)
4. Homer Area Transportation Plan (2005)
5. Homer Town Center Development Plan (2006)
6. Homer Spit Plan (2010)

Section 4. The City hereby recommends that the Kenai Peninsula Borough Planning Commission and Assembly adopt the 2024 Homer Transportation Plan as extensive comprehensive plan amendments under Kenai Peninsula Borough Code 21.01.025, and as an element of the Official Borough Comprehensive Plan within the City of Homer planning area of the Borough.

Section 5. Sections 1 through 3 of this ordinance shall take effect upon the adoption of the 2024 Homer Transportation Plan by the Kenai Peninsula Borough Assembly. The remainder of this ordinance shall take effect upon its adoption by the Homer City Council.

Section 6. Section 3 of this ordinance is of a permanent and general character and shall be included in the city code. The remainder of this ordinance is not of a permanent nature and is a non-code ordinance.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of August, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

87
88 YES:
89 NO:
90 ABSTAIN:
91 ABSENT:
92
93 First Reading:
94 Public Hearing:
95 Second Reading:
96 Effective Date:

Transportation Plan

June 2024



Prepared For:
City of Homer

Prepared By:
Kinney Engineering, LLC

3909 Arctic Blvd, Ste 400
Anchorage, AK 99503
907-346-2373
AECL1102



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Introduction



The City of Homer is the largest city on the southern Kenai Peninsula and serves as a central hub for goods and services for nearby communities. Within the city limits, Homer has a population of about 5,719; however, an estimated 12,200 individuals reside within a 15-mile radius of Homer. With the arrival of seasonal residents and visitors during tourist season, the community experiences significant increases in vehicular traffic.

This **Homer Transportation Plan** presents the goals and objectives for the Homer transportation network and describes policies, actions, and projects

that will help to achieve those goals over the next 20 years. The Transportation Plan falls under the umbrella of the Homer Comprehensive Plan which looks at land use and development throughout the City and provides a broad overview on the interaction between land use and transportation. This Transportation Plan will provide additional detail regarding the transportation network and will support the City’s land use and development goals. *Table 1* presents previous City of Homer plans that relate to the transportation plan and *Table 2* presents pending and ongoing projects.

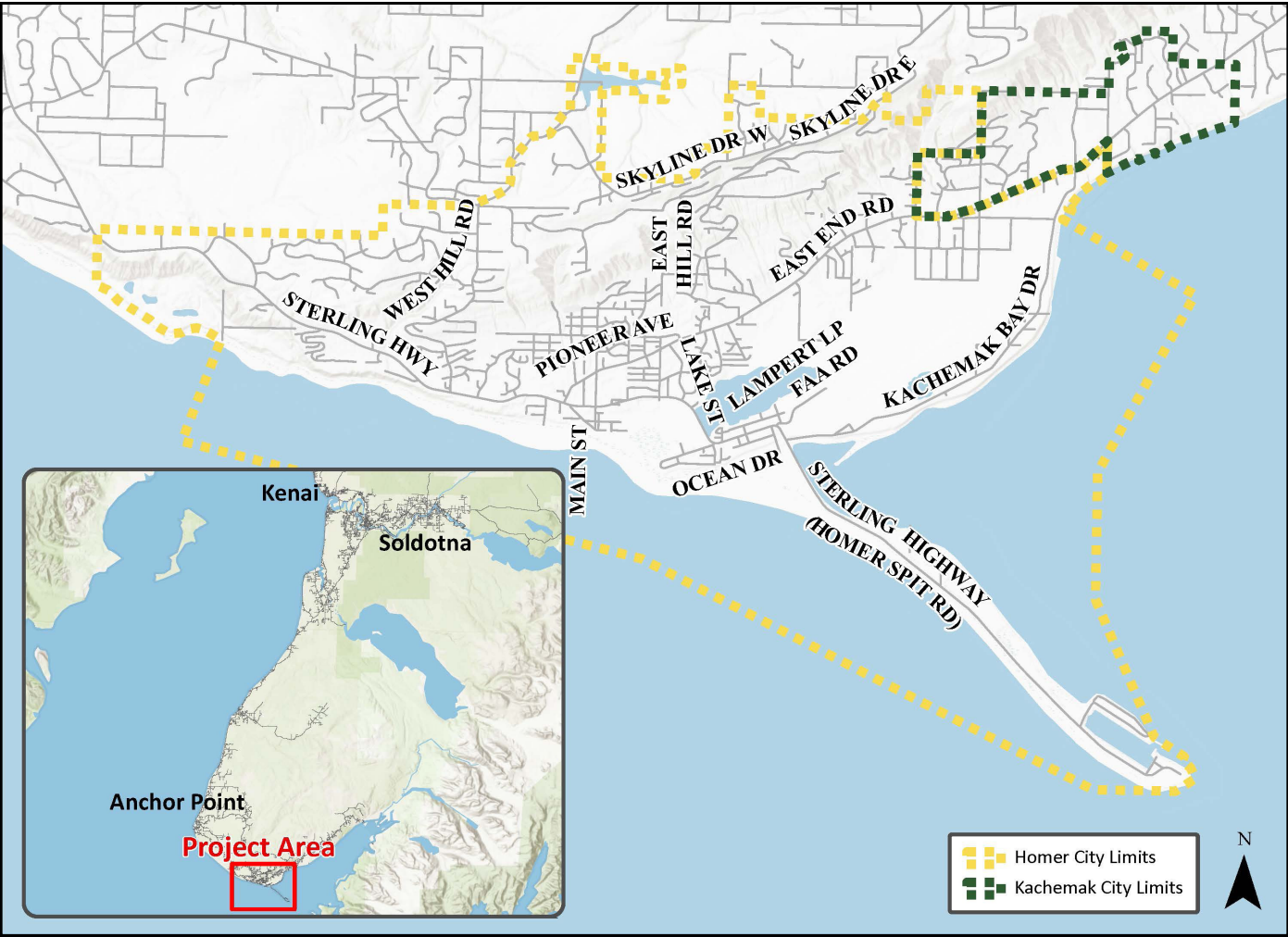


Figure 1: Homer Vicinity Map

| RELATED PLANS | DESCRIPTION |
|---|---|
| City of Homer Non-Motorized Transportation and Trails Plan 2022 Implementation Plan (2022) | Guides the development of a non-motorized network in Homer. |
| Green Infrastructure – Storm Water Management Plan (2021) | Examines the benefits of integrating green infrastructure for stormwater mitigation. |
| Homer Spit Parking Study (2021) | Examines parking concerns on the Homer Spit and makes suggestions for improvements. |
| All-Hazard Mitigation Plan (2018) | Outlines actions taken during hazardous situations, including tsunami evacuation routes. |
| Homer Comprehensive Plan (2018) | Establishes goals, standards, and policies for land use and development. |
| Climate Action Plan (2007) | Outlines how to reduce energy usage and greenhouse gas emissions. |
| Homer Area Transportation Plan (2005) | Identifies needs, guides planning, and aids funding efforts for roads and trails capital improvement projects. |
| Homer Non-Motorized Transportation and Trail Plan (2004) | Provides a development manual for creating and integrating a non-motorized transportation and trail system over the period from 2004 to 2024. |

Table 1: Past Plans

| PLANS AND PROJECTS | DESCRIPTION |
|---|---|
| Homer Comprehensive Plan Update (pending) | Updates the 2018 plan, establishing goals, standards, and policies for land use and development. |
| Homer All Ages & Abilities Pedestrian Path Project (ongoing) | Connects the Senior Center, medical district, and Central Business District with an accessible pathway for year-round, non-motorized access. |
| Homer Harbor Expansion Project (ongoing) | Addresses Homer’s need for additional harbor space to moor large vessels. |
| Stormwater Management Projects (ongoing) | Uses green infrastructure and natural systems to improve water quality and prevent flooding/erosion. There are currently four projects in the conceptual phase. |

Table 2: Pending and Ongoing Plans and Projects

The Transportation Plan includes the following key sections:

Public Involvement Summary. Describes how input from the public was solicited and incorporated into this plan.

State of the System. Describes the transportation infrastructure within the City, including state roads, City roads, and non-motorized trails, paths, and sidewalks; evaluates how the transportation network operates, including consideration of seasonal impacts, as well as the impacts of schools, hospitals, and events such as the Farmers Market on system operations; discusses the transportation needs of persons of all ages and abilities; and describes the existing evacuation routes for emergency events such as tsunamis and wildfires.

Transportation System Guidelines. Presents brief summaries of current best practices for transportation systems pertinent to the City of Homer.

Goals and Objectives. Presents the goals and objectives for the City of Homer transportation network. These goals address community desires for increased safety when using different modes of transportation and better connectivity for all users.

Recommendations. Presents policies, actions, and projects that need to be implemented to reach the City’s goals.

Funding. Describes potential sources of funding for the recommended policies, actions, and projects.

Public Involvement Summary



In the fall of 2022, as part of the Transportation Plan effort, the City of Homer and community stakeholders conducted multiple public outreach events as well as focused group discussions with target populations in mind. Outreach activities included:

- Discussion at Homer High School
- Discussion at Senior Center
- Booth at Rotary Health Fair
- Discussions with representatives from:
 - Independent Living Center
 - Local taxi companies
 - Heavy equipment and freight operators
- Presentations to City of Homer commissions and Council

In addition, comments from the public at large were solicited in four other ways:

- 1** An online mapping tool where community members could identify specific locations of interest as well as share specific concerns and offer potential solutions. Nearly 500 specific comments were made using this tool.
- 2** Comments from the Non-Motorized Transportation Symposium held by Homer Drawdown (a community effort focused on local efforts to mitigate climate change) on October 1, 2022, were added to the online mapping tool.
- 3** An online survey, which asked specific questions about how individuals travel, their concerns while traveling, and what travel options they preferred. This survey was also available in print. Nearly 300 people responded to this survey.
- 4** A public open house focused on identifying goals and objectives for the Transportation Plan.



Figure 2: Transportation Plan Open House (November 9, 2022)

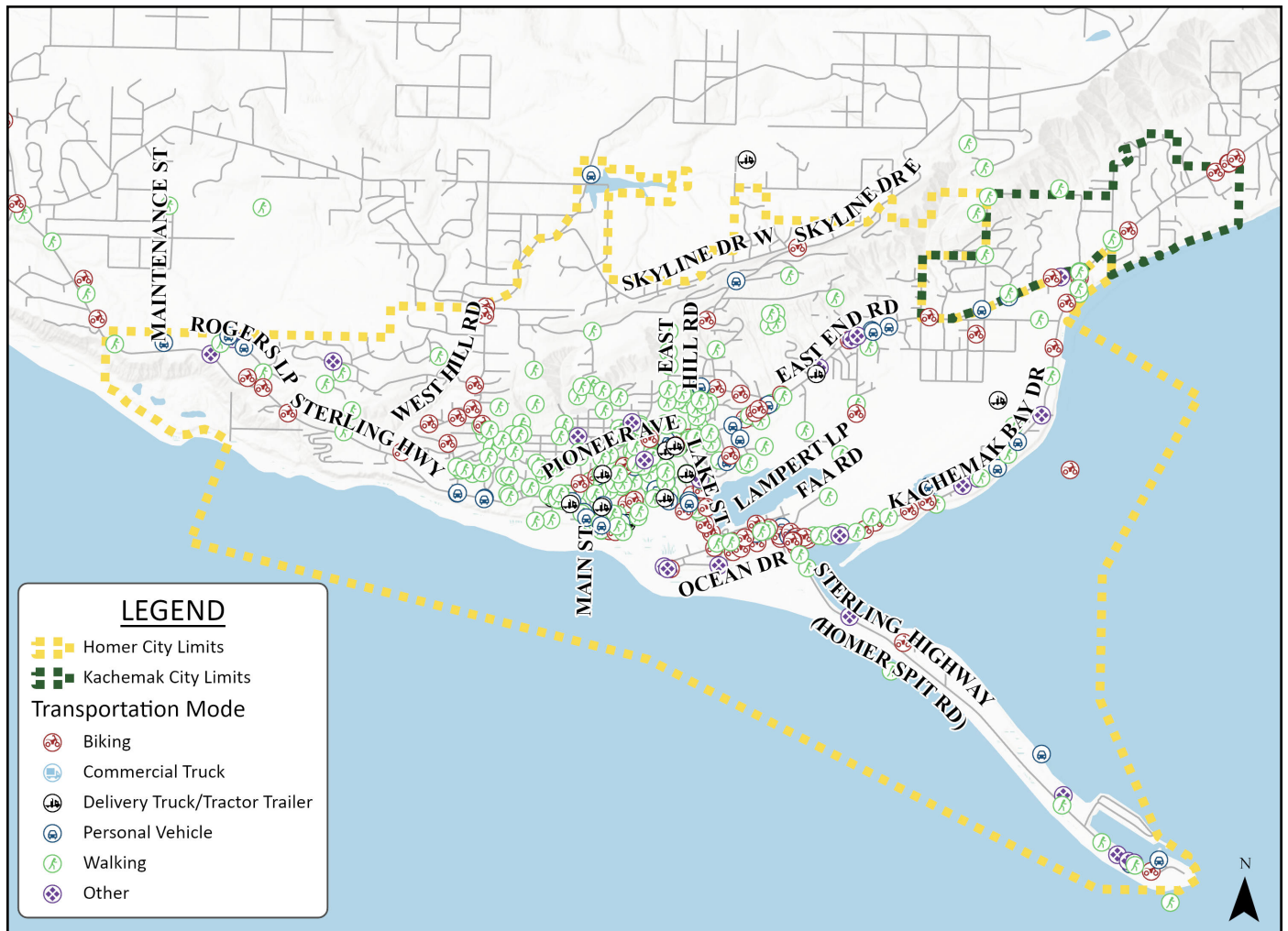
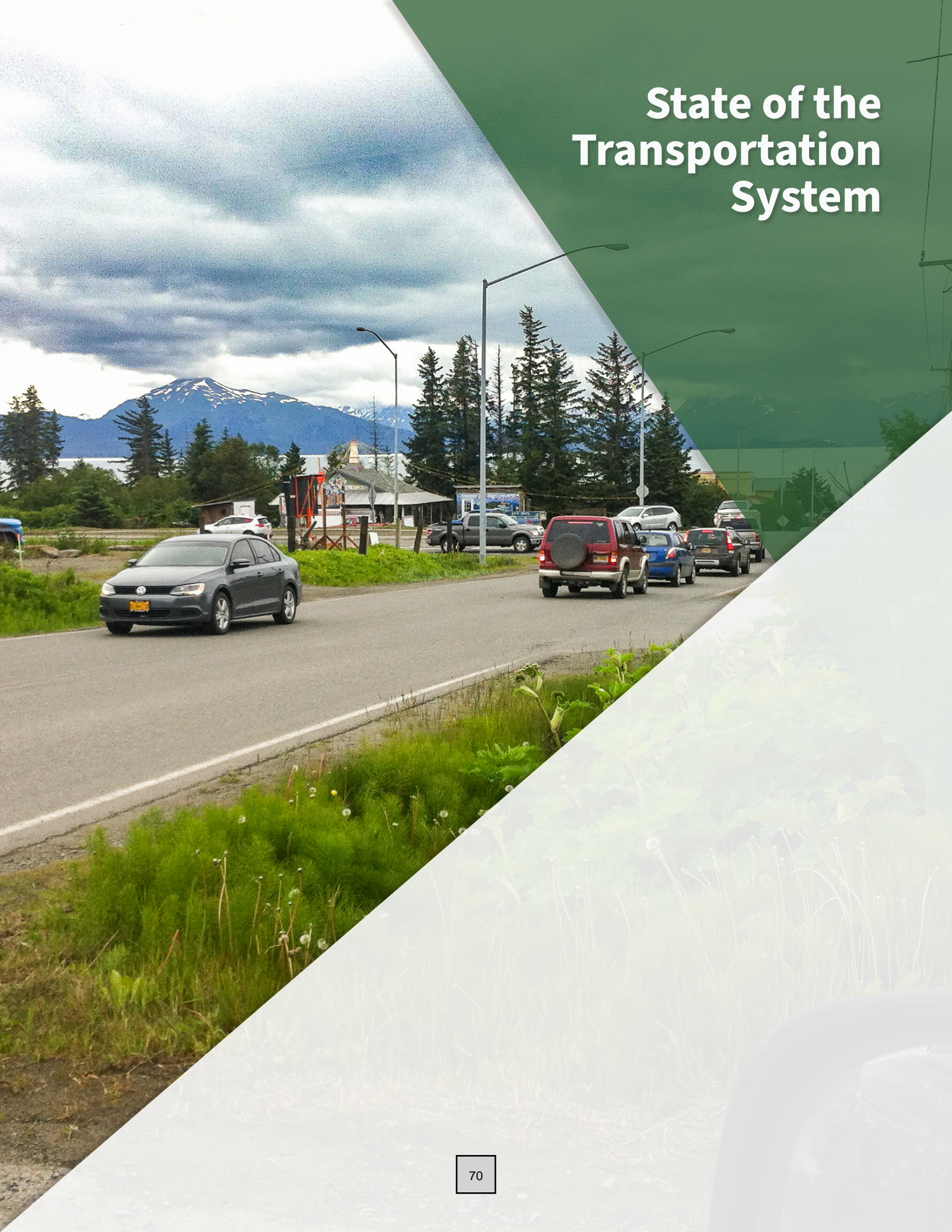


Figure 3: Online Map of Public Comments

The received comments were used to develop draft goals and objectives for the Transportation Plan, and to identify policies, projects, and activities that meet the needs of the community and support the goals and objectives.

Appendix A includes a more detailed summary of the public involvement efforts.

State of the Transportation System



State roads make up the backbone of the City of Homer transportation system, providing key connections between local city roads for walking, biking, driving, and the movement of freight. Alaska Department of Transportation and Public Facilities' (DOT&PF) roads emphasize moving traffic quickly over relatively longer distances and connect to areas outside of the city. City of Homer roads emphasize access to residences, businesses, and other attractions. Both state- and city-owned roads are needed to provide safe transportation options for residents, visitors, and the movement of freight.

Nearby communities connected to the City of Homer via the Sterling Highway and East End Road include Anchor Point, Diamond Ridge, Happy Valley, Kachemak City, Kachemak Selo, Voznesenka, Razdolna, Nikolaevsk, and Fritz Creek. Homer also provides goods and services to communities across Kachemak Bay, including Halibut Cove, Seldovia, Nanwalek, and Port Graham. In addition to the roadway network, Homer is reached via public ferries, private boats, and the Homer Airport.

ROAD SYSTEM

Functional Classification

Roads are divided into three main functional classes: arterials, collectors, and local roads. In Alaska, the DOT&PF assigns classifications for all state-owned roads and local agencies assign classifications for locally-owned roads. These classifications help to define the purpose of each road within the road network and relate to roadway design decisions, such as design speed and walking and biking amenities. Arterial roads are generally designed to carry higher volumes of vehicles at higher speeds over longer distances. Often, separated paths or wide shoulders are provided for walking and biking. Local roads carry lower volumes of traffic at lower speeds, are focused on providing access to homes and businesses, and carry travelers for only a short distance.

Figure 4 presents the functional classification for both the DOT&PF roads and the city-owned roads in Homer.

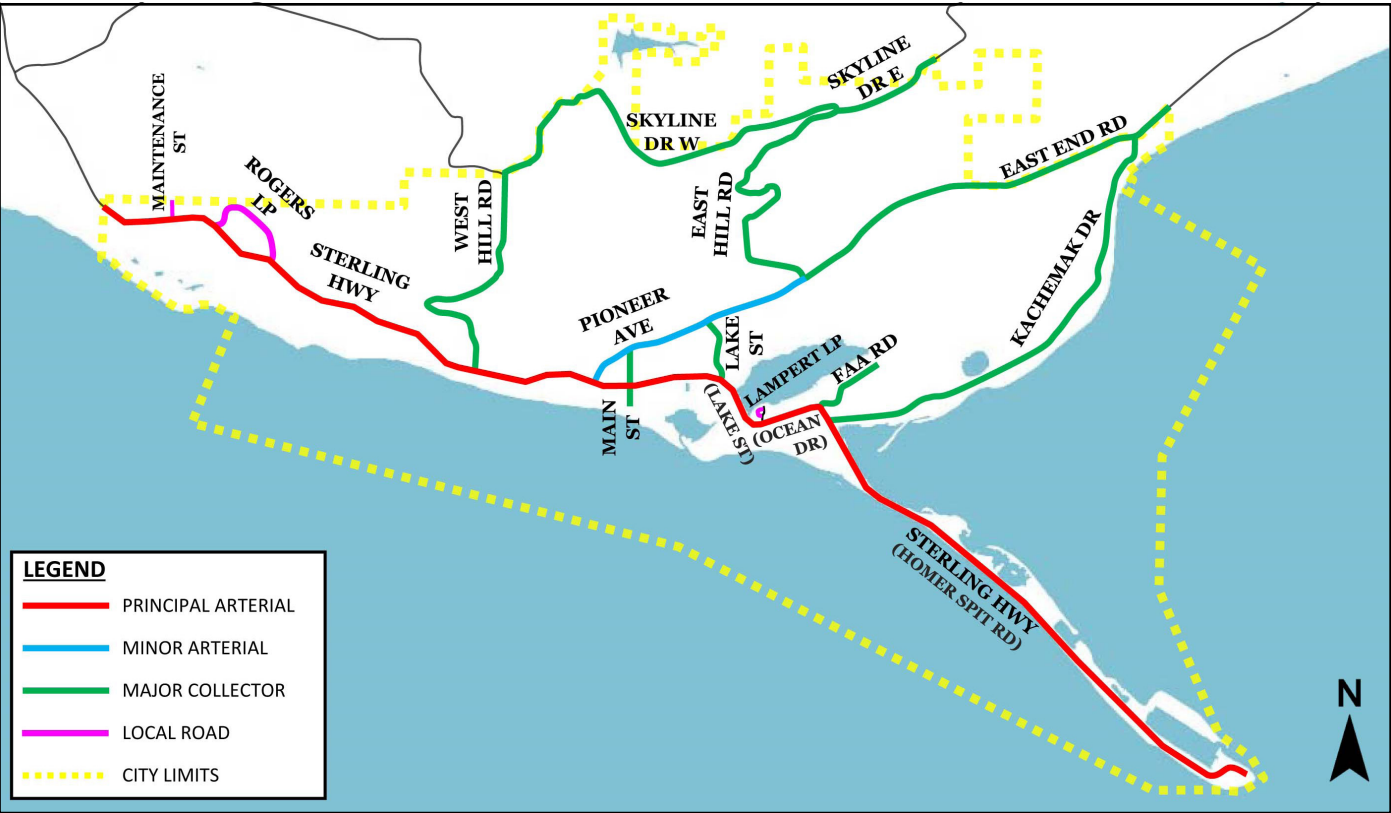


Figure 4: Roadway Functional Classification (State Roads)

Often, pedestrians and bicyclists share the road with vehicles, although sometimes a sidewalk or wide shoulder may be provided. Collector roads distribute trips between local and arterial roads, with appropriate spaces for walking and biking.

DOT&PF Routes

There are fourteen DOT&PF-owned roads within the City of Homer city limits as shown in Figure 5. Of the state roads, only the Sterling Highway is part of the National Highway System (NHS), but it includes portions of Lake Street, Ocean Drive, and Homer Spit Road. Maintenance Street and Lampert Loop are access roads that lead to state-owned lands.

Table 3 (page 10) summarizes the existing walking and biking infrastructure along DOT&PF roads and Figure 6 (page 11) maps the facilities. There are many routes without dedicated infrastructure for walking and biking.

DOT&PF prioritizes the maintenance of their roads as shown in Figure 7 (page 11). Roads with a priority level of one are maintained first, with maintenance on the other roads following sequentially. The priority level for the Sterling Highway is level 1; most of the other DOT&PF roads in Homer fall under the priority levels 3 and 4, with sidewalks given similar priority depending on the availability of resources.

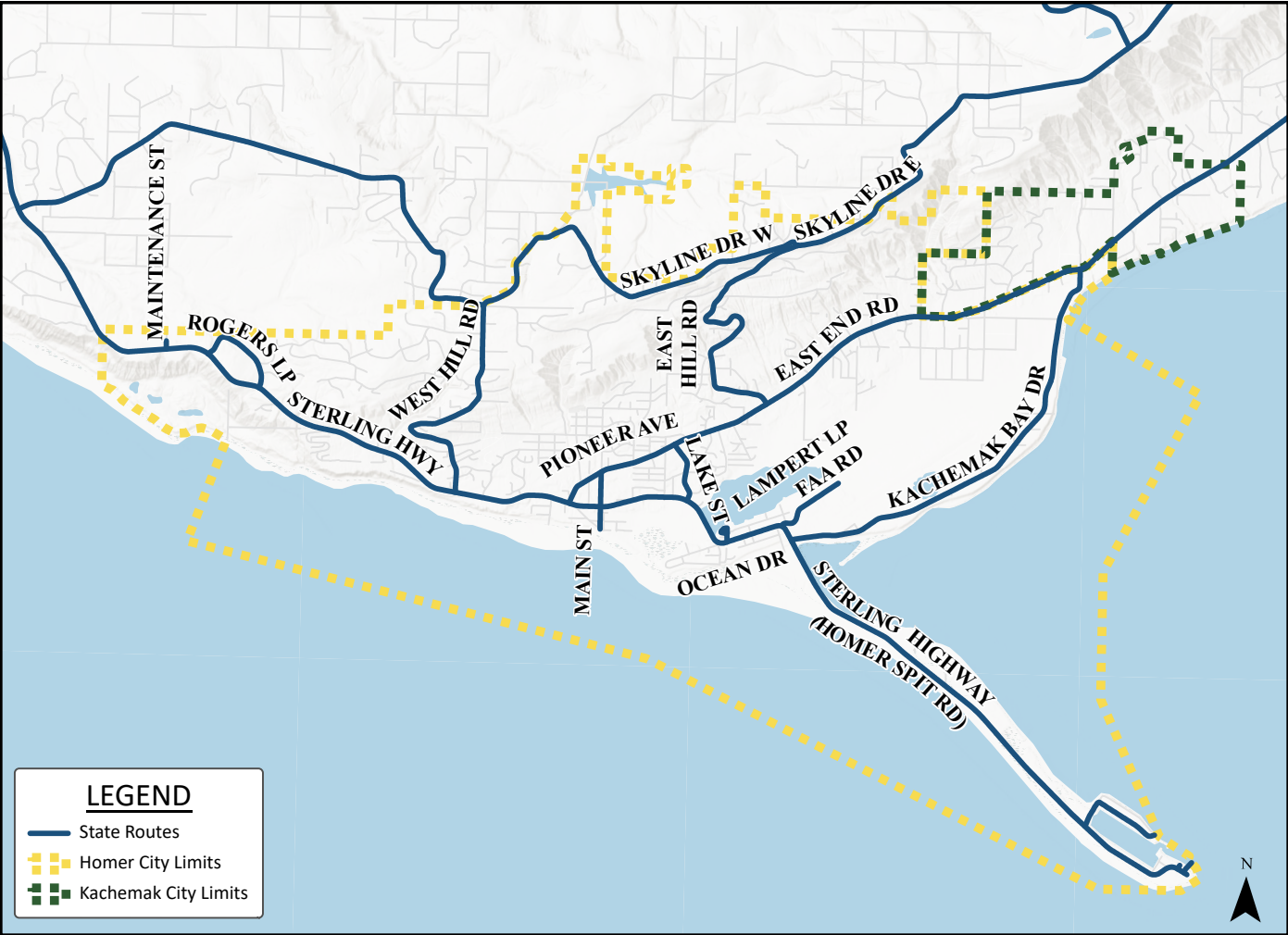


Figure 5: DOT&PF State Routes

| ROUTE NAME | SUB-SEGMENT EXTENTS | NON-MOTORIZED INFRASTRUCTURE |
|---------------------------|--|----------------------------------|
| Sterling Highway | Bluff Road to Rogers Loop | None |
| | Rogers Loop to Glenview Street | Sidewalk (north side) |
| | Glenview Street to Brown Bear Loop | Sidewalks |
| | Brown Bear Loop to Lake Street/Ocean Drive | Separated pathway (west side) |
| | Lake Street/Ocean Drive to Kachemak Drive | Bike lane (south/west side) |
| | Kachemak Drive to end of Homer Spit Road | Separated pathway |
| Pioneer Avenue | Sterling Highway to Lake Street | Sidewalk |
| East End Road | Lake Street to East Hill Road | Sidewalk |
| | East Hill Road to McLay Road | Separated pathway (north side) |
| Lake Street | Sterling Highway to East End Road | Sidewalk (east side), bike lanes |
| Kachemak Drive | Sterling Highway to East End Road | None |
| West Hill Road | Sterling Highway to Skyline Drive West | None |
| East Hill Road | East End Road to Skyline Drive West | None |
| Skyline Drive West | Diamond Ridge Road to East Hill Road | None |
| Skyline Drive East | East Hill Road to Woodman Lane | None |
| Main Street | Bunnell Avenue to Pioneer Avenue | None |
| FAA Road | Sterling Highway to Airport Parking Entrance | Bike lane (north side) |
| Rogers Loop | Sterling Highway to Sterling Highway | None |
| Maintenance Street | Sterling Highway to Road End | None |
| Lampert Loop | Lampert Lane to Lambert Lane | None |

Table 3: Description of Non-Motorized Facilities along State Routes

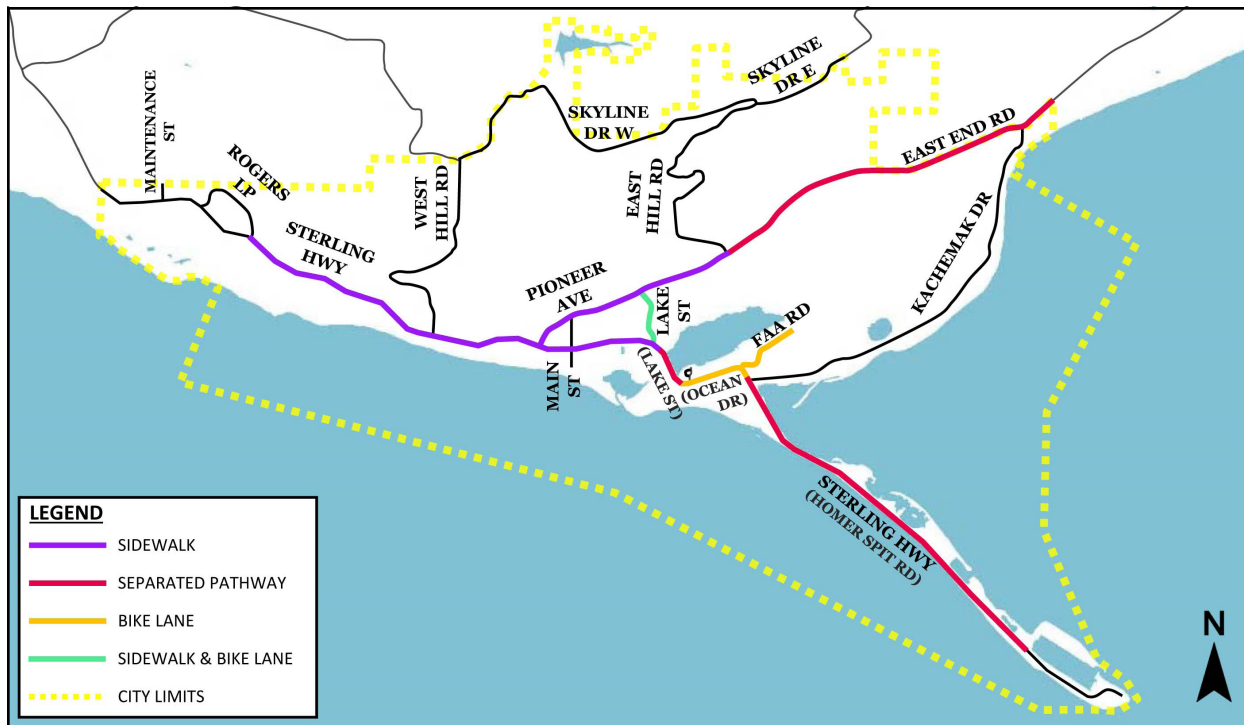


Figure 6: Non-Motorized Facilities along State Routes

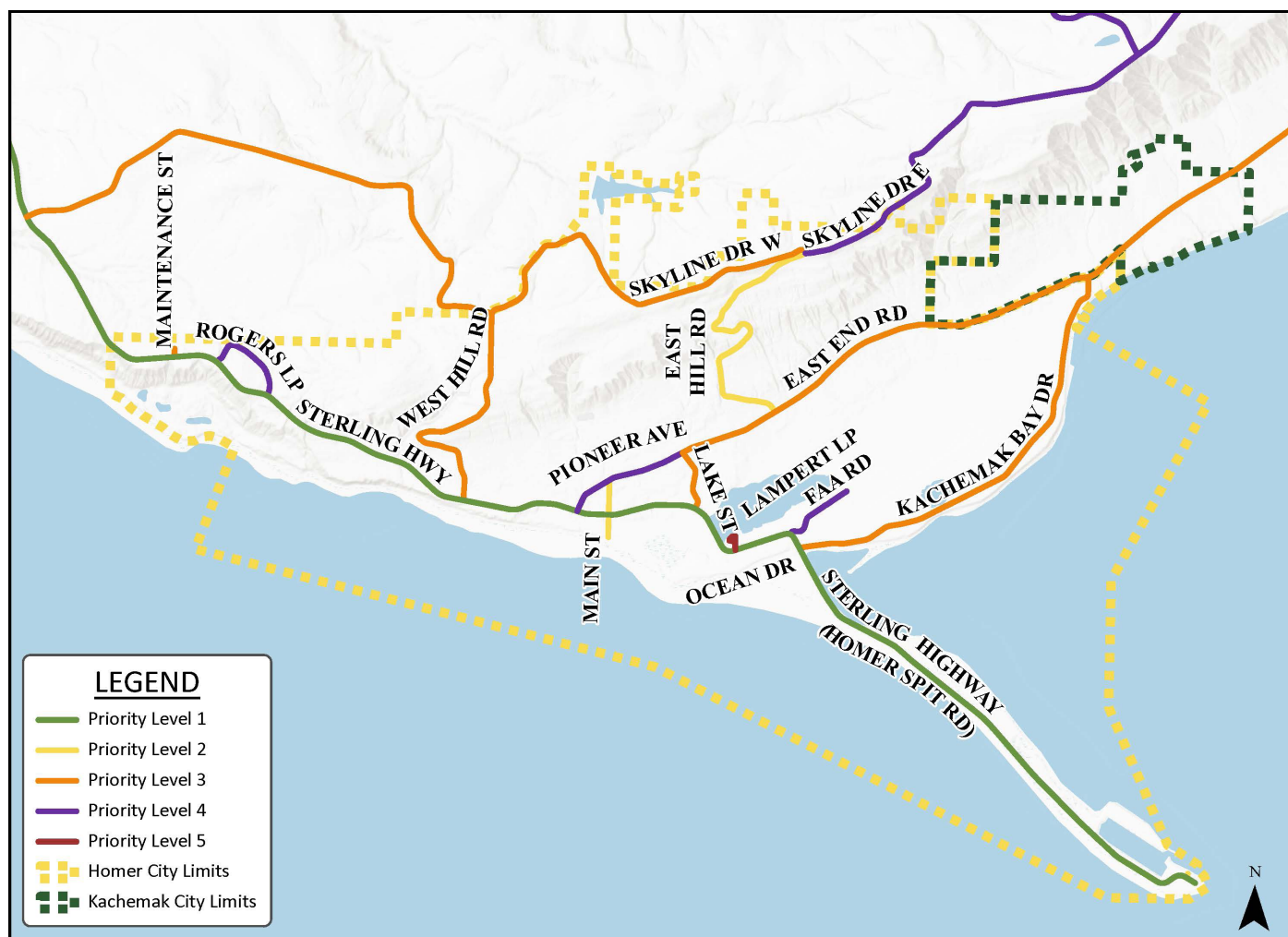


Figure 7: DOT&PF Maintenance Priority Map

City-Owned Routes

The city roads in Homer provide access to homes, local businesses, and attractions for residents and visitors. Since the 2005 Homer Area Transportation Plan, the City of Homer has been working to build a well-connected network of local and collector roads. This effort will allow users to get to their destinations without traveling out of their way and relieve arterial roads from carrying short-distance trips. Additionally, a well-connected network allows everyone access to signalized intersections on the major arterials, reducing safety concerns

and delay associated with turning left onto busier roads such as the Sterling Highway, Pioneer Avenue, and East End Road. These connections can also reduce the challenges associated with school drop off and pick up.

Examples of connections that have been made since the 2005 plan include the extension of Grubstake Avenue from Heath Street to Lake Street and the extension of Greatland Street to Pioneer Avenue.

Traffic Volumes

The 2021 annual average daily traffic (AADT) volumes are shown in Figure 8. The highest volume roads carry around 8,500 to 9,500 vehicles per day and include the Sterling Highway between Pioneer Avenue and FAA Road, as well as East End Road between Lake Street and East Hill Road.

Monthly traffic volumes within Homer vary widely throughout the year due to the influx of visitors primarily in the summer. At the most extreme, Homer Spit Road traffic volumes drop to 40 to 45% of the yearly average in December and January and rise to 215% of the yearly average in July. In the busiest areas of town where residents travel daily (Sterling Highway between Pioneer Avenue and FAA Road, as well as East End Road between Lake Street and East Hill Road), traffic varies less: volumes drop to 75 to 85% of the yearly average in November

through February and increases to 115 to 135% of the yearly average in June through August.

The 2024 Homer Transportation Plan is a 20-year plan, with a planning year of 2045. An annual traffic growth rate was forecasted by first identifying the relationship between historical population and traffic volumes and then applying that relationship to population growth forecasts for the Kenai Peninsula Borough to determine traffic volumes. This method yields a very low growth rate (0.1% per year) since the borough population is forecasted to not grow very much over this time period. A second traffic forecasting method looked at the historical growth rate from 2012 through 2019 and applied the same rate to future growth. This method yields a modest growth rate of 1.0% per year (equivalent to a 30% increase from 2021 to 2045).

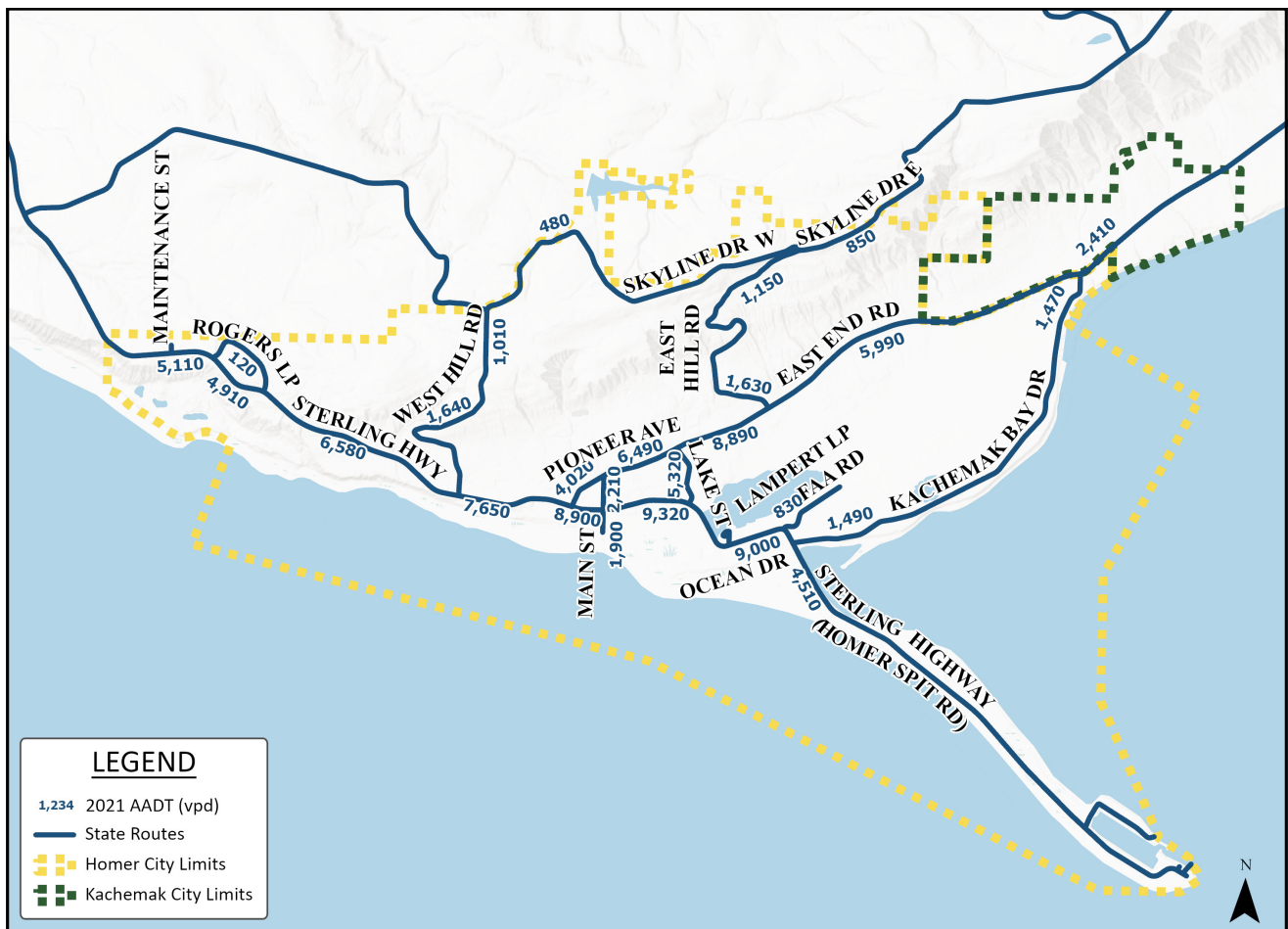


Figure 8: 2021 AADT State Roads

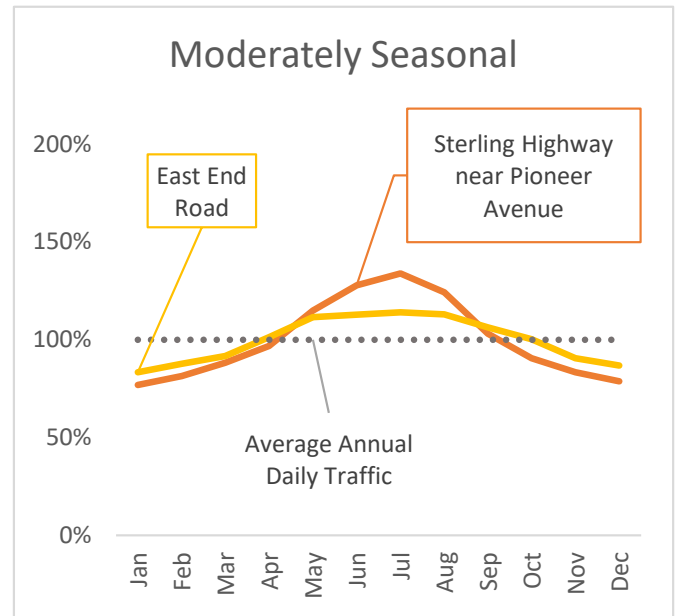
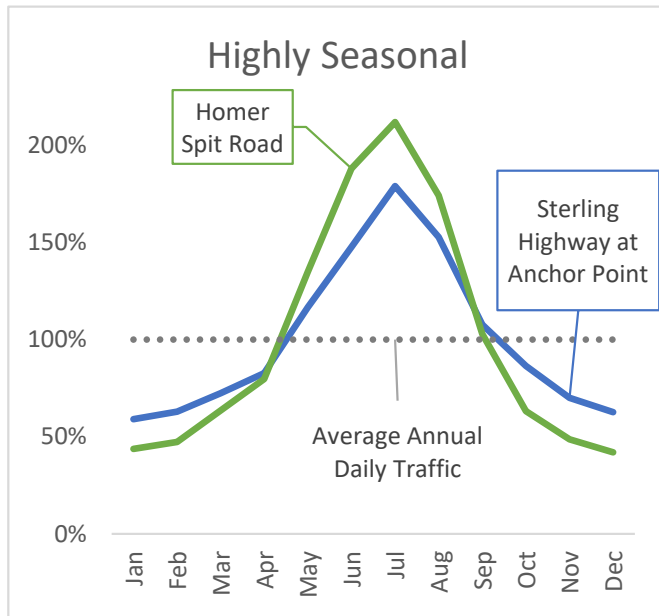


Figure 9: Monthly Traffic Volume as a Percentage of Average Annual Daily Traffic

Operational Quality of State Roads

The state roads represent roads used for higher speed, longer distance travel within Homer. Table 4 presents the planning level volume-to-capacity (v/c) ratio and an estimate of vehicular level of service (LOS) for state roads in Homer using 2021 peak hour directional volumes.

The level of service concept describes the user experience for different modes of travel (pedestrians, bicycles, transit, and vehicles). Level of service uses different metrics for different modes and for different types of facilities and rates them all on a scale of A (best conditions for individual users) to F (worst conditions). Often, LOS C or D is comfortable for most users, balancing delay for most users. For the state roadways in Homer, vehicle level of service is generally a measure of how much vehicle speed drops due to interactions with other vehicles.

The v/c ratio compares the capacity of the roadway (the volume of traffic the roadway is designed to carry) to the traffic volume actually being carried by the roadway. Generally, v/c values of 0.85 or less indicate that traffic on the road is operating reasonably well.

As shown in Table 4, all state roadways in 2021 operated within capacity and under the target threshold v/c ratio of 0.85. The 2021 values also represent operations in 2045 under the low growth rate scenario. To determine operations in 2045 under the moderate growth scenario, the directional peak hour volumes were increased by 1.0% annually. There are only two state road segments (the Sterling Highway between Glenview and Lake Streets and East End Road from Lake Street to Ben Walters Lane) where the v/c ratio is expected to exceed the 0.85 threshold in 2045 under the moderate growth scenario.

What improvements are needed?

Roadway Ownership and Maintenance

City of Homer residents desire improved walking and biking on many state-owned roads. This includes both construction of separated paths, sidewalks, and bike lanes and improved year-round maintenance of these facilities (removing dirt and debris in the summer and snow and ice in the winter). In the case of Pioneer Avenue, the City of Homer has formed an agreement with DOT&PF (known as a TORA) for Homer to maintain Pioneer Avenue, so that the city can respond to the community desires. Another possible option for some roads could be to pursue a transfer of ownership from the state to the City.

Winter Maintenance and Snow Storage

Traditionally, the City of Homer has placed snow storage at the ends of dead-end roads or in vacant lots. However, as development occurs and roadways get connected, there are fewer locations like this to use. Similarly, when sidewalks are plowed, the snow is pushed to the center of the road and then picked up and carried to snow dumps. As the number of sidewalks increases, this maintenance burden will increase. These issues will need to be addressed as the City of Homer continues to develop its transportation system.

Electric Vehicles

As the number of electric vehicles increases, there will be a need for public charging station infrastructure.

| ROUTE NAME | EXTENTS | DIRECTIONAL PEAK HOUR CAPACITY (VEHICLES PER HOUR) | 2021 | | 2045 (MODERATE GROWTH) | | | | |
|--------------------|--|--|---|-----|-----------------------------|--|-----|-----------------------------|---|
| | | | DIRECTIONAL PEAK HOUR VOLUME (VEHICLE PER HOUR) | V/C | ESTIMATED VEHICLE LOS | DIRECTIONAL PEAK HOUR VOLUME (VEHICLE PER HOUR) | V/C | ESTIMATED VEHICLE LOS | |
| Sterling Highway | Bluff Road to Maintenance Street | 1350 | 280 | | 0.20 | A | 360 | 0.25 | B |
| | Maintenance Street to Rogers Loop | 2200 | 280 | | 0.15 | A | 360 | 0.15 | A |
| | Rogers Loop to West Hill Road | 2200 | 430 | | 0.20 | A | 540 | 0.25 | B |
| | West Hill Road to Glenview Street | 1130 | 540 | | 0.50 | C | 680 | 0.60 | D |
| | Glenview Street to Lake Street | 830 | 650 | | 0.80 | C | 830 | 1.00 | F |
| | Lake Street to Lake Street/Ocean Drive | 1080 | 570 | | 0.55 | C | 730 | 0.65 | D |
| | Lake Street/Ocean Drive to Kachemak Drive | 1080 | 570 | | 0.55 | C | 730 | 0.65 | D |
| Pioneer Avenue | Kachemak Drive to Road End | 1350 | 450 | | 0.35 | B | 570 | 0.40 | C |
| | Sterling Highway to Lake Street | 850 | 410 | | 0.50 | B | 510 | 0.60 | B |
| East End Road | Lake Street to Ben Walters Lane | 810 | 570 | | 0.70 | D | 720 | 0.90 | E |
| | Ben Walters Lane to East Hill Road | 1080 | 570 | | 0.55 | C | 720 | 0.65 | D |
| East End Road | East Hill Road to Sabrina Road | 1080 | 380 | | 0.35 | B | 480 | 0.45 | C |
| | Sabrina Road to McLay Road | 1350 | 380 | | 0.30 | B | 480 | 0.35 | B |
| Lake Street | Sterling Highway to East End Road | 810 | 320 | | 0.40 | C | 410 | 0.50 | C |
| Kachemak Drive | Sterling Highway to East End Road | 1080 | 160 | | 0.15 | A | 200 | 0.20 | A |
| West Hill Road | Sterling Highway to Skyline Drive West | 950 | 120 | | 0.10 | A | 150 | 0.15 | A |
| East Hill Road | East End Road to Skyline Drive West | 950 | 140 | | 0.15 | A | 180 | 0.20 | A |
| Skyline Drive West | Diamond Ridge Road to East Hill Road | 1080 | 40 | | 0.05 | A | 50 | 0.05 | A |
| Skyline Drive East | East Hill Road to Eagleaerie Avenue | 1080 | 90 | | 0.10 | A | 110 | 0.10 | A |
| Main Street | Bunnell Avenue to Pioneer Avenue | 810 | 120 | | 0.15 | A | 150 | 0.20 | A |
| FAA Road | Sterling Highway to Airport Parking Entrance | 810 | 60 | | 0.10 | A | 80 | 0.10 | A |

Table 4: Planning-Level Operational Analysis for State Roadways (Improvements may be needed to address future congestion for the highlighted segment. Network connections and improved bicycle or pedestrian facilities should be considered.)

Walking and Biking

The City of Homer has also been actively adding walking and biking infrastructure to city-owned roads. Projects that are currently underway include the addition of sidewalks along Ben Walters Lane and Svedlund Street, where many pedestrians travel to school, shopping, and other activities. On Kachemak Drive, where motorized and non-motorized users are forced into conflicts due to higher speeds, narrow roads, and low visibility, the City of Homer has been advocating a project to construct a separated pathway. The City has also been working to improve safe travel for persons of all ages and abilities. One project to address this is the Homer All-Ages and Abilities Pedestrian Pathway (HAP) (see Figure 10), made up of two interconnected loops that join the Senior Center, main medical district, library, post office, police station, grocery store, and pharmacy, as well as connecting with existing trails. These projects will improve the non-motorized transportation network, but there are still many places that need more work. For example, the 2004 Homer Non-Motorized Transportation and Trail Plan identified a sidewalk gap on Main Street south of Pioneer Avenue that still needs to be addressed.

What improvements are needed?

Walking and Biking

While the City of Homer has been improving sidewalk connections, lengthy sidewalk gaps still exist. Additionally, Homer’s reliance on official and unofficial trails for pedestrian connectivity often include unimproved footpaths that are narrow and with surfaces that are not firm and stable. While these trails provide route alternatives for some Homer residents and visitors, there are a significant number of individuals who cannot safely use these connections as they currently exist. Constructed trails have not always been designed to be usable year-round and are often avoided by pedestrians who are concerned about trip hazards, icing during winter months, wildlife interactions, and personal safety concerns, particularly at night. Many community members would rather use neighborhood streets than the trail system. Future construction of walking and biking facilities should consider ease of winter and summer maintenance.

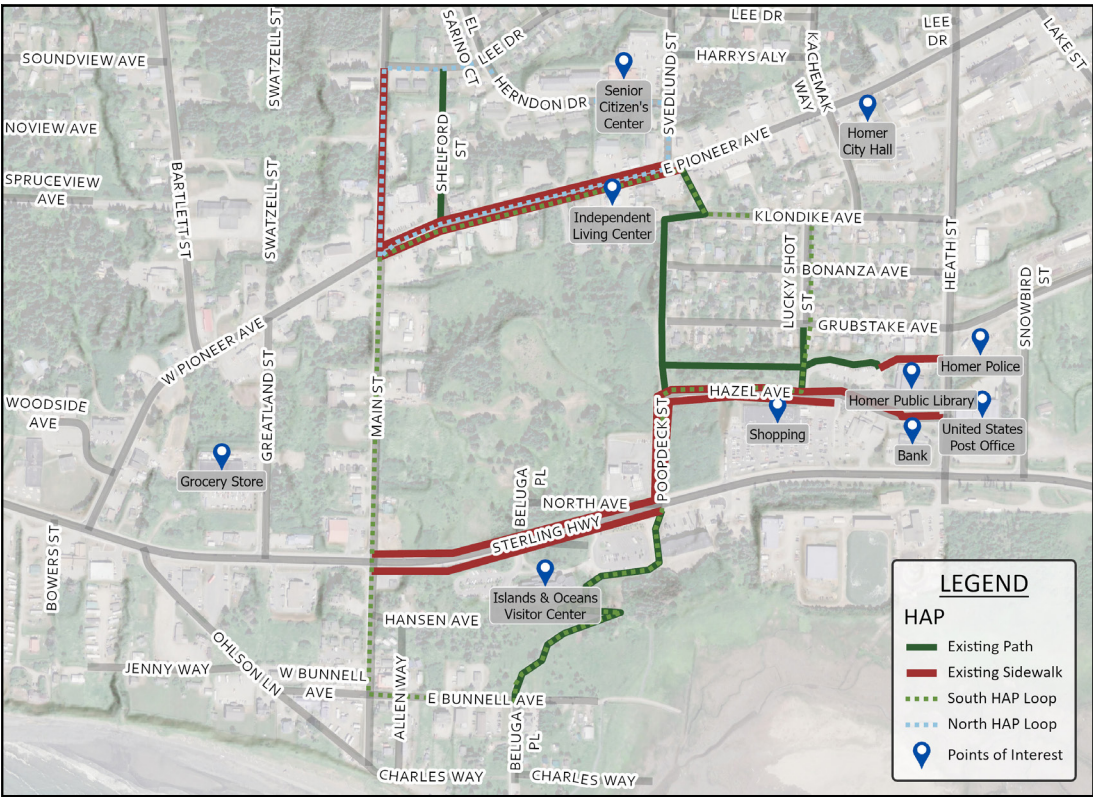


Figure 10: Homer All-Ages and Abilities Pedestrian Pathway (HAP)

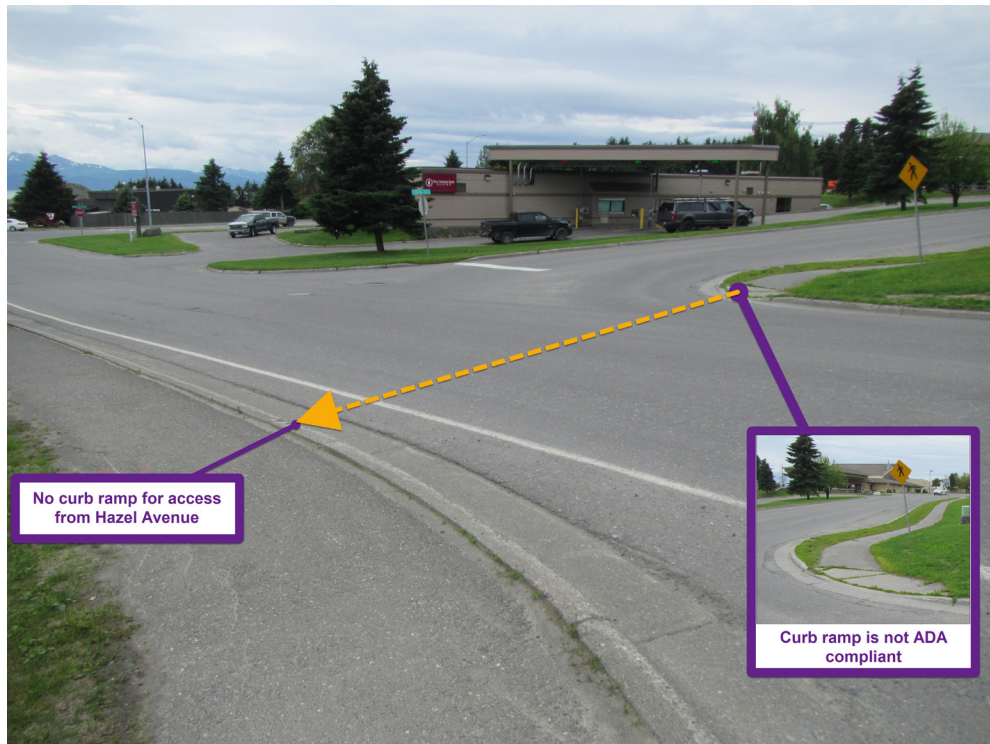


Figure 11: Obstructed Path of Travel near the Homer Public Library and Post Office

What improvements are needed? (continued)

Homer has a significant population that walks or bikes regularly. Needs related to walking and biking that were identified by the public through the online mapping tool include:

- Bike lanes or sidewalks
- Paths that would provide shorter connections, safer travel, or more scenic routes
- Neighborhood connectors
- New crosswalks, improved crosswalks and relocated crosswalks
- New or improved streetlights
- More traffic calming measures
- Reduced speeds
- Additional signs
- Improved wayfinding
- Improved winter and summer maintenance

Appendix B provides maps of specific trails or paths that were proposed using the online mapping tool.

Connectivity and “Path of Travel”

Defined as a “Path of Travel” within the Americans with Disabilities Act,¹ (ADA) a continuous and unobstructed pedestrian route (or “path of travel”) is essential when

considering accessibility realities within the pedestrian network as a whole. Often, a single barrier can make an entire route no longer function as intended.

Identifying, planning, designing, and constructing continuous pedestrian travel corridors is central to creating equitable and accessible connections for all members of the community. These continuous travel corridors should also take into consideration the routes pedestrians prefer based on their own experiences with a path of travel that is direct and that they deem safe.

An example of a location with a lack of accessible connectivity is between the Homer Public Library and destinations to the east, such as the Homer Post Office, the Homer Police Department, as well as destinations along Grubstake Avenue such as Ulmer’s Drug and Ace Hardware, the Center for Alaskan Coastal Studies, the Department of Motor Vehicles, and other shops and restaurants. Important social service agencies also located within a one mile radius of the library include the Rec Room, Kachemak Bay Family Planning Clinic, Haven House, South Peninsula Behavioral Health Services, Alaska Social Services, Homer Courthouse as well as low-income housing. The sidewalk running along Hazel Avenue from the library has a non-ADA-compliant curb ramp at Heath Street that is steep and guides users toward vehicular travel lanes. Pedestrians must cross Heath Street to access the sidewalk along Heath Street; however, there is no curb ramp for the Heath Street sidewalk at Hazel Avenue, forcing users to use the roadway (see Figure 11). One

1 CFR 28.1.35.151(b)(4)

community member with a visual impairment reported being struck by a motor vehicle at this intersection, resulting in severe injuries. Comments from the online mapping survey also included: “Sidewalk ramps and connections feel way off” and “Getting from the library to the post office seems like it should be an easy task. It is not.” When routes of pedestrian movement or “paths of travel” are disrupted, access to services and amenities are also significantly disrupted.

“Path of Travel” should also consider the route from the roadway right-of-way to the front door of a business or residence. Some development has been built without constructing walkway connections to sidewalks, which is a barrier to walking. Private development and the City need to work together to eliminate these obstacles as new development is built.

Winter Maintenance and Snow Storage

The equipment needed for maintaining sidewalks, paths, and trails free from snow and ice depends on design elements, such as width and steepness, as well as whether it is connected to or separated from the roadway. There are several paths that are currently difficult for the City of Homer to maintain. For example, the Harbor Boardwalk has a wooden deck that cannot be cleared by a snowblower due to the damage it would cause the wood; instead, it must be cleared by hand. Other examples are sidewalks that are not directly adjacent to a road cannot be cleared with a grader blade, so a tool cat or hand-pushed snow blower must be used. Roads and trails with steep grades also require special consideration, adding to the maintenance time after each snow fall. As new walking and biking facilities are constructed, the design should consider efficient ways to accommodate the needed maintenance equipment.

Recreational Trails

The City of Homer currently has 5.41 miles of trails within the city limits, most of which provide a walking connection between neighborhoods and all of which can be used for recreation. Some of these trails are maintained year-round, while others cannot be maintained in the winter. In addition, Calvin and Coyle Woodland Park (on property owned by the Kachemak Heritage Land Trust) includes 1.5 miles of recreational trail. The Woodard Creek Watershed Plan (November 2016) includes several priority projects to develop trails that either provide access from neighborhoods to the watershed area or provide views of the watershed.

Just outside of the city limits, the Diamond Creek Recreation Area (DCRA) is a 275-acre property which the City has acquired and designated as park land. DCRA is immediately adjacent to the State of Alaska Homer Demonstration Forest. The Kachemak Nordic Ski Club maintains winter trails that cross both properties and provide connections between Rogers Loop, the Sterling Highway, Diamond Ridge Road, and West Hill Road. In summer, the trails become very wet and some areas are unusable. The Diamond Creek Recreation Area Management Plan (May 2013) describes goals, objectives, and strategies for constructing summer-use trails in the recreation area.

Truck Routes

Truck traffic through the City of Homer has been increasing due to construction activity along East End Road. Many of these trucks travel on Pioneer Avenue to access East End Road from the Sterling Highway. Truck volumes were measured on Pioneer Avenue for a 10-day period in October 2022. An average of 150 trucks a day drove along Pioneer Avenue during that period, which represented about 3% of the total traffic. The trucks were present mostly during the day; 85 to 90% of the trucks traveled between 7 AM and 6 PM.

What improvements are needed?

Truck Routing

With the ongoing construction activities occurring on or along East End Road, heavy vehicles are frequently driving between Sterling Highway and East End Road along Pioneer Avenue. Pioneer Avenue has a downtown feel with many restaurants, cafes, and shops and is characterized by frequent driveways and moderate pedestrian activity. Thus, heavy vehicles using Pioneer Avenue frequently interact with other vehicles and with pedestrians.

Consideration should be given to establishing a truck route through Homer that uses roads where there are fewer interactions. Two potential routes include:

- Sterling Highway to Lake Street to East End Road; however, intersection improvements would be needed to accommodate turning vehicles.
- Sterling Highway to Kachemak Drive; however, this route is longer than the current route and interactions between bicyclists and vehicles has been noted as a concern for this route.

Special Traffic Generators

Special traffic generators are facilities that generate irregular traffic patterns through the day, impacting the road network surrounding them.

Schools

The City of Homer is served by seven elementary and secondary schools. Table 5 lists start and end times for each school. Areas surrounding the schools experience an increase in traffic congestion during pick up and drop off times, and this congestion can be amplified when school start and end times occur at the same time as other traffic peaks, such as commute times. While the congestion lasts for relatively short periods of time (15 to 30 minutes), queues affect both state and local roads and result in undesirable driver behavior. Possible mitigations include changes to start and end times and adjustments to

on-site queue and parking management. Schools with known traffic concerns include Homer High School, Paul Banks Elementary School, and West Homer Elementary School.

| NAME OF SCHOOL | START TIME | END TIME |
|-----------------------------|------------|----------|
| Paul Banks Elementary (K-2) | 7:50 am | 2:30 pm |
| West Homer Elementary (3-6) | 8:00 am | 2:50 pm |
| Little Fireweed (K-2) | 7:50 am | 2:25 pm |
| Fireweed Academy (3-6) | 8:00 am | 2:50 pm |
| Homer Middle School | 9:00 am | 3:50 pm |
| Homer Flex High School | 9:00 am | 3:35 pm |
| Homer High School | 9:00 am | 3:50 pm |

Table 5: Homer Schools Start and End Times

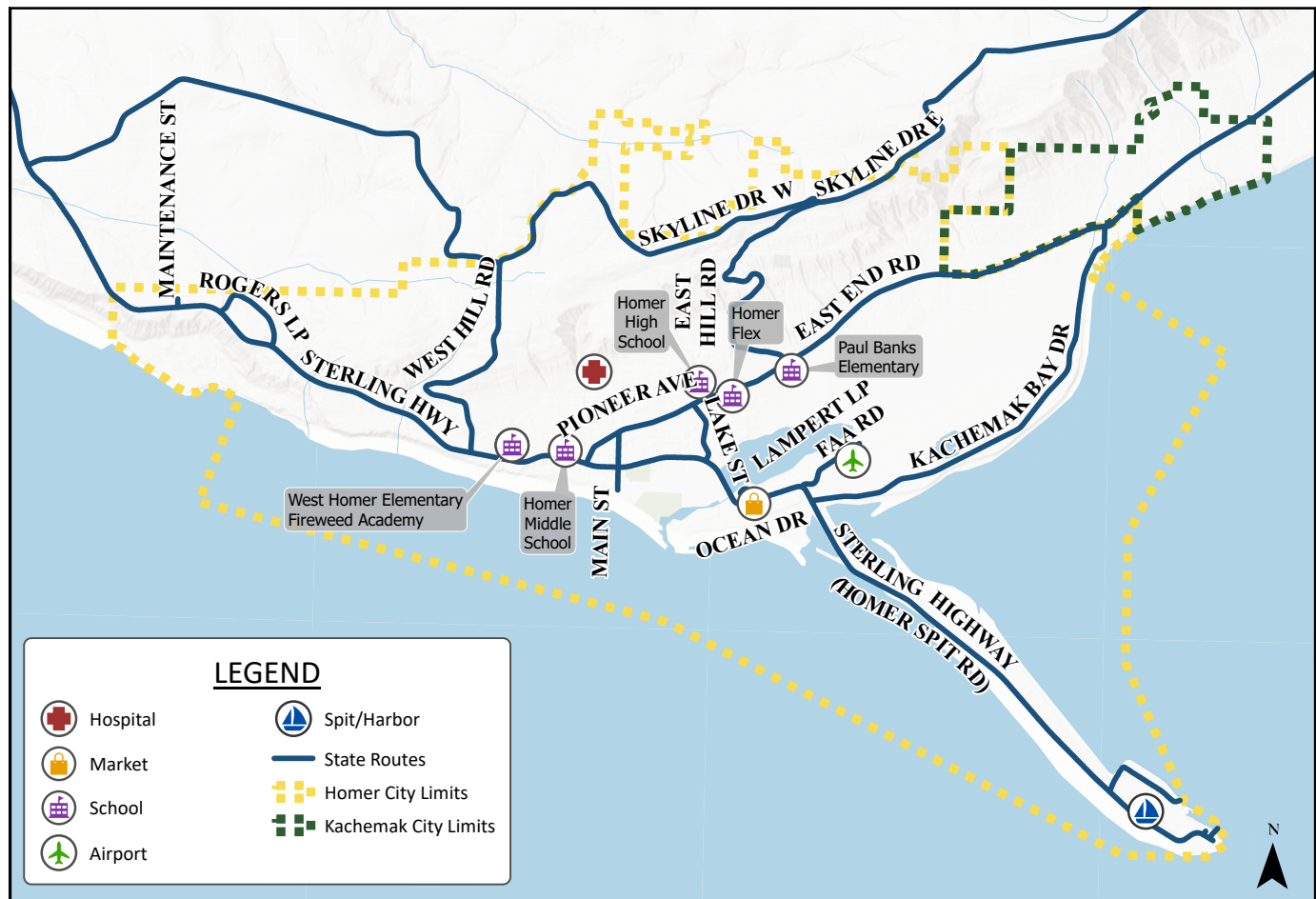


Figure 12: Special Traffic Generators within the City of Homer

Hospital Shifts

The main hospital in Homer is the South Peninsula Hospital. During shift changes, the road network near the hospital experiences a sharp peak in traffic volumes. Recent changes to school start times for middle and high school have mitigated some of the traffic concerns associated with hospital shifts. Small changes in shift times could have a large impact on reducing or increasing congestion related to the hospital. The hospital could also be a key generator for transit trips for staff, patients, and hospital visitors.

Farmers Market

The Homer Farmers Market, located on Ocean Drive, just east of Lake Street, begins Memorial Day weekend and continues until the end of September. It's open on Saturdays and Wednesdays. The Farmers Market attracts both Homer residents and visitors, which results in increased vehicle and non-motorized traffic in the surrounding area. Community members reported backups on Ocean Drive due to traffic turning into and out of the Farmers Market, especially on Saturdays. One possible mitigation would be to require the Farmers Market to hire traffic officers to provide traffic control.

Homer Spit

The Spit is a major seasonal destination. It is a 4.5-mile long landform that juts out into Kachemak Bay. The Spit is a popular destination for boating, fishing, and camping, and there are also restaurants and shops located on the Spit. Because the Spit is narrow, there is only one route onto and off of the Spit, and parking and traffic problems are common in the summer. The City of Homer works to control parking issues through fee schedules and has encouraged non-motorized travel along the Spit by creating trails, but community members still report problems here. Because of the seasonality and unpredictability of traffic along the Spit, parking and traffic problems are likely to need continuous improvements.

The City of Homer Port & Harbor

The City of Homer Port & Harbor provides service to many vessels and is busiest during the summer months. The port is located at the tip of the Homer Spit and is within a short walking or driving distance from many businesses, attractions, and beautiful beaches. The Alaska Ferry brings many people to Homer through this port. The short distance from attractions provides an incentive for visitors to disembark and enjoy the Spit, even on short layovers. There is a significant increase in both vehicle and non-motorized traffic as cruise ship passengers leave the port to experience Homer.

Homer Airport

The Homer Airport is accessed via FAA Road, which connects to the Sterling Highway as the road makes a 90 degree turn from Ocean Drive to Homer Spit Road. The airport, owned by DOT&PF, includes both an asphalt runway and a floatplane facility on Beluga Lake. The airport serves approximately 30,000 passengers a year. The terminal building is owned and managed by the City of Homer.



Figure 13: Homer Spit path

TRANSIT

Existing Transit System

Currently, Homer has no year-round, accessible public transit that meets community transportation needs. Local taxi companies play a significant role in transporting Homer residents and visitors around the community. A few local organizations and residential facilities, such as the Homer Senior Center and the Center for Alaskan Coastal Studies, provide vans for their programs. There have been multiple efforts by private companies to run shuttles, but they have been financially unsustainable.

Homer's lone connection to a year-round public transit system is the Ninilchik-based BUMPS (Basic Unified Multi-Path Service) bus, which serves Homer three days per week. The BUMPS bus, operated by the Ninilchik Traditional Council, travels roundtrip connecting Homer to Ninilchik, Soldotna, and Kenai, and communities along the route and stopping at major retail outlets in each community.

Two local non-profit organizations provide free and/or subsidized taxi vouchers to ensure individuals have access to vital goods and services. The Independent Living Center (ILC) provides a low-cost taxi voucher program to eligible area residents, while the Homer Food Pantry fills urgent individual funding gaps for transportation. The ILC program began in 2000. Trip numbers have been relatively stable over the last 20 years. For fiscal year 2022, the ILC voucher program logged 5,846 passenger trips, with an operating budget of over \$78,000. For fiscal year 2024, ILC anticipates over 200 different riders will use the program and a budget that will exceed \$100,000. Likewise, in 2021, the Homer Food Pantry distributed over \$5,000 in free taxi vouchers, while also distributing over \$30,000 in gas vouchers to area residents. The gas voucher program has recently been suspended as the costs became prohibitive for the organization.

What improvements are needed?

Area residents without a vehicle have few options for accessing goods and services and traveling to participate in local community activities. Additionally, a transit system could help to address seasonal congestion as well as the environmental impacts of personal automobile dependence.

Transportation for Young Adults

Young adults and providers who serve them point to a lack of transportation options as a community issue affecting youth.

Many students are dependent on the school bus to transport them home, which does not allow them to participate in after school activities. This concern was shared by respondents affiliated with Homer High School, the Homer Public Library, entities supporting youth employment, and the Homer REC Room. The lack of transportation options for youth and young adults is a major barrier to educational, occupational, and social opportunities.

Affordable Transportation

Transportation support provided by ILC and the Homer Food Pantry illustrate community need for subsidized public transportation. One measure of this need is the user numbers for the ILC taxi voucher program which have remained steady over the last four years even though national transit usership dropped precipitously during COVID.² The ILC taxi voucher program provides assistance for essential trips by users for whom private transportation is not affordable.

Seasonal Congestion and Parking

Many groups pointed to seasonal high traffic volumes and congestion on roadways as reasons for a seasonal shuttle connecting the Spit to the business district. Two problems frequently mentioned were: difficulty “turning left anywhere in town” and “parking on the Spit.” Left turns were identified as a specific concern along Pioneer Avenue from most feedback groups, including taxi operators, senior citizens, BUMPS operators, community forums, and the online mapping survey.

Parking issues on the Spit also warrant ongoing attention as evidenced by the recent Homer Spit Parking Study and subsequent proposals to construct new parking areas. Providing public or private seasonal shuttle services could help to address these issues.

Environmental Impacts

In 2022, from Memorial Day weekend to Labor Day, 817,000 vehicle trips were counted at the Spit data collection location, equivalent to approximately 153,000 gallons of gasoline consumed and the release of 1,400 metric tons in CO₂ emissions. If even 10% of those trips could be made by transit, there would be a reduction in CO₂ emissions of 140 metric tons.

2 *Changes in Mobility by State*. Bureau of Transportation Statistics. (n.d.)

EVACUATION ROUTES

Tsunamis

Earthquakes can trigger an underwater landslide in Kachemak Bay, which means it is essential to evacuate within minutes of a tsunami warning being issued. The City of Homer has three tsunami evacuation routes, shown in Figure 14. The routes from the Homer Spit and areas south of Beluga Slough use Kachemak Drive to get to East End Road. Areas north of Beluga Slough use Lake Street and Heath Street to get to Pioneer Avenue. These evacuation routes are marked with official blue and white Tsunami Evacuation Route road signs.

Wildfires

Wildfires are a growing concern in Homer. According to a climate

risk analysis done by the Woodwell Climate Research Center the length of the wildfire season will increase as Alaska's climate changes. While the City of Homer does not have specific wildfire evacuation routes laid out, their Emergency Operations Plan does allow the Incident Commander to issue evacuation orders as necessary. In the event of a wildfire, the City of Homer would partner with state fire response to evacuate the rural areas of the City.

What improvements are needed?

As road improvements are made to identified evacuation routes, the ability to evacuate areas at risk of a tsunami or wildfire needs to be a consideration in the road design. Improving the network of neighborhood connections will facilitate wildfire evacuation.

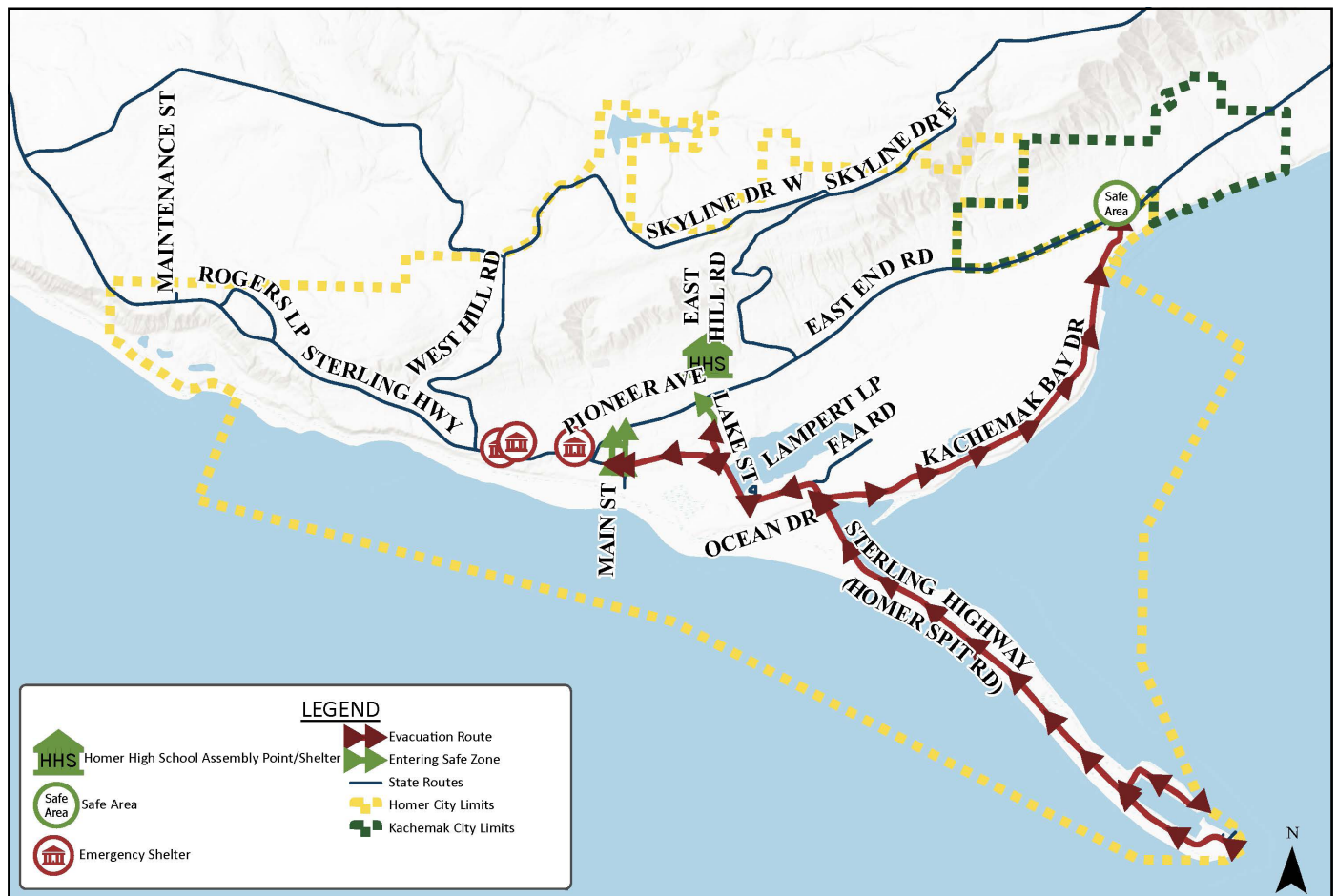


Figure 14: City of Homer Tsunami Evacuation Routes

TRANSPORTATION FUNDING

The City of Homer Accelerated Roads and Trails (HART) Program is funded by a voter-approved sales tax and properties assessments. The fund is used to reconstruct substandard city roads, upgrade existing roads, and to construct new streets and non-motorized trails. The current program was authorized by voters for a 20-year period, through December 31, 2027. Roads (including associated non-motorized infrastructure such as sidewalks) are allocated 90% of the available fund and trails are allocated the remaining 10%. The HART funds can be used for projects that the City funds completely, as the City contribution to grant-funded projects, and as the City contribution to projects where the developer is required to construct a street to full arterial or collector road standards (see Title 11.04.050).

The HART funds allow the City of Homer to improve the transportation system in accordance with City of Homer transportation planning documents. The criteria for use of HART funds are reviewed every other year by the Homer Planning Commission. The use of the HART funds is reviewed by the City Council annually.

The HART fund authorization period will end within the first five years of this plan and will need to be reauthorized in order to continue to fund projects that meet the City's goals as identified in this plan.



Figure 15: City of Homer Poopdeck trail at the Homer Public Library.



Figure 16: Greatland Street Improvements were a HART funded project in 2017.

Transportation System Guidelines



DESIGNING FOR PERSONS OF ALL AGES AND ABILITIES

Homer residents and community leaders have a long-standing commitment to developing transportation corridors and mobility networks that are inclusive for individuals of all ages and abilities; however, mobility barriers need continued attention.

Over the last 20 years, the need for transportation networks to support mobility for all ages and abilities were explicitly stated in the City's planning documents. The 2004 Homer Non-Motorized Transportation and Trail Plan called for "creating an interconnected, accessible, non-motorized transportation system in Homer." Similarly, the 2005 Homer Area Transportation Plan (originally drafted in 1999), explained that "an accessible, non-motorized transportation system increases opportunities for mobility." The 2008 Homer Comprehensive Plan, echoed in the 2018 Homer Comprehensive Plan Update, noted that "without linked sidewalks, trails, crosswalks, and pedestrian ways, it is often difficult for seniors to navigate on foot and often impossible for those with disabilities that require a wheelchair."

Specific Needs

Seniors

Homer is relatively unique in its senior population when compared to Alaska in general and the nation at large. According to 2021 data from the U.S. Census Bureau¹, roughly 20.3% of the Homer population is age 65 and older, compared to 13% statewide. While the median age of Homer residents is about 39 years of age, there is also a significant portion of residents that are nearing retirement age. Homer's aging population of persons 60 years and older shows a continuing upward trend.

A recent report from the U.S. Department of Health and Human Services quantifies mobility realities for aging individuals. The *2020 Profile of Older Americans*² reports that 40% of adults aged 65 and older experience "difficulty with

mobility" and experience challenges "walking and climbing stairs." Likewise, 22% of the aging population self-report "difficulty seeing," 31% report "difficulty hearing," and an additional 27% report "difficulty with cognition." All these factors need to be considered within Homer's transportation planning.

Previously identified non-motorized corridors near the Senior Center and surrounding neighborhood need particular attention to create dedicated, safe, and inclusive infrastructure with connections made to the business district, shopping, and restaurants, as well as to the medical district.

Individuals with Disabilities

According to the most recent nationwide data collected, 1 in 4 adults, roughly 61 million Americans, experience a significant disability that impacts "major life activities." Of those identified disabilities, the majority involve mobility issues, followed by cognition, vision, and hearing. Those experiencing a disability also have a far greater likelihood of experiencing job insecurity, housing insecurity, low income households, as well as transportation insecurity. As identified by the Alaska Mental Health Trust Authority, lack of transportation and mobility options increases the likelihood of individuals with disabilities experiencing social isolation, unemployment, lack of independence, limited access to medical care, limited access to rehabilitation programs, as well as significant barriers to accessing goods and services as part of everyday activities.³ The non-motorized transportation network is of particular importance when considering how individuals with disabilities travel within the community.⁴

1 *Census Bureau Profile for Homer, Alaska*. U. S. Census Bureau. (n.d.).

2 *2020 Profile of Older Americans*. Administration for Community Living. (May 2021).

3 *2022 Alaska Scorecard*, Alaska Mental Health Trust Authority. (April 2023).

4 *CDC: 1 in 4 US adults live with a disability*. Centers for Disease Control and Prevention. (2018, August 16).

Speed, Safety, and Crash Outcomes

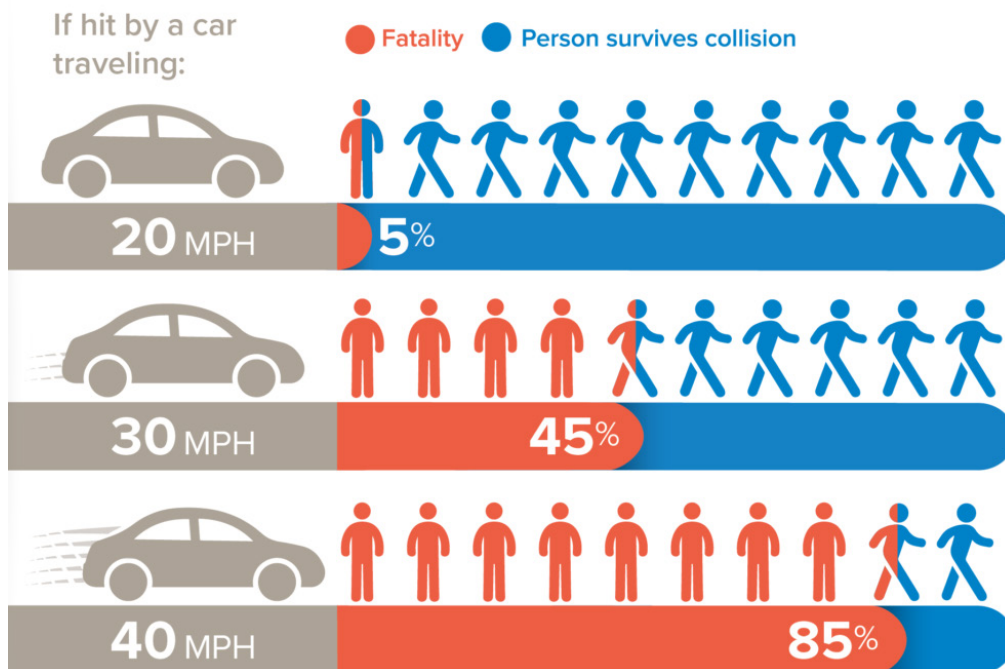
Aging adults and individuals with disabilities are far more likely to experience serious injury or death within transportation networks. Both groups are typically more reliant on the pedestrian environment to meet daily mobility needs and as such are more vulnerable. Studies also indicate a much higher rate of injury for both groups when involved in pedestrian-vehicle collisions. According to recent studies, individuals using wheelchairs have a 36% higher mortality rate in pedestrian/vehicle crashes than the general population. Similarly, the risk of severe injury or death for a 70-year-old pedestrian involved in a vehicular collision at 25 mph is similar to the risk for a 30-year-old pedestrian at 35 mph.⁵

In all cases of pedestrian and vehicular crashes, speed is a clear determining factor for injury and fatality outcomes for pedestrians. The vehicle speed to pedestrian injury rate increases exponentially as vehicle speed increases. Injury rates increase when size and mass of vehicles are also taken into account.

All Ages & Abilities Design Best Practice and the ADA

“Designing for all abilities: The design of sidewalk environments is important to all pedestrians, but is particularly important to those with disabilities who have limited travel choices and rely most on the pedestrian environment. For example, older adults, persons with vision impairments, and children frequently rely on the sidewalk to travel independently within their community for shopping, recreation, exercise, and walking to school.”

Federal Highway Administration



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Figure 17: Pedestrian Injury Rates by Speed of Vehicle

⁵ Kraemer, J. D., & Benton, C. S. (2015, November 20). *Disparities in road crash mortality among pedestrians using wheelchairs in the USA: Results of a Capture-recapture analysis*. BMJ open.



Figure 18: Curb Ramps that Direct the User into the Crosswalk

Homer's infrastructure can be planned and constructed with users of all ages and abilities in mind, using ADA compliance as a minimum standard as well as consulting the U.S. Access Board's *(Proposed) Public Rights-of-Way Accessibility Guidelines* (PROWAG) and FHWA's *Accessible Sidewalks and Street Crossings* recommendations as design best practice.

While ADA guidelines set minimum standards for slope, width, length, and surface conditions for an accessible pedestrian route, the experience of users of all ages and abilities should also be considered. Diagonal curb ramps at intersections, for instance, meet minimum ADA requirements and are employed at various locations throughout the City of Homer. However, they are not the ideal design because they direct wheelchair users, and possibly visually impaired pedestrians, towards the middle intersection. Parallel or perpendicular curb ramps

that direct users into the crosswalk are the preferred design. Diagonal curb ramps, however, do provide an acceptable, cost-effective solution in retrofit situations when other types of ramps may be cost-prohibitive.

Another common barrier frequently encountered is steep sidewalk cross slopes, particularly at driveways. ADA requires a maximum cross slope of 2% but this has been frequently exceeded. Severe cross slopes require wheelchair users and other pedestrians to work against the effects of gravity to maintain their lateral balance. Pedestrians using crutches or canes may be forced to turn sideways to keep their base of support at a manageable angle. Plans and specifications need to clearly call out the maximum allowable grades and contractors need to be held accountable for constructing in accordance with the documents.



Figure 19: Driveway Entrance with Level Cross Slope



Figure 20: Driveway Entrance with Steep Cross Slope

PEDESTRIAN CROSSWALKS

Difficult road crossings can be a barrier, separating otherwise connected walking and biking networks. Areas where improved pedestrian crossings are desired include:

- **Homer Spit (specific locations along the last mile of roadway)**
- **Pioneer Avenue (at Svedlund Street, Kachemak Way, Heath Street, and Lake Street)**
- **East End Road (at Ben Walters Lane and Paul Banks Elementary School)**
- **Sterling Highway (on Lake Street at both ends of the Beluga Lake causeway)**

The *Alaska Traffic Manual* gives guidance on where marked pedestrian crosswalks are desirable as well as the type of traffic control that is desirable (e.g., pavement markings, signs, signals).

An engineering study considers pedestrian volume, street width, traffic volumes, traffic approach speed, sight distance, availability of gaps in the traffic stream, and crash experience as part of making recommendations for a specific location. These guidelines are based on safety studies and are designed to ensure that drivers see pedestrians as they enter crosswalks and that drivers and pedestrians have similar expectations.

In general, traffic volumes are low enough in Homer that marked crosswalks can be considered for anywhere speed limits are 35 mph or lower. Where pedestrians have difficulty finding enough opportunities to cross between vehicles, a median refuge island could be useful. Alternatively, an electrical warning device could be used to alert drivers to yield to pedestrians (Figure 21). Where vehicle speeds are higher, a pedestrian hybrid beacon could be considered.



Figure 21: Electrical Warning Devices (Rectangular Rapid Flashing Beacon, or RRFB) on University of Alaska Fairbanks Campus

TRAFFIC CALMING

Traffic calming treatments can be used to reduce the speeds of vehicles in a specific area. Speed management can allow drivers more time to react and reduce the severity of a crash.⁶ In general, traffic calming devices are only suitable for local or collector roads. An engineering study will consider vehicle volume, speed limits compared to actual vehicle speeds, the presence of school zones or other pedestrian generators, crash history, and the availability of sidewalks. In addition to reconstruction, traffic calming elements can be incorporated into initial design projects.

Traffic Calming and Complete Streets

Traffic calming is often used to improve safety and comfort for walking and biking through retroactive treatments that decrease vehicle speeds in a neighborhood or along a corridor.

Designing for Complete Streets is proactive and includes: considering walking and biking when setting design speeds; appropriately separating users in time and space; improving connectivity and access for walking, biking, and transit; and implementing safety treatments.

Complete Streets provides a mechanism for considering the land use context of the neighborhood in determining needed improvements. For example, the types of improvements needed will vary depending on if the area is residential, commercial, industrial, or mixed; natural, rural, suburban, or town center.

Complete Streets is one of several safety-focused approaches to transportation planning. Figure 22 briefly describes several of these.



Figure 22: Safety-focused approaches to transportation planning

6 Xu, G. (2022). *Speed Management is Key to Road Safety*. Public Roads, Vol 85 No. 4. FHWA.

Traffic Calming Devices

Traffic calming treatments are most effective in the immediate area surrounding each device. As such, a series of devices should be installed to keep speeds low throughout a corridor. The following sections describe effective strategies for calming traffic.

Speed Humps and Tables

Speed humps are parabolic raised areas of pavement. They are typically between 12 and 22 feet in length with a relative rise of 3 inches and extending the width of the travel way. Speed humps are designed to reduce 85th percentile speeds between 25 to 35 miles per hour. Speed tables have a similar size and shape to speed humps; however, they have a flat top. The flat surface is usually textured and can be used as a crosswalk for pedestrians. Speed humps and tables are most effective when used in a series or with other traffic calming measures.

Advantages: These traffic calming devices are compatible with bike lanes if the speed humps and tables do not encroach into the bike lanes. Large vehicles can traverse speed humps and tables at low speeds.

Disadvantages: Speed humps and tables can be damaged by snowplows and graders, and may require additional costs. Supplemental signs and markers also require additional maintenance efforts. Emergency response times are affected by these devices and emergency personnel have been injured while traversing speed humps.

On Street Parking

On street parking reduces street width and can be applied alongside other traffic calming measures. Parallel parking is the most effective form of on-street parking as it increases side friction to traffic flow.

Advantages: On street parking provides convenient access to local businesses. First responders prefer this traffic calming device to all other devices.

Disadvantages: This can reduce road visibility and intersection sight distance. Vehicles must be removed from the road during snow plowing operations.



Figure 23: Speed Hump on Beluga Pl

Bulb-Out

A bulb-out is when the curb is extended horizontally into the street, making the roadway narrower. Alone, it is not effective at reducing vehicle speeds, but bulb-outs can be effective when used with other traffic calming measures.

Advantages: Bulb-outs provide a lot of improvements for pedestrians. They control parking encroachment into crosswalks, increase pedestrian sight distance, and reduce pedestrian crossing distances. These changes mean that pedestrians are more likely to cross when gaps between traffic are desirable. Mid-block bulb-outs can be used for beautification and landscaping.

Disadvantages: Bulb-outs can be damaged by snowplows and graders and may require a metal armor plate at likely strike points.

Chicanes

Chicanes are a series of at least three mid-block curb extensions that create S-shaped curves on the roadway. They reduce speed by forcing drivers to move horizontally and slow down around curves. To be effective, they must be placed in such a way that deflects traffic rather than simply narrowing the roadway.

Advantages: Bike lanes are compatible with chicanes. Large vehicles and emergency response vehicles can negotiate chicanes. Chicanes can also be used for landscaping which may further reduce speed by eliminating long sight lines.

Disadvantages: Chicanes require additional maintenance efforts. They can also result in increased response times to emergency calls.



Figure 24: Curb Bulb-outs in Downtown Anchorage, Alaska

Traffic Circles

Traffic circles are circular islands in the middle of an intersection. They slow down traffic by causing drivers to deflect right upon approach, make a short left “turn” around the circle, and then to do a sharp right turn to exit the intersection.

Advantages: Bike lanes are compatible with traffic circles. Landscaping on the traffic circles may reduce speed by eliminating long sight lines.

Disadvantages: Traffic circles require additional maintenance efforts and may be difficult to negotiate for larger vehicles. The slower speed necessary to navigate the circle may result in increased response time to emergency calls. Trucks and emergency vehicles may need truck aprons to accommodate vehicles with a larger turn radius.



Figure 25: Traffic Circle on Gillam Way in Fairbanks

Speed Feedback Signs

These signs monitor the speeds of passing vehicles and display the speeds on a variable message board. When a vehicle traveling at a speed that exceeds the posted speed limit passes, the sign will flash or display a message such as “slow down”.

Advantages: Bike lanes and large vehicles are compatible with speed feedback signs. This traffic calming treatment may address the public perception of speeding better than any other treatment.

Disadvantages: There are ongoing maintenance and operation costs in providing electrical service to the sign.



Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks

Supplemental Traffic Calming Measures

Sidewalks and Crosswalks – Increase pedestrian compliance which reduces conflicts between pedestrians and vehicles.

Landscaping – Increase vehicle and pedestrian visibility.

Education and Enforcement – These can be used as a precursor to physical measures to help roadway users know how to navigate upcoming traffic calming measures.

Goals and Objectives for the Transportation System



The City of Homer recognizes the critical role that transportation plays in shaping the community's livability, sustainability, and economic vitality. The goals and objectives for the Transportation Plan were developed with input from the city staff and members of the community. The goals describe the fundamental outcomes of the Transportation Plan, while the objectives are more specific and measurable outcomes that support the goals. The following goals and objectives represent the community's commitment to building a safe, sustainable, and accessible transportation system that meets the needs of all members of the community.

GOAL 1: INCREASE SAFETY OF INTERACTIONS BETWEEN DIFFERENT MODES OF TRAVEL

Community members want travel within the city to be safer, including for people walking, biking, and driving, as well as for the movement of goods.

Objective 1A: Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections

Safety can be improved at conflict points (where pedestrian and motor vehicle paths cross) by making crossing locations more visible, encouraging motor vehicles to yield to pedestrians, and reducing the crossing distance.

Objective 1B: Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle

Safety can be improved by policies that help to define the network for different users (such as defining truck routes or defining maximum speeds for e-bikes on pathways) and through infrastructure improvements to help separate users with different weight and speed characteristics (such as building bike lanes, pathways, and sidewalks).

Objective 1C: Improve user understanding of how to safely share the public right-of-way

Public awareness campaigns are another method to improve safety. One example of education that has been shown to reduce crashes is safety education for children regarding safe pedestrian and bicycle behaviors.

GOAL 2: PROVIDE A CONNECTED NETWORK OF LOCAL AND COLLECTOR ROADS AND TRAILS THAT BALANCES MODES BASED ON LAND USE CONTEXTS

Community members desire a connected network for all users. Connected walking and biking networks provide more opportunities for walking and biking. A connected collector road network helps to reduce the number of short trips on the arterial road network. This reduces the need for increasing the number of traffic lanes or installing more restrictive traffic control on arterial networks. A connected collector road network works hand-in-hand with the walking and biking networks to reduce the overall cost of the transportation network and address climate impacts. As new connections are built, the design for each user type should reflect the land use context. For example, frequent safe pedestrian crossings are needed in commercial areas.

Objective 2A: Identify a priority pedestrian network that connects key generators and develop a plan to build these connections

Community members desire to walk more frequently. Building or improving pedestrian facilities that connect to locations where people want to walk (such as schools, the library, and shopping areas) will improve options for walking.

Objective 2B: Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections, and encourage appropriate bicycle parking

Community members desire to bicycle for transportation more frequently. Building or improving low-stress bicycle facilities that connect to locations where people want to travel and providing appropriate bicycle parking at those locations (such as schools, the library, and shopping areas) will improve options for biking.

The Low-Stress Bicycle Network describes a connected system (or network) of shared roadways, bike lanes, sidewalks, paths, and trails that are suitable for bicyclists of all ages and abilities.

Objective 2C: Identify key gaps in the collector road network and develop a plan to build these connections

Prioritizing building or improving collector roads that allow drivers to access a signal on a major arterial or travel directly between adjacent neighborhoods will decrease delay and trip length without necessitating major improvements to the arterial network.

Objective 2D: Identify and address opportunities for parking once and then walking, ride-sharing, or using transit

Park-and-ride facilities allow visitors to get out of their car or RV and travel to attractions using transit. Consolidated parking that serves several businesses allows people to park once and then visit several businesses without driving between each one.

GOAL 3: MAINTAIN TRANSPORTATION NETWORK TO BE USABLE YEAR-ROUND

Community members desire roads and walking and biking facilities to be maintained so they are usable in the winter and in summer.

Objective 3A: Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability

Sidewalks, paths, and trails are less usable when drainage, lighting, and wayfinding are inadequate. Addressing problems with the existing pedestrian system will help to make them usable year-round. Additionally, establishing standards for winter and summer maintenance for specific locations will help users know what to expect.

Objective 3B: Reconstruct and proactively maintain bicycle facilities to ensure year-round usability

Shared roadways, bike lanes, paths, and trails are less usable when drainage, lighting, and wayfinding are inadequate. Addressing problems with the existing bicycle network will help to make it usable year-round. Additionally, establishing standards for winter and summer maintenance will help users know what to expect.

Objective 3C: Reconstruct and proactively maintain City of Homer roadways to ensure year-round usability

Inadequate drainage can also impact the usability of roadways. Improving drainage during roadway reconstruction can help keep the pavement in good condition for a longer period of time. Establishing maintenance standards for city roads and ways for the public to alert the city when there are concerns at specific locations can help make roadways usable year-round.

Objective 3D: Work with DOT&PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes

The public has identified maintenance of the sidewalks, paths, or bike lanes along DOT&PF-owned roadways as a top priority

for improvement. Transferring maintenance responsibility is one possible solution. There may be some roads currently under state ownership that should be under city ownership. It is necessary for the COH and ADOTPF to cooperate in jointly planning for roads in the COH (and broader) area.

Objective 3E: Manage resources to maximize and balance maintenance efforts

Improving the efficiency of maintenance activities allows better maintenance without increasing resources. Designing new roadways, sidewalks, paths, or trails to accommodate the existing equipment or buying new equipment that makes it easier to clear debris and snow from existing infrastructure could help balance maintenance efforts and make them more efficient.

Objective 3F: Update and enforce design standards for walking, biking, road, and public transportation networks

Enforcing and updating standards for infrastructure that serves all modes during design reviews will ensure consistency and improve travel options.

Objective 3G: Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way

As roads are constructed or reconstructed, infrastructure should be considered for each mode. New or improved infrastructure should be consistent with the land use context (such as providing sidewalks in urban areas and wide shoulders or separated paths in rural areas), meet design standards, and help to complete the priority network for that mode.

GOAL 4: PROVIDE EXPANDED TRANSPORTATION OPTIONS FOR RESIDENTS AND VISITORS

Community members desire a transportation system that provides additional transportation options and reduces environmental impacts.

Objective 4A: Support the development of a public transportation network

Public transit provides additional travel options and reduces travel by a single occupant in a vehicle. The City could support the private development of transit by building transit stops or park-and-ride facilities.


Recommendations



To achieve the goals and objectives of the Transportation Plan, the following policies and projects should be implemented. Many will be accomplished using working groups or task forces. These are not arranged in order of priority. Many will be accomplished using working groups or task forces.

POLICIES

Truck Network


| Goals and Objectives |  | Objective 1B Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle |
|----------------------|---|--|
| Policy Description | | Establish Truck Routes for the City of Homer to reduce the number of through trucks traveling on Pioneer Avenue , taking into consideration land use context, pavement structure, and heavy vehicle turning requirements. |
| Benefits | | Could reduce truck-pedestrian interactions. Establishes understanding between different agencies and companies for where trucks should be traveling. |
| Challenges | | Truck routes must be designed to accommodate truck movements. Designating truck routes for DOT&PF roads will need DOT&PF approval. Consult with trucking companies and the public to ensure concerns are addressed. |

A freight network map for all of Alaska lists the highways that are essential for freight routes, including the entire section of the Sterling Highway all the way to the end of the Homer Spit. DOT&PF Title 17 AAC 25.014 describes the type of trucks that are allowed on these freight routes. The federal and state governments leave non-highway truck route decisions to local governments.




Figure 27: Dump truck turning from Lake Street onto East End Road

E-Bike Legislation

| Goals and Objectives  | Objective 1B Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle |
|--|---|
| Policy Description | <p>Consider legislation governing the use of electric bikes (e-bikes) to reduce the possibility of unsafe interactions with other modes.</p> <p>E-bikes are popular for many reasons: they allow riders to go farther with less effort than traditional bikes, they are environmentally friendly, and they cost less to use than cars.¹</p> <p>However, e-bikes present a unique dilemma as they are a hybrid between a human powered bicycle and a motorcycle. Currently, e-bikes fall under the Alaska definition of “motor-driven cycle”, which requires an operating license and has a minimum age requirement of 14. The classification also prohibits e-bikes from sidewalks or bike paths.</p> <p>Local governments, however, can enact their own legislation regulating e-bikes.</p> <p>A task force would be a good way to implement this effort; input from the cycling community should be solicited. The Municipality of Anchorage has a policy that could be used as a starting point.</p> |
| Benefits | <p>Increases safety of e-bike usage.</p> <p>Supports transportation mode options.</p> <p>Reduces conflicts between e-bikes users and other users.</p> <p>Encourages increased e-bike usage.</p> |
| Challenges | Balancing regulations and allowances for E-bikes to satisfy the residents of Homer. |

Bicycle Parking

| Goals and Objectives  | Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections, and encourage appropriate bicycle parking |
|--|---|
| Policy Description | Adopt a bicycle parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bicycle parking available. Bicycle trips require safe and secure bicycle parking at either end of the trip. Adopting a bicycle parking ordinance for new and existing buildings would make the City of Homer a more bicycle friendly community. A task force would be a good way to implement this effort. |
| Benefits | <p>Reduces the likelihood of bike theft.</p> <p>Protects vegetation (which would otherwise be used for bike parking if other options weren't made available).</p> <p>Encourages community members to bike more often.</p> |
| Challenges | Determining where to place bicycle parking and where different types (short- versus long-term) of bicycle parking should be. |

As an example, Sitka, which received a Silver Bicycle Friendly Community Award from the League of American Bicyclists, used these APBP guidelines to improve their bike parking by recommending a minimum number of bicycle parking spaces for each land use category. A local biking advocacy group in Sitka also conducted a survey of community members to identify where bicycle parking was needed. New bike racks were installed in places identified by the community as part of Sitka's Walk, Bike, Win! downtown commuter challenge. These changes resulted in Sitka becoming a more bike friendly community.

1 (ABC10), A. M. S. A. (2022, August 27). *E-bikes are gaining popularity in the US. here's why*. abc10.com. Retrieved March 31, 2023

Transfer of Responsibility Agreements for State Roads

| Goals and Objectives | Objective 3D Work with DOT&PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes |
|----------------------|--|
| Policy Description | Pursue additional Transfer of Responsibility Agreements (TORAs) to allow the city to maintain roads and pathways that are currently maintained by DOT&PF. If the City has the resources (staffing and equipment) to take on the added responsibility, the City should then enter into discussions with the DOT&PF regarding transferring maintenance responsibility. The pathways along the Sterling Highway, East End Road, Lake Street, and Main Street could benefit from a TORA with the State of Alaska. |
| Benefits | Maintain roads and pathways to a higher standard than current maintenance efforts. |
| Challenges | City of Homer needs sufficient staffing and equipment to take on added maintenance responsibility. Payments from DOT&PF to City of Homer under a TORA agreement are not guaranteed to cover all of the City's costs. Coming to a mutually beneficial agreement between DOT&PF and the City of Homer. |

DOT&PF and the City of Homer currently have two TORAs: one for the Homer Spit and one for Pioneer Avenue. These two TORAs allow the City of Homer to maintain these state roads to the standards desired by community members.

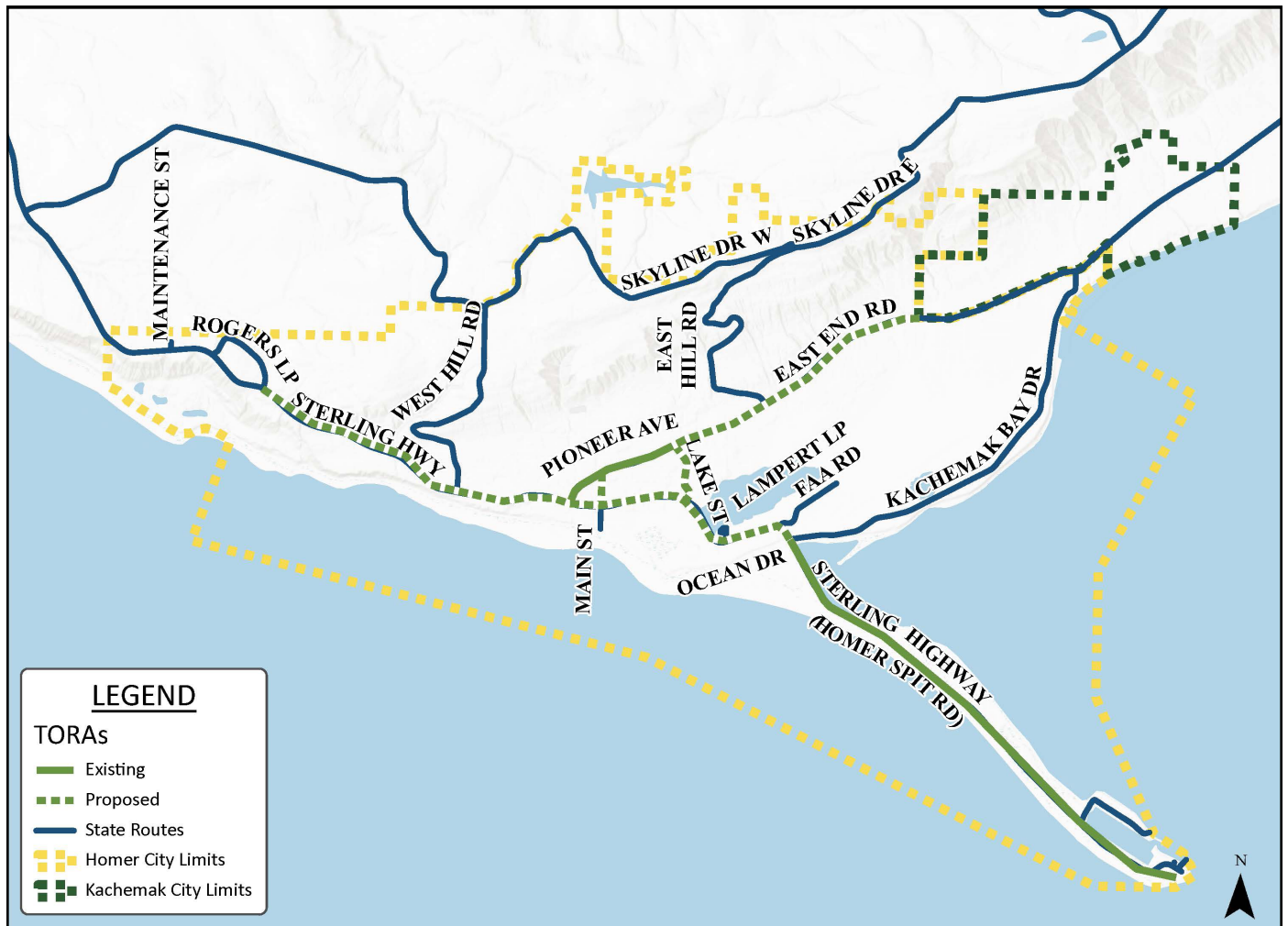




Figure 28: Existing and Proposed Transfer of Responsibility Agreements


Ownership of State Roads

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|-----------------------------|--|
| Goals and Objectives |  Objective 3D Work with DOT&PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes |
| Policy Description | Develop an agreement with the state to transfer ownership of some state roads to the city. Under these agreements, the state pays to have the road constructed to Homer's standards, and then the City takes over ownership and maintenance responsibility. Main Street is a good example of a road that functions more like a local road. As such, it may be in the best interests of the City of Homer to take over ownership of Main Street. Pioneer Avenue is another example of a street the City may want to take over. |
| Benefits | The City can maintain the road to the community's standards. The City can control design decisions, such as the presence of a sidewalk or pathway. |
| Challenges | Coming to an agreement that is equally beneficial for the state and city. |


Maintenance Standards

| | |
|-----------------------------|---|
| Goals and Objectives |  Objective 3E Manage resources to maximize and balance maintenance efforts |
| Policy Description | Set maintenance standards for the City of Homer to meet public expectation, such as how frequently or under what circumstances roads, sidewalks, paths, and trails will be plowed in winter and swept in summer. |
| Benefits | Helps define the level of effort needed so the City can plan for maintenance equipment and budget to meet that need. Standards can also be communicated to the public. |
| Challenges | Determining priorities for sidewalks, paths, and trails within the existing road priorities. Deciding a reasonable maintenance time frame that satisfies the public and is achievable by the maintenance crew. |


Update Non-Motorized Facility Design Standards

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|-----------------------------|--|
| Goals and Objectives |  Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 3F Update and enforce design standards for walking, biking, road, and public transportation networks |
| Policy Description | Update design standards for walking and biking infrastructure to ensure they are connected and are maintainable. New development should include connections to sidewalks and paths. Standards for the way sidewalks and paths are built in the future can ensure that the available equipment can be effective in maintaining future paths. A task force could help to implement this policy. |
| Benefits | Reviewing development plans for connectivity to sidewalks and paths will remove obstacles to walking and biking. Designing new roads, sidewalks, paths, and trails to meet the operational characteristics of the City's maintenance equipment will increase the effectiveness of maintenance efforts. |
| Challenges | Keeping standards up to date to include new equipment. Adapting to locations where design standards cannot be met. |


Complete Streets/All Ages and Abilities Policy

| Goals and Objectives  | Objective 3G Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way |
|--|--|
| Policy Description | Develop a Complete Streets policy for Homer. “Complete streets” is an approach to planning, designing, building, and maintaining streets that supports safe travel and access for all ages and abilities of all modes, including pedestrians, bicyclists, motorists, and transit riders. A complete streets policy ensures that all users are considered at all phases of all projects. |
| Benefits | Can be applied to all streets for assessment. Will determine if a street is missing important safety elements. |
| Challenges | Determining appropriate treatments for variety of contexts. Attaining funding. |

Transit Options


| Goals and Objectives  | Objective 4A Support the development of a public transportation network |
|--|---|
| Policy Description | Seek out partners to provide public transportation service in the Homer area. Of particular interest are year-round transit options that serve area residents and seasonal options that encourage visitors and employees to park their vehicles and travel to the Homer Spit and other highly visited areas by bus and on foot. There are numerous examples of small community systems throughout the state, including Glacier Valley Transit, Soaring Eagle Transit, Sunshine Transit, Valley Transit, CARTS, and BUMPS. |
| Benefits | Helps people without access to vehicles get to jobs, shops, and services, and also increases travel options for everyone. Reduces environmental impacts by reducing vehicle miles traveled. |
| Challenges | Federal funding is available for systems providing year-round service. Attaining funding. Seasonal variation in demand. Requires public and non-profit partnership. |

Traffic Calming


| Goals and Objectives  | Objective 1B Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle |
|--|---|
| Policy Description | Develop a Traffic Calming Manual that describes treatments that are effective and acceptable to the City of Homer. Traffic calming treatments discourage cut-through traffic and encourage vehicles to travel at speeds that are appropriate for the land use context. The Traffic Calming Manual should describe the data needs for the analysis and how it should be collected; address the types of treatments available, lighting and signage needs, and when and where a treatment is appropriate; and describe how to select treatments for a specific location. |
| Benefits | Walking and biking along a road, as well as recreating near a road, is safer and more comfortable when adjacent vehicles are traveling at slower speeds. |
| Challenges | Attaining funding. Educating the public. Potential for additional maintenance burden. |

PROJECTS

Bicycle Safety Campaign


| Goals and Objectives  | Objective 1C Improve user understanding of how to safely share the public right-of-way |
|--|---|
| Project Description | Support efforts of a private partner to develop an effective education campaign that targets teaching bike safety to children. Safety education campaigns have been shown to be effective where new information is presented and where the target audience has not already formed habits. Thus, children are the best targets for bicycle safety campaigns. ² |
| Benefits | Reduces crashes and conflicts due to interactions between bicycles and vehicles. |
| Challenges | Finding appropriate private partner. Homer Bicycle Club has a “Homer Shares the Road” campaign that could be built upon. |
| Related Projects | N/A |

Parking Study


| Goals and Objectives  | Objective 2D Identify and address opportunities for parking once and then walking, ride-sharing, or using transit |
|--|--|
| Project Description | Conduct a parking study to determine the location and benefits of centralized parking lots. Many members of the community voiced frustrations with parking options, especially along the Spit and in the Central Business District (CBD). Parking along the Spit is particularly difficult in the summer when the port is in constant use by residents, businesses, and tourists. When there are visitors to the CBD, they must drive between stops, which increases congestion and discourages them from visiting multiple businesses. The lack of centralized parking options negatively affects local business owners in these areas by limiting the amount of foot traffic to their businesses. Building parking facilities in association with transit will allow visitors to get out of their car or RV and travel to attractions using walking or transit. |
| Benefits | Reduces the amount of vehicle traffic in congested areas. Encourages visitors to the CBD and Spit to visit more than one business and increase economic growth by connecting attractions and businesses. Potentially provides extra space for beautification and more local businesses by adding centralized parking locations. |
| Challenges | Cooperation of private entities. Determining the location of bus stops and parking lots that work well for transit users and the transit operator. Costs to acquire land for shared off-street parking. |
| Related Projects | Policy 9 Transit Options |

² *Improving the effectiveness of road safety campaigns: Current and new practices.* IATSS Research, Vol 34 No. 2. (March 2011).


Improve Drop-Off and Pick-Up Locations at Schools

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|---|--|
| Goals and Objectives  | Objective 1A Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking |
| Project Description | Study schools with circulation concerns and develop plans to improve them. Traffic congestion during school pick-up and drop-off times is a safety concern for several schools in Homer. Improving bus circulation, parent pick-up and drop-off areas, bicycle parking, sidewalk connections, and signage could reduce these problems. |
| Benefits | Reduces congestion on roads near schools. Protects children and increases drivers' awareness of them during pick-up and drop-off. Encourages student to walk or bike to school by improving pedestrian facilities. Encourages practice of healthy habits and decreases use of motor vehicles, thereby improving air quality. |
| Challenges | Right-of-way and utilities may limit feasible alternatives. Coordination with Kenai Peninsula Borough, Kenai Peninsula School District, and DOT&PF. |
| Related Projects | Project 4 Neighborhood Connectivity to Schools |


Neighborhood Connectivity to Schools

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|---|--|
| Goals and Objectives  | Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 3A Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability Objective 3B Reconstruct and proactively maintain bicycle facilities to ensure year-round usability |
| Project Description | Encourage Kenai Peninsula Borough to build improved trails between schools and surrounding neighborhoods. Several survey comments requested established trails from neighborhoods to the nearby schools. West Homer Elementary, Middle, and High schools all have natural surroundings to the north. It seems that students have been traversing these areas despite the lack of a maintained and designated trail. To ensure the safety of children walking to school, and to create more connectivity to the schools, a set of trails between the schools and the surrounding neighborhoods should be identified, constructed, and maintained. |
| Benefits | Provides a safe passage for children walking to school, encouraging active transportation, and providing additional travel options. |
| Challenges | Coordination with Kenai Peninsula Borough. |
| Related Projects | Project 3 Improve Drop-Off and Pick-Up Locations at Schools Project 9 Identify Additional Priorities for Walking & Biking Infrastructure |


Pioneer Avenue as an Extension of the HAP Loop

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|---|--|
| Goals and Objectives  | <p>Objective 1A Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</p> <p>Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</p> <p>Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</p> <p>Objective 3G Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way</p> |
| Project Description | <p>Evaluate pedestrian crossing improvements for Pioneer Avenue intersections. Community members identified the main intersections along Pioneer Avenue as being high stress locations for pedestrian crossings. An engineering study is needed to determine whether existing crossing treatments should be improved and what treatment(s) should be applied. Examples of treatments to be considered include high-visibility pavement markings, curb extensions, and rectangular rapid flashing beacons. There is already a plan in place to improve the intersections along Pioneer Avenue at Main Street and at Svedlund Street as part of the HAP Loop project.</p> |
| Benefits | <p>Eliminates barriers to walking and improves safety.</p> |
| Challenges | <p>Attaining funding. Right-of-way and utilities may be a concern.</p> |
| Related Projects | <p>HAP Loop Project (ongoing) Project 6 Old Town Connections as an Extension of HAP Loop</p> |


Old Town Connections as an Extension of HAP Loop

| | |
|---|---|
| Goals and Objectives  | <p>Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</p> <p>Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</p> |
| Project Description | <p>Evaluate connecting HAP Loop through Old Town. Old Town is home to many hotels, restaurants, and local businesses. The HAP Loop provides access to the eastern part of Old Town but fails to connect the neighborhoods to the west. This project would evaluate the addition of pedestrian facilities in west Old Town with connections to the HAP Loop. It would also evaluate the need for improvements to the pedestrian crossing at the intersections of Sterling Highway and Pioneer Avenue.</p> |
| Benefits | <p>Increases non-motorized accessibility, provide travelers with more options. Improves the areas near many hotels, which will provide seasonal visitors with more travel options. Could reduce the amount of motorized traffic traveling on and across the Sterling Highway at Pioneer Avenue, an intersection that was identified as being difficult in the summer.</p> |
| Challenges | <p>Attaining funding. Right-of-way and utilities may be a concern. Coordination with DOT&PF is required for Main Street.</p> |
| Related Projects | <p>HAP Loop Project (ongoing) Project 5 Pioneer Avenue as an Extension of the HAP Loop</p> |


Kachemak Drive Reconnaissance Engineering Study

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|---|--|
| Goals and Objectives  | Objective 1A Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections Objective 1B Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle |
| Project Description | Conduct a reconnaissance engineering study to identify concerns, needs, and obstacles for improving Kachemak Drive for non-motorized travel and to develop potential solutions. The safety of non-motorized transportation and interactions between motorized vehicles along Kachemak Drive was a repeated concern of survey participants. A two-lane road with a 35-mph speed limit and limited shoulders, this route is popular for walking, biking, and driving, but the interactions between users is uncomfortable and there is limited right-of-way for improvements. |
| Benefits | Improves safety. |
| Challenges | Attaining funding. Limited right of way. Coordination with DOT&PF. |
| Related Projects | Project 9 Identify Additional Priorities for Non-Motorized Infrastructure |


Regularly Update Existing Trails Maps

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|---|--|
| Goals and Objectives  | Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 3A Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability Objective 3B Reconstruct and proactively maintain bicycle facilities to ensure year-round usability |
| Project Description | Regularly update existing trails maps in GIS for online use and for creating print maps. Trails such as the Beluga Trail and Reber Trail extend the non-motorized network. Trails are only effective when potential users are aware of them. Updating maps to include information about the difficulty level and type of maintenance, will help individuals to understand which routes are best for them. |
| Benefits | Informs the public of the trail routes available to them. Helps to identify gaps within the non-motorized network and inform the public as they are filled. |
| Challenges | Staffing. Coordination with trail user groups, such as Homer Trails Alliance and Kachemak Nordic Ski Club. |
| Related Projects | Project 9 Identify Additional Priorities for Non-Motorized Infrastructure |

Identify Additional Priorities for Walking & Biking Infrastructure

| Goals and Objectives  | Objective 3A Reconstruct and proactively maintain non-motorized facilities to ensure year-round usability |
|--|--|
| Project Description | <p>Identify priority areas for non-motorized travel and develop a plan for constructing sidewalks, paths, and trails in those areas. Wayfinding and streetscape improvements should be included. Survey respondents identified numerous sidewalks, paths, and trails that they would like to see constructed. These include:</p> <ul style="list-style-type: none"> Connections between neighborhoods along Skyline Drive and those near the hospital and the high school Sidewalk or bike lanes along East Hill and West Hill Roads Pathways further out on the Sterling Highway and on East End Road Path along routes parallel to Ocean Drive Paths around the airport and connecting to areas along East End Road Traffic calming along Skyline Drive Access to beaches Connections from outlying areas into Homer (ex: Diamond Creek Trails) |
| Benefits | <p>Satisfies the public desire for trails, sidewalks, and bike lanes.</p> <p>Improves pedestrian safety.</p> <p>Adds to the transportation network.</p> |
| Challenges | <p>Attaining funding.</p> <p>Coordination with DOT&PF.</p> <p>Increased maintenance burden.</p> |
| Related Projects | Project 8 Regularly Update Existing Trails Maps |

Complete East-West Connections

| Goals and Objectives  | Objective 2C Identify key gaps in the collector road network and develop a plan to build these connections |
|--|--|
| Project Description | <p>Build additional east-west connections. This will add to the collector network and provide alternative routes to the heavily traveled arterial roadways. The road construction should include walking and biking infrastructure and traffic calming.</p> |
| Benefits | Improves the collector network and reduces the stress on arterials like Pioneer Avenue. |
| Challenges | <p>Attaining funding</p> <p>Right-of-way and utilities may be a concern</p> <p>Local public opposition due to change in neighborhood traffic volumes and speeds</p> |
| Related Projects | Project 3 Improve Drop-Off and Pick-Up Locations at Schools |

Abbreviations



| | |
|-------------------|--|
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway Transportation Officials |
| ADA | Americans with Disabilities Act |
| APBP | Association of Pedestrian and Bicycle Professionals |
| BUMPS | Basic Unified Multi-Path Service |
| CBD | Central Business District |
| DOT&PF | Alaska Department of Transportation and Public Facilities |
| EPA | United States Environmental Protection Agency |
| FAA | Federal Aviation Administration |
| FHWA | Federal Highway Administration |
| HAP | Homer All Ages and Abilities Pedestrian Pathway |
| IATSS | International Association of Traffic and Safety Sciences |
| ILC | Independent Living Center |
| KE | Kinney Engineering |
| LOS | Level of Service |
| M&O | Maintenance and Operations |
| NHS | National Highway System |
| TORA | Transfer of Responsibility Agreement |
| USDOT | United States Department of Transportation |

Definition of Terms



Arterial Road: Functional classification describing roads that are generally designed to carry higher volumes of vehicles at higher speeds over longer distances. Often, separated paths or wide shoulders are provided for walking and biking.

Americans with Disabilities Act (ADA): A civil rights law that prohibits discrimination against people with disabilities.

All Ages and Abilities: Refers to a design effort to make a transportation system that everyone can access safely.

Average Annual Daily Traffic (AADT): A measurement of the number of vehicles traveling on a segment of highway each day, averaged over the year.

Collector Road: Functional classification describing roads that distribute trips between local and arterial roads.

Complete Streets: An approach to planning, designing, building, and maintaining streets that supports safe travel and access for all users.

Land Use Context: Principle of transportation planning that allows the surrounding land uses to be considered in choosing transportation network elements for each mode of travel, such as walking, biking, parking, freight delivery, etc.

Level of Service (LOS): Performance measure concept used to quantify the operational performance of a transportation facility (sidewalk, bikeway, roadway, etc.) and present the information to users and operating agencies. The actual performance measure used varies by the type of facility; however, all use a scale of A (best conditions for individual users) to F (worst conditions).

Local Road: Functional classification describing roads that carry lower volumes of traffic at slower speeds, are focused on providing access to homes and businesses, and carry travelers for only a short distance. Often, pedestrians and bicyclists share the road with vehicles, although sometimes a sidewalk or wide shoulder may be provided.

Low-Stress Bicycle Network: Connected system of bicycle facilities (such as shared roadways, bike lanes, sidewalks, paths, and trails) suitable for bicyclists of all ages and abilities.

Mobility: The ability to move freely throughout a transportation network.

Monthly Average Daily Traffic (MADT): A measurement of the number of vehicles traveling on a segment of highway each day, averaged over a month.

Path of Travel: A continuous and unobstructed pedestrian route.

Peak Hour Factor (PHF): Measure of traffic variability over an hour period calculated by dividing the hourly flowrate by the peak 15-minute flowrate. PHF values can vary from 0.25 (all traffic for the hour arrives in the same 15-minute period) to 1.00 (traffic is spread evenly throughout the hour).

Public Parking: Locations available for all members of the public to park a vehicle. Public parking may be free, or users may be required to pay a fee to park.

Speed Reduction: Lowering the speed limit on roadways as a traffic calming measure.

Traffic Calming: Treatments that discourage cut-through traffic and encourage vehicles to travel at speeds that are appropriate for the land use context.

Transit: Transportation mode using buses or shuttles that charges set fares and is available to the public.

Vehicle Capacity: The maximum number of vehicles per hour that a roadway can sustain based on roadway geometry, environmental conditions, traffic volumes, and traffic control.

Volume to Capacity Ratio (v/c): Compares the capacity of a roadway to how many vehicles per hour are actually using a roadway. Values of 0.85 or less are optimal.

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Appendix A: Summary of Public Involvement

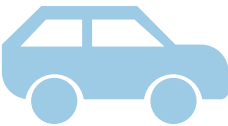


City of Homer Transportation Plan Survey Results

In the fall of 2022, 289 people responded to the survey.



Concerns raised when using different modes of travel



- » Traffic
- » Left-turn congestion
- » Summer traffic
- » Pavement conditions
- » Parking



- » Road accessibility
- » Pavement conditions
- » Parking
- » Pedestrians



- » Sidewalks
- » Crosswalks
- » Drivers
- » Winter conditions
- » Safety
- » Trails

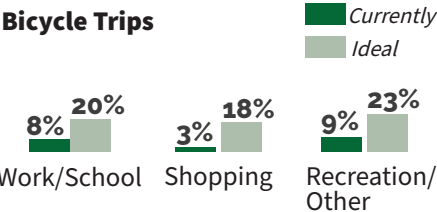
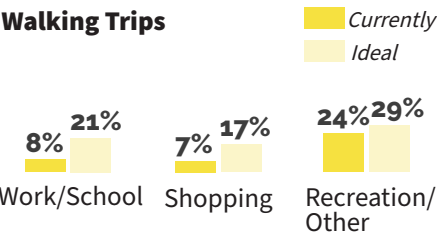
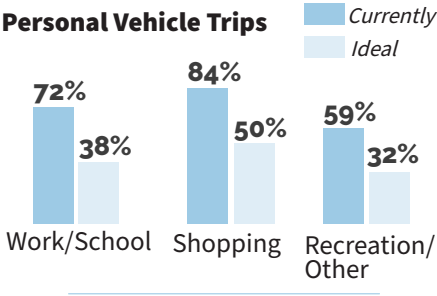


- » Drivers
- » Bike Lanes
- » Bike Paths
- » Safety
- » Trails



Travel Habits – Current & Ideal

What percentage of the time do you use your personal vehicle for the following trips? What about walking or biking? Under ideal conditions, would you use your personal vehicle more or less? What percentage of your trips would be by personal vehicle, walking or biking?

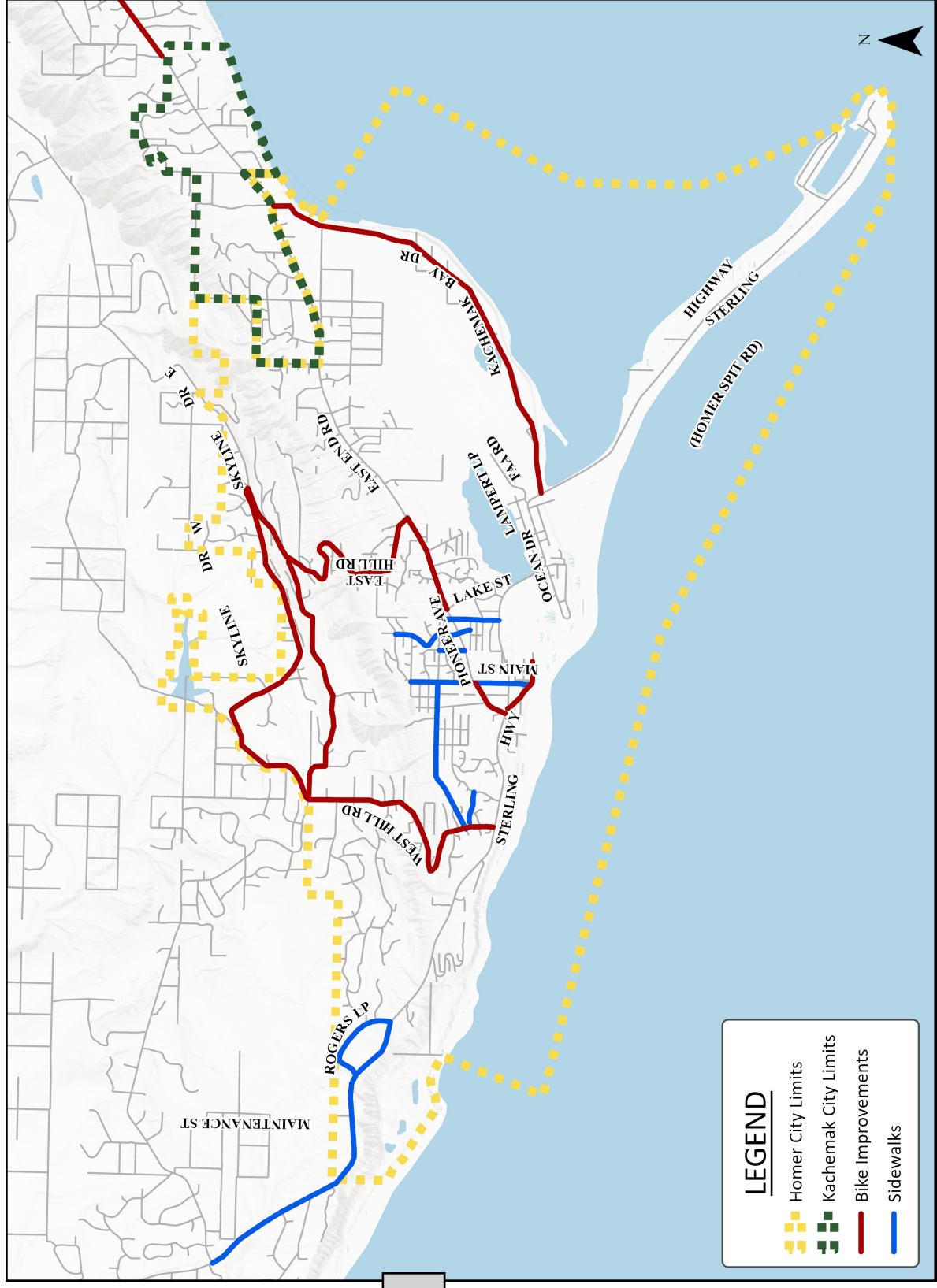


What would you like to see more of in Homer's transportation system?

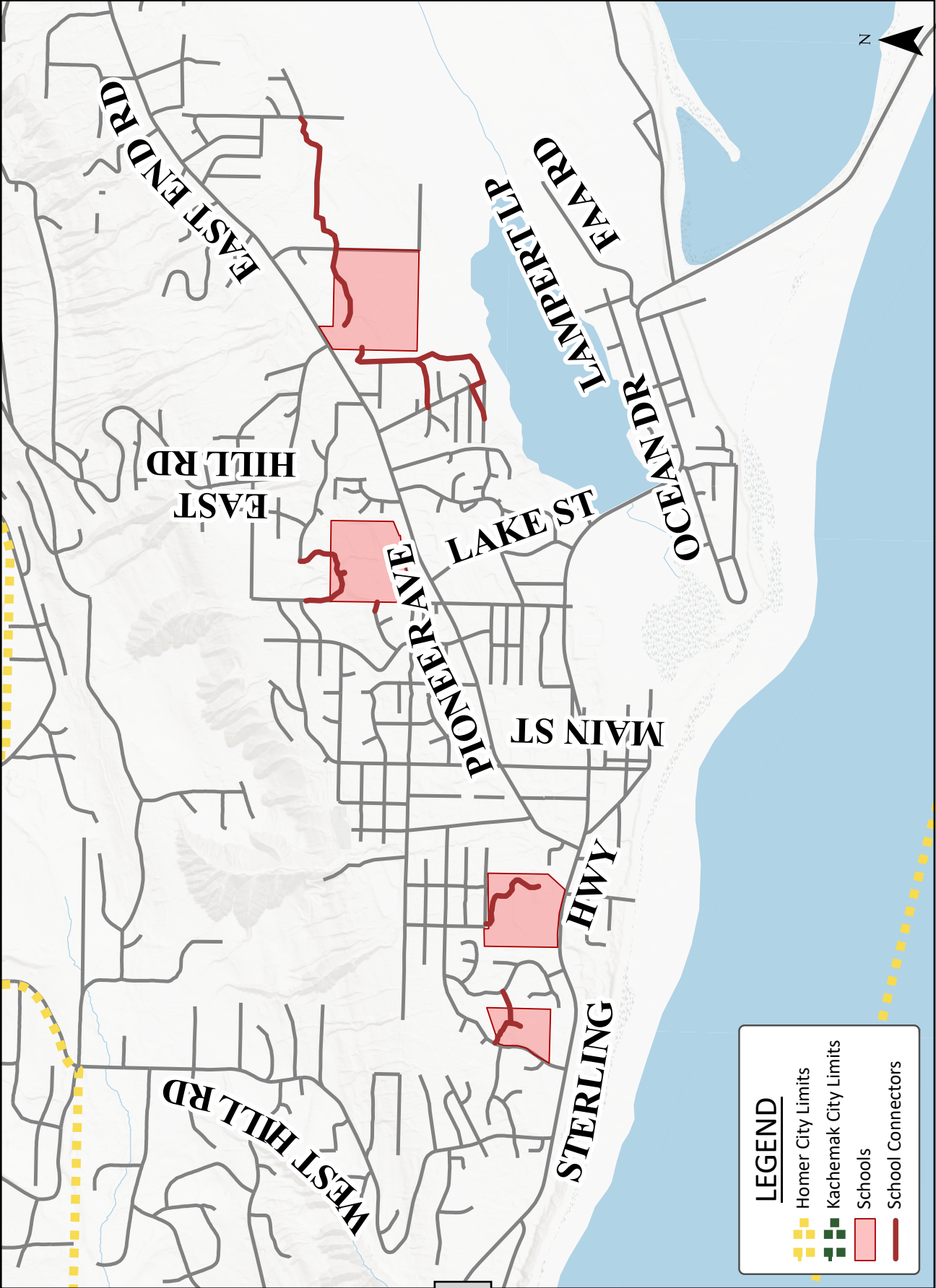


Appendix B: Desired Walking or Biking Improvements from Public Comment

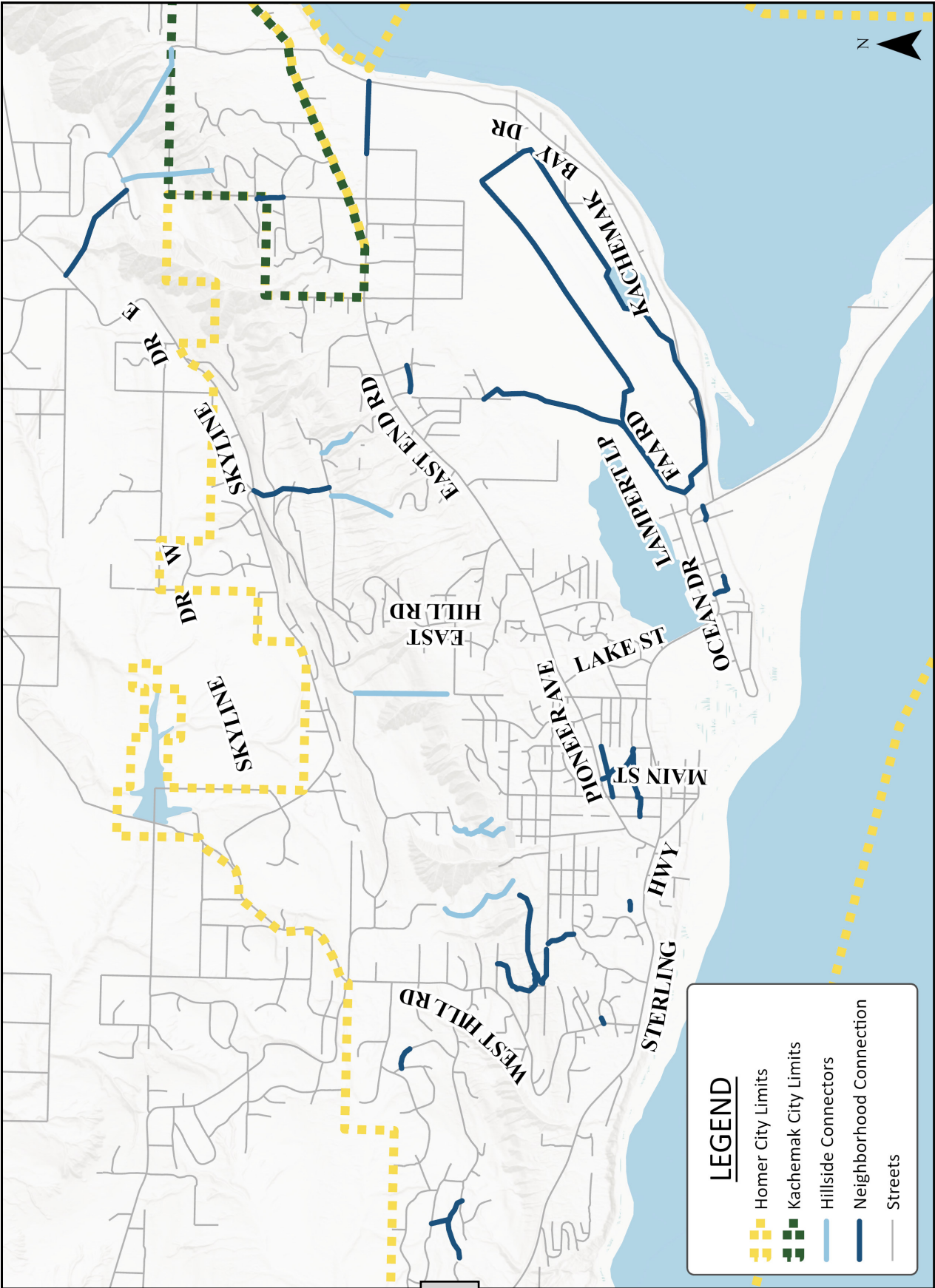
Respondents made comments in an online map. Requests for sidewalk improvements were focused in the central Homer area. Requests for bike facilities focused on longer distance connections.



Respondents made comments in an online map. Many requests focused on connecting schools to neighborhoods through path or trail improvements.



Respondents made comments in an online map. Many requests focused on connecting neighborhoods, including connecting upper hillside with lower hillside, through path or trail improvements.



Respondents made comments in an online map. Several comments focused on creating connections between local streets and the beach.

- * from Waddell Street, Hidden Way, and Crittenden Drive
- * extension of Main Street or Charles Way
- * from Ocean Drive Loop
- * from Kachemak Drive near Lampert Lake
- * from the north end of Kachemak Drive where it turns away from the beach to connect to East End Road



MEMORANDUM

Ordinance 24-32, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Budget by Authorizing Transfers Totaling \$667,146 from Various Funds to Make Necessary Adjustments to the Distribution of Unallocated Interest Income

Item Type: Backup Memorandum
Prepared For: Mayor and City Council
Date: July 17, 2024
From: Elizabeth Fischer, Finance Director
Through: Melissa Jacobsen, City Manager

BACKGROUND:

The City of Homer utilizes a central treasury to account for all of the City's cash and investments to maximize interest income. The majority of the City's cash and investments are held in pooled investment accounts. Investment earnings are allocated to various funds based on monthly central treasury balances. While working through an interest income distribution discussion with the Finance Champions it became apparent that the Police Station Debt Service Fund was missing from the distribution. Several conversations took place after this initial discovery to determine the most appropriate path forward to correct the historic distribution.

The final determination was to tackle the correction in two pieces: (1) Income Allocation correction addressing calendar year 2019 through fiscal year 2023; (2) Income allocation correction addressing fiscal year 2024.

DISTRIBUTION CORRECTION – CALENDAR YEAR 2019 THROUGH FISCAL YEAR 2023:

The total unallocated interest income earned in this time period was \$1,111,957.49. The Police Station Debt Service Fund (154) was added to the list of funds to receive interest allocation and central treasury balances were pulled for each fund as of 6/30/23.

The chart to the right illustrates how the unallocated interest income was originally distributed and also the corrected distribution of those funds.

The difference between the correction and actual columns is the value of necessary transfers needing to be done in order to correct the distribution. Those are detailed in the attachment to this memorandum and the ordinance before Council.

| Distribution | Actual - thru 6/30/23 | Correction |
|---------------|-----------------------|----------------|
| 053-0000-2610 | (1,111,957.49) | (1,111,957.49) |
| 100-0025-4801 | 268,350.53 | 192,908.24 |
| 151-0375-4801 | 186,060.21 | - |
| 152-0375-4801 | 30,684.66 | 44,148.66 |
| 154-0375-4801 | - | 47,995.04 |
| 155-0375-4801 | 33,100.07 | 38,314.16 |
| 156-0375-4801 | 87,930.08 | 74,581.66 |
| 157-0375-4801 | (3.60) | 1,357.63 |
| 160-0375-4801 | 229,936.30 | 160,709.97 |
| 165-0375-4801 | 29,175.68 | 33,343.41 |
| 200-0400-4801 | 206,701.97 | - |
| 205-0375-4801 | (3,865.86) | 197,229.16 |
| 215-0375-4801 | - | - |
| 256-0378-4801 | (17,198.96) | 69,418.67 |
| 256-0379-4801 | (8,399.24) | 70,980.77 |
| 400-0600-4801 | 69,485.65 | 180,970.12 |
| 415-0380-4801 | - | - |
| 452-0374-4801 | - | - |
| 456-0380-4801 | - | - |

DISTRIBUTION CORRECTION – FISCAL YEAR 2024:

The total unallocated interest income earned in this time was \$175,699.28. The Police Station Debt Service Fund (154) was added to the list of funds to receive interest allocation and the distribution was updated accordingly. The corrections were done on a monthly basis and summarized to determine the corrected distribution.

The chart to the right illustrates how the unallocated interest income was originally distributed and also the corrected distribution of those funds.

The difference between the correction and actual columns is the value of necessary transfers needing to be done in order to correct the distribution. Those are detailed in the attachment to this memorandum and the ordinance before Council.

| Distribution | Actual - FY24 | Correction |
|---------------|---------------|--------------|
| 053-0000-2610 | (175,699.28) | (175,699.28) |
| 100-0025-4801 | 27,382.26 | 26,030.12 |
| 151-0375-4801 | - | - |
| 152-0375-4801 | 3,163.95 | 3,005.43 |
| 154-0375-4801 | - | 8,842.13 |
| 155-0375-4801 | 6,230.49 | 5,917.97 |
| 156-0375-4801 | 9,332.23 | 8,865.11 |
| 157-0375-4801 | 133.91 | 127.26 |
| 160-0375-4801 | 33,373.36 | 31,698.62 |
| 165-0375-4801 | 5,829.02 | 5,536.54 |
| 200-0400-4801 | 234.33 | 227.31 |
| 205-0375-4801 | 37,349.68 | 35,475.25 |
| 215-0375-4801 | - | - |
| 256-0378-4801 | 9,730.48 | 9,239.38 |
| 256-0379-4801 | 5,040.34 | 4,736.98 |
| 400-0600-4801 | 16,308.40 | 15,488.17 |
| 415-0380-4801 | 4,121.37 | 3,914.48 |
| 452-0374-4801 | 295.53 | 281.77 |
| 456-0380-4801 | 17,173.93 | 16,312.77 |

RECOMMENDATION:

Adopt Ordinance 24-32 authorizing transfers to make necessary adjustments to the distribution of unallocated interest income.

ATTACHMENTS:

Distribution of Unallocated Interest Income and Correcting Transfers

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Finance Director

ORDINANCE 24-32

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING THE FY25 BUDGET BY AUTHORIZING TRANSFERS
TOTALING \$667,146 FROM VARIOUS FUNDS TO MAKE NECESSARY
ADJUSTMENTS TO THE DISTRIBUTION OF UNALLOCATED
INTEREST INCOME.

WHEREAS, The City of Homer utilizes a central treasury to account for all of the City's
cash and investments to maximize interest income; and

WHEREAS, The majority of the City's cash and investments are held in pooled
investment accounts; and

WHEREAS, Investment earnings are allocated to various funds based on monthly
central treasury balances; and

WHEREAS, The Police Station Debt Service Fund failed to receive a distribution of this
interest income since its inception in 2019; and

WHEREAS, Ordinance 24-27(A) developed an investment income allocation policy to be
implemented beginning July 1, 2024.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby amends the FY25 Budget by authorizing a
transfer of \$550,778, which will correct the distribution from calendar year 2019 through fiscal
year 2023 as follows:

Transfer from:

| <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
|-------------|---------------------|------------------|
| 100 | General Fund (GF) | \$75,442 |
| 151 | GF Capital Projects | \$186,060 |
| 156 | GF CARMA | \$13,348 |
| 160 | HART Roads | \$69,226 |
| 200 | Utility Operations | <u>\$206,702</u> |

Total: \$550,778

| | | | |
|----|--------------|----------------------------------|------------------|
| 44 | Transfer to: | | |
| 45 | <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
| 46 | 152 | GF Fleet CARMA | \$13,464 |
| 47 | <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
| 48 | 154 | Police Station Debt Service Fund | \$47,995 |
| 49 | 155 | HART Assessments | \$5,214 |
| 50 | 157 | GF Non-Capital Projects | \$1,361 |
| 51 | 165 | HART Trails | \$4,168 |
| 52 | 205 | HAWSP | \$201,095 |
| 53 | 256-0378 | Water CARMA | \$86,617 |
| 54 | 256-0379 | Sewer CARMA | \$79,380 |
| 55 | 400 | Port & Harbor Operations | <u>\$111,484</u> |
| 56 | | Total: | \$550,778 |

57

58 Section 2. The Homer City Council hereby amends the FY25 Budget by authorizing a

59 transfer of \$116,368, which will correct the distribution for fiscal year 2024 as follows:

| | | | |
|----|----------------|-------------------------|-----------------|
| 60 | Transfer from: | | |
| 61 | <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
| 62 | 152 | GF Fleet CARMA | \$1,236 |
| 63 | 155 | HART Assessments | \$2,078 |
| 64 | 156 | GF CARMA | \$3,787 |
| 65 | 157 | GF Non-Capital Projects | \$29 |
| 66 | 160 | HART Roads | \$34,129 |
| 67 | 165 | HART Trails | \$3,167 |
| 68 | 200 | Utility Operations | \$4,299 |
| 69 | 205 | HAWSP | \$27,318 |
| 70 | 256-0378 | Water CARMA | \$6,832 |
| 71 | 256-0379 | Sewer CARMA | \$1,025 |
| 72 | 452 | Port Fleet Reserve | \$104 |
| 73 | 456 | Port Reserve | <u>\$32,364</u> |
| 74 | | Total: | \$116,368 |

| | | | |
|----|--------------|----------------------------------|----------------|
| 75 | Transfer to: | | |
| 76 | <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
| 77 | 100 | General Fund (GF) | \$20,710 |
| 78 | 154 | Police Station Debt Service Fund | \$83,175 |
| 79 | 400 | Port & Harbor Operations | \$4,583 |
| 80 | 415 | Port Capital Projects | <u>\$7,900</u> |
| 81 | | Total: | \$116,368 |

82

83

84

85 Section 3. This ordinance is a budget amendment only, is not of a permanent nature and

86 shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this ____day of August, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

Introduction:

Public Hearing:

Second Reading:

Effective Date:



MEMORANDUM

Ordinance 24-33, An Ordinance of the City Council of Homer, Alaska, Appropriating an Additional \$73,300 from the Water CARMA Fund to the Paintbrush Booster Pump Station Project.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and City Council
Date: July 15, 2024
From: Leon Galbraith, P.E., City Engineer
Through: Melissa Jacobsen, City Manager

Summary:

Appropriation of an additional \$73,300 from the Water CARMA Fund to the Paintbrush Booster Pump Station Project.

Background:

The FY24/25 Capital Budget included \$250,000 to upgrade the Paintbrush Booster Station. A booster station is a pump that “boosts” the pressure in a water main that is on the low pressure side of a pressure zone. A couple of years ago the pump in the Paintbrush Station failed, leaving over a dozen homes located on Paintbrush Street without water. The City delivered cases of bottled water to the customers up there and scrambled to fix the problem. The problem was a burned out relay switch, which was so old that we could not get replacement parts. The staff dug in our stashes of old parts that had been salvaged from other repair projects and found a relay switch that had been removed from the waste water treatment plant. The relay fit and we were able restore water service. This put the City on notice that more comprehensive upgrades were needed as soon as possible. That’s why funding was requested in the FY24 Capital Budget.

A local mechanical engineer employed by RESPEC helped the City scope out and estimate the costs of a permanent solution. Once the project was funded, RESPEC was asked to submit a proposal to provide more comprehensive engineering services to implement the permanent solution. They’ve currently completed this design work task order for the price of \$42,000. We have also issued them a task order to complete the construction assistance task for \$5,000.

RESPEC has also completed an engineer’s construction cost estimate prior to the project bidding. This value was itemized with a small contingency at approximately \$130,000.

At the completion of the competitive bidding process, the PW Department received one bid of \$276,300 which exceeded the engineer’s estimate of \$130,000. The PW Department has considered

the unique nature of this project, the proprietary water control systems and long lead time needed, and the inflationary environment we are still functioning in. We have determined the engineer's estimate was likely underestimating the value of the project. This continues to be a very high priority project for our City's water system operations and will only get more expensive as time goes on if postponed.

Recommendation:

Therefore, the PW Department is requesting an additional appropriation of \$73,300 to enable the award and completion of this important project. This reflects an initially scoped project budget of \$250,000 – \$47,000 to RESPEC + \$73,300 to match the single bid construction price of \$276,300.

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
City Engineer

ORDINANCE 24-33

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE FY25 CAPITAL BUDGET BY APPROPRIATING AN
ADDITIONAL \$73,300 FROM THE WATER CAPITAL ASSET REPAIR
AND MAINTENANCE ALLOWANCE (CARMA) FUND FOR THE
PAINTBRUSH BOOSTER PUMP STATION PROJECT.

WHEREAS, Ordinance 23-23(A-3) appropriated \$250,000 from the FY24/25 Capital Budget for a total project balance of \$250,000; and

WHEREAS, The project is a high priority for our water system operations and has already experienced a recent critical pump failure; and

WHEREAS, RESPEC provided consultant services to complete the project design in the amount of \$42,000 and will provide construction assistance for \$5,000 for a total of \$47,000; and

WHEREAS, The Paintbrush Booster Pump Station Project has been put out to competitive bid and Public Works received a single construction bid in the amount of \$276,300; and

WHEREAS, An additional \$73,300 is necessary to award and complete this important project.

NOW, THEREFORE, The City of Homer Ordains:

Section 1: The Homer City Council hereby amends the FY25 Capital Budget by appropriating an additional \$73,300 as follows:

| <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
|-------------|--------------------|---------------|
| 256 | Water CARMA | \$73,300 |

Section 2: This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of August, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

CITY OF HOMER FINANCIAL SUPPLEMENT

| | | | |
|------------------|---|---------|---------------------------------|
| PROJECT NAME | <u>Additional Funding - Paintbrush Booster Pump Station</u> | DATE | <u>07/17/2024</u> |
| DEPARTMENT | <u>Public Works</u> | SPONSOR | <u>City Manager/PW Director</u> |
| REQUESTED AMOUNT | <u>\$ 73,300</u> | | |

| | |
|-------------|--|
| DESCRIPTION | <p>Ordinance 23-23(A-3) appropriated \$250,000 from the FY24/25 Capital Budget for a total project balance of \$250,000. RESPEC provided consultant services to complete the project design in the amount of \$42,000 and will provide construction assistance for \$5,000 for a total of \$47,000. The Paintbrush Booster Pump Station Project has been put out to competitive bid and Public Works received a single construction bid in the amount of \$276,300.</p> <p>An additional \$73,300 is necessary to award and complete this important project.</p> |
|-------------|--|

| FUNDING SOURCE(S) | OPERATING | GF CARMA | GF FLEET CARMA | PORT RESERVES | WATER CARMA |
|-------------------|-----------|------------|----------------|---------------------|-------------|
| | 0% | 0% | 0% | 0% | 100% |
| | HAWSP | HART-ROADS | HART-TRAILS | PORT FLEET RESERVES | SEWER CARMA |
| | 0% | 0% | 0% | 0% | 0% |

| FUNDING SOURCE 1: WATER CARMA (256-0378) | | FUNDING SOURCE 2: | | FUNDING SOURCE 3: | |
|--|---------------------|-------------------------------|-------------------|-------------------------------|-------------------|
| Current Balance | <u>\$ 1,895,742</u> | Current Balance | <u> </u> | Current Balance | <u> </u> |
| Encumbered | <u>\$ 1,224,680</u> | Encumbered | <u> </u> | Encumbered | <u> </u> |
| Requested Amount | <u>\$ 73,300</u> | Requested Amount | <u> </u> | Requested Amount | <u> </u> |
| Other Items on Current Agenda | <u>\$ 0</u> | Other Items on Current Agenda | <u> </u> | Other Items on Current Agenda | <u> </u> |
| Remaining Balance | <u>\$ 597,762</u> | Remaining Balance | <u> </u> | Remaining Balance | <u> </u> |
| FUNDING SOURCE 4: | | FUNDING SOURCE 5: | | FUNDING SOURCE 6: | |
| Current Balance | <u> </u> | Current Balance | <u> </u> | Current Balance | <u> </u> |
| Encumbered | <u> </u> | Encumbered | <u> </u> | Encumbered | <u> </u> |
| Requested Amount | <u> </u> | Requested Amount | <u> </u> | Requested Amount | <u> </u> |
| Remaining Balance | <u> </u> | Remaining Balance | <u> </u> | Remaining Balance | <u> </u> |



MEMORANDUM

Ordinance 24-34, An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Appropriating \$16,000 from the General Fund Capital Asset Repair and Maintenance Allowance (CARMA) Fund to Convert the Existing Fuel Boiler at the Homer Education and Recreation Complex (HERC) to Natural Gas. City Manager/Public Works Director.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and City Council
Date: July 15, 2024
From: Daniel Kort, Public Works Director
Through: Melissa Jacobsen, City Manager

Summary:

Allocation of funds towards the effort to convert the existing Fuel Oil boiler to Natural Gas.

Background:

The City of Homer (City) converted nearly all of the City buildings to natural gas heating when natural gas became available. The HERC I building was not originally converted to natural gas at the same time because it was thought that a new Recreation Center building would be constructed to replace the HERC.

A number of years have passed and a new Recreation Center has not been constructed, therefore the Public Works Department is proposing to convert this building to natural gas as well to save heating costs. It has been estimated that the break-even point between continued heating with fuel oil as opposed to natural gas will be approximately 2 years. Since a new site for the future Recreation Center is still being decided, and the new facility has yet to be designed, the Public Works Department is confident that the savings of converting the building to natural gas will be realized.

The Public Works Department has received the quote to purchase and install the new natural gas burner into the existing boiler for a cost of \$13,952.09. Enstar was contacted during the budgeting process and quoted a cost of \$1,600 to connect the HERC building to natural gas. An appropriation of \$16,000 will provide a small contingency if needed.

Recommendation:

Allocate of \$16,000 for the conversion of the HERC boiler to natural gas.

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

ORDINANCE 24-34

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE FY25 CAPITAL BUDGET BY APPROPRIATING
\$16,000 FROM THE GENERAL FUND CAPITAL ASSET REPAIR AND
MAINTENANCE ALLOWANCE (CARMA) FUND TO CONVERT THE
EXISTING FUEL BOILER AT THE HOMER EDUCATION AND
RECREATION COMPLEX (HERC) TO NATURAL GAS.

WHEREAS, The City of Homer converted most of the City buildings to natural gas heating when natural gas became available; and

WHEREAS, The HERC 1 building was not converted due to the uncertainty of the status of the building; and

WHEREAS, After a number of years HERC 1 is still being used for Community Recreation activities; and

WHEREAS, Converting to natural gas is anticipated to result in a savings in energy costs for to the City.

NOW, THEREFORE, The City of Homer Ordains:

Section 1: The Homer City Council hereby amends the FY25 Capital Budget by appropriating \$16,000 from General Fund CARMA to convert the existing fuel boiler at the HERC to natural gas as follows:

| <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
|-------------|--------------------|---------------|
| 156-0396 | HERC CARMA | \$16,000 |

Section 2: This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of August, 2024.

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CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

CITY OF HOMER
FINANCIAL SUPPLEMENT

| | | | |
|------------------|-------------------------------|---------|--------------------------|
| PROJECT NAME | HERC 1 Natural Gas Conversion | DATE | 07/17/2024 |
| DEPARTMENT | Public Works | SPONSOR | City Manager/PW Director |
| REQUESTED AMOUNT | \$ 16,000 | | |

| | |
|-------------|---|
| DESCRIPTION | The City of Homer converted most of the City buildings to natural gas heating when natural gas became available. The HERC 1 building was not converted due to the uncertainty of the status of the building. After a number of years HERC 1 is still being used for Community Recreation activities. Converting to natural gas is anticipated to result in a savings in energy costs for to the City. |
|-------------|---|

| FUNDING SOURCE(S) | OPERATING | HERC CARMA | GF FLEET CARMA | PORT RESERVES | WATER CARMA |
|-------------------|-----------|------------|----------------|---------------------|-------------|
| | 0% | 100% | 0% | 0% | 0% |
| | HAWSP | HART-ROADS | HART-TRAILS | PORT FLEET RESERVES | SEWER CARMA |
| | 0% | 0% | 0% | 0% | 0% |

| FUNDING SOURCE 1: HERC CARMA (156-0396) | | FUNDING SOURCE 2: | | FUNDING SOURCE 3: | |
|---|------------|-------------------------------|-------|-------------------------------|-------|
| Current Balance | \$ 684,922 | Current Balance | _____ | Current Balance | _____ |
| Encumbered | \$ 509,651 | Encumbered | _____ | Encumbered | _____ |
| Requested Amount | \$ 16,000 | Requested Amount | _____ | Requested Amount | _____ |
| Other Items on Current Agenda | \$ 0 | Other Items on Current Agenda | _____ | Other Items on Current Agenda | _____ |
| Remaining Balance | \$ 159,271 | Remaining Balance | _____ | Remaining Balance | _____ |
| FUNDING SOURCE 4: | | FUNDING SOURCE 5: | | FUNDING SOURCE 6: | |
| Current Balance | _____ | Current Balance | _____ | Current Balance | _____ |
| Encumbered | _____ | Encumbered | _____ | Encumbered | _____ |
| Requested Amount | _____ | Requested Amount | _____ | Requested Amount | _____ |
| Remaining Balance | _____ | Remaining Balance | _____ | Remaining Balance | _____ |

**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 24-078

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
SUPPORTING THE CITY OF KENAI JOINT RESOLUTION 2024-001
AND THE CITY OF KENAI'S SMALL COMMUNITY AIR SERVICE
DEVELOPMENT GRANT PROPOSAL TO SUPPORT INCENTIVES
AIMED AT DIRECT AIR SERVICE FROM THE KENAI MUNICIPAL
AIRPORT TO SEATTLE/TACOMA AND THE LOWER 48.

WHEREAS, Residents of the Kenai Peninsula must travel through Anchorage when traveling by air outside of the State of Alaska; and

WHEREAS, Travel times when driving to Anchorage range from two to as much as five hours in good weather conditions; and

WHEREAS, A recent study commissioned by Kenai Municipal Airport shows that the passenger market is sufficient to support nonstop flights to Seattle/Tacoma; and

WHEREAS, The benefits of adding direct flights from Kenai to the Lower 48 include increased economic development, reduced traffic and congestion on Alaska Highway 1 and Sterling Highway corridors and less dependence on Anchorage Ted Stevens International Airport; and

WHEREAS, Joint Resolution No. 2024-001 support the efforts of the City of Kenai to apply for grant funding for the purpose of providing incentives aimed at direct air services from the Kenai Municipal Airport to Seattle/Tacoma and the Lower 48.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby supports the City of Kenai's Small Community Airport Development Grant Proposal to support incentives aimed at direct air service from the Kenai Municipal Airport to Seattle/Tacoma and the Lower 48.

BE IT FURTHER RESOLVED the Mayor of the City of Homer is hereby authorized to sign Joint Resolution 2024-01.

PASSED AND ADOPTED by the Homer City Council this 22nd day of July, 2024

CITY OF HOMER

KEN CASTNER, MAYOR

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RENEE KRAUSE, MMC, CITY CLERK

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51 Fiscal note: N/A

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Fiscal information: Budgeted or unbudgeted. Account No or other where funds are coming from and amounts. Note things such as grant is pending or applied for, funding not defined, etc. Staff and office supply impact. Advertising costs. Associated attorney fees unknown at this time. If the fiscal note is stated in the backup Memorandum it's okay to say: Fiscal Note: See Memorandum #-#.

CITY OF KENAI
CITY OF SOLDOTNA
CITY OF SEWARD
CITY OF HOMER
CITY OF SELDOVIA
CITY OF KACHEMAK
KENAI PENINSULA BOROUGH

JOINT RESOLUTION NO. 2024-001

A JOINT RESOLUTION OF THE COUNCILS OF THE CITIES OF KENAI, SOLDOTNA, SEWARD, HOMER, SELDOVIA, KACHEMAK RESPECTIVELY, AND THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH SUPPORTING THE CITY OF KENAI'S SMALL COMMUNITY AIR SERVICE DEVELOPMENT GRANT PROPOSAL TO SUPPORT INCENTIVES AIMED AT DIRECT AIR SERVICE FROM THE KENAI MUNICIPAL AIRPORT TO SEATTLE/TACOMA AND THE LOWER 48.

WHEREAS, Communities of the Kenai Peninsula are some of the most isolated in the country, separated from Anchorage Ted Stevens International Airport by distances ranging from 126.5 miles to as much as 226 miles; and,

WHEREAS, travel times range from two to as much as five hours in good weather conditions; and,

WHEREAS, the Kenai Mountains separate the population of the Peninsula from the rest of Alaska, hampering potential economic growth; and,

WHEREAS, a recent study commissioned by the Kenai Municipal Airport shows that the passenger market is large enough to support nonstop flights to Seattle/Tacoma with more than 800 passengers driving between the Kenai area and Anchorage daily for flights; and,

WHEREAS, the study indicated the average one-way fare for passengers within the Kenai catchment area is \$389, well above the national average for air travel, and is likely suppressing travel to and from the Kenai catchment area; and,

WHEREAS, the benefits from additional jet flights to Kenai are multifold including increased economic development in the Kenai Peninsula, reduced traffic and congestion along Alaska Highway 1 and Sterling Highway corridors and less dependence on Anchorage Ted Stevens International Airport.

NOW, THEREFORE, BE IT RESOLVED BY THE KENAI PENINSULA BOROUGH ASSEMBLY AND THE COUNCILS OF THE CITY OF HOMER, KACHEMAK, KENAI, SELDOVIA, SEWARD AND SOLDOTNA:

Section 1. That the City of Kenai and the Cities of Soldotna, Seward, Homer, Seldovia, Kachemak, and the Kenai Peninsula Borough, respectively, support the City of Kenai and the Kenai Municipal Airport's Small Community Air Service Development Grant proposal and the respective administrations are authorized to execute letters of support or other necessary documentation in support of the City's request for federal assistance to provide schedule air service from Kenai to Seattle/Tacoma and the lower 48.

Section 2. That this Resolution takes effect immediately upon adoption by the City Councils of the City of Kenai, Soldotna, Seward, Homer, Seldovia, and Kachemak and the Kenai Peninsula Borough Assembly.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, THIS 3RD DAY OF JULY, 2024.

Brian Gabriel Sr., Mayor

ATTEST:

Michelle M. Saner, MMC, City Clerk

PASSED BY THE COUNCIL OF THE CITY OF SOLDOTNA, ALASKA, THIS 10TH DAY OF JULY, 2024.

Paul J. Whitney, Mayor

ATTEST:

Johni Blankenship, MMC, City Clerk

PASSED BY THE COUNCIL OF THE CITY OF SEWARD, ALASKA, THIS XXND DAY OF XXXX, 2024.

Sue McClure, Mayor

ATTEST:

Kris Peck, City Clerk

PASSED BY THE COUNCIL OF THE CITY OF HOMER, ALASKA, THIS 22nd DAY OF JULY, 2024.

Ken Castner, Mayor

ATTEST:

Renee Krause, MMC, City Clerk

PASSED BY THE COUNCIL OF THE CITY OF SELDOVIA, ALASKA, THIS XXND DAY OF XXXX, 2024.

Jeremiah Campbell, Mayor

ATTEST:

Liz Diament, City Clerk

PASSED BY THE COUNCIL OF THE CITY OF KACHEMAK, ALASKA, THIS XXND DAY OF XXXX, 2024.

Connie Isenhour, Mayor

ATTEST:

Laurie Wallace, City Clerk

PASSED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH, ALASKA, THIS XXND DAY OF XXXX, 2024.

Brent Johnson, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 24-079

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
PROVIDING COMMENTS TO THE ALASKA STATE LEGISLATURE
REGARDING THE IMPACT OF TAX EXEMPTIONS ON
MUNICIPALITIES

WHEREAS, The Alaska Legislature regularly proposes various exemptions on municipal property and sales taxes and evaluates proposals for statewide sales taxes to generate new state revenues; and

WHEREAS, Article 10 of Alaska's constitution states that "The purpose of this article is to provide for maximum local self-government with a minimum of local government units, and to prevent duplication of tax-levying jurisdictions. A liberal construction shall be given to the powers of local government units."; and

WHEREAS, The City of Homer relies predominantly on sales and property taxes to fund general services to our residents and visitors; and

WHEREAS, Sales taxes represent 57% of Homer's general fund; and

WHEREAS, Real property taxes represent 23% of Homer's general fund; and

WHEREAS, The Alaska State Legislature has imposed on municipalities a \$150,000 senior property tax exemption for primary residences, an exemption that in the past was reimbursed by the State but is now an unfunded mandate; and

WHEREAS, For the City of Homer, the senior property tax exemption represents a XX% reduction in our annual budget; and

WHEREAS, Homer's sales tax rate is 4.85%, divided among the following specified budget purposes:

- 3.0% for the general fund
- 0.75% dedicated to a program to help expand the city's water and sewer lines
- 0.75% to pave and repair roads and expand sidewalks, and maintain and expand trails
- 0.30% to pay down the bond debt needed to build a police station
- 0.05% to maintain the police station long-term; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, provides the following comments to the Alaska State Legislature regarding mandating real property and sales tax exemptions and the imposition of a statewide sales tax:

- We ask that the Legislature honor Title 10 of Alaska's constitution.
- We believe the Legislature should consult with the Alaska Municipal League and municipalities regarding any bills that propose property or sales tax exemptions to understand how those exemptions would impact the ability of municipalities to provide critical public services to residents and visitors, including, but not limited to, providing police and fire services, maintaining local public infrastructure, managing zoning codes, conducting local elections, and responding to public needs.
- We ask that the Legislature recognize that implementing a statewide sales tax would likely force the City of Homer to reduce its sales tax, which would hinder our ability to provide the public services listed above; expand water and sewer infrastructure; maintain, improve, and expand roads, sidewalks, and trails; and pay down bond debt.
- Property tax exemptions on specified classes of property owners shift the burden of funding municipal services on other classes of property owners in ways that may not be fair or equitable.

PASSED AND ADOPTED BY THE CITY COUNCIL OF HOMER, ALASKA, THIS 22th day of July 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, ACTING CITY CLERK

Fiscal Note: N/A



MEMORANDUM

Resolution 24-080, A Resolution of the Homer City Council Approving the City Manager Contract with Melissa Jacobsen and Authorizing the Mayor to Execute the Appropriate Documents.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and City Council
Date: July 10, 2024
From: Andrea Browning, HR Director

At the July 2, 2024 Special Meeting, following the conclusion of Zoom interviews, the City Council agreed unanimously to offer the position of City Manager to Melissa Jacobsen. As a routine screening, HR conducts a thorough background that includes a full criminal history and credit check. This has been completed.

In order to expedite a successful contract negotiation, I provided draft contract language to Interim City Manager Jacobsen for her input and review. Both Mayor Castner and Jacobsen have gone over the contract, made suggestions and revisions, and we now have a draft contract for City Council consideration with a start date of August 1, 2024.

City Council conducted a Special Meeting on July 17, 2024 to discuss that draft contract and the final amended contract is on the agenda for approval. Please let me know if you have any questions!

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 24-080

A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING THE
CITY MANAGER CONTRACT WITH MELISSA JACOBSEN AND
AUTHORIZING THE MAYOR TO EXECUTE TO APPROPRIATE
DOCUMENTS.

WHEREAS, The City Council offered the Homer City Manager position to Melissa
Jacobsen during a Special Meeting on July 2, 2024; and

WHEREAS, The City Council authorized Personnel Director Andrea Browning to
negotiate a contract with Melissa Jacobsen.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves the
City Manager Contract with Melissa Jacobsen and authorizes the Mayor to execute the
appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 22nd day of July, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, ACTING CITY CLERK

Fiscal information: Salary and Benefit Package

EMPLOYMENT AGREEMENT

This Agreement is entered into this ____ day of July, 2024 by and between Melissa Jacobsen (hereinafter "Employee") and the Homer City Council, acting as the fiduciaries of the City of Homer, an Alaskan Municipal Corporation (hereinafter "Employer").

1. Purpose. Employer agrees to employ Employee in the position of City Manager of the City of Homer, Alaska.

2. Term. The term hereof shall commence on August ____, 2024 and continue through July 31, 2027. Thereafter, the Agreement may be renewed upon such terms and conditions to which parties mutually agree.

3. Duties.

(A) The City Manager is the City's chief administrative officer and is responsible for fulfillment the City Council's policy directives and enforcement of Homer City Code, incorporated into and made a part of this Agreement by reference, and other such duties as the City Council may require from time to time. The City Manager is also bound by the requirements of AS 29.20.500 which is also incorporated in this agreement by reference.

(B) Employee shall also comply with the procedures, standards, and directives now established or which may be established, from time to time, by the Employer.

(C) The employment provided for by this Agreement is full time and shall be the Employee's primary employment. The fair and impartial application of the employment duties is paramount, and in achieving such, the employee agrees to not to direct or promote any other civic or employment activities, whether paid or volunteer, without first obtaining written permission from the City Council.

4. Compensation. In consideration of Employee's performance under this Agreement, Employee shall be paid the following:

(A) An annual salary of \$150,000 payable bi-weekly in equal installments. Any additional increases in compensation to the Employee are dependent upon the results of an annual performance evaluation.

(B) Employee shall receive leave and holidays in accordance with City of Homer Personnel Regulations. Employee shall not be entitled to overtime pay or compensatory time.

(C) Employee and employee's spouse & children shall be covered (at no cost to the employee) by Employer's Health Plan. Employee shall also be covered by City's life insurance and worker's compensation plans.

(D) The Employer agrees to pay the Employee, during the term of this agreement and in addition to other salary and benefits herein provided, the sum of \$300 per month as a vehicle allowance to be used to purchase, lease, or own, operate and maintain a vehicle. The Employee shall be responsible for paying for liability, property damage, and comprehensive insurance coverage upon such vehicle and shall further be responsible for all expenses attendant to the purchase, operation, maintenance, repair, and regular replacement of said vehicle.

5. Retirement. Employee will participate in the Public Employees Retirement System (PERS).

6. Termination. Due to the nature of the City Manager position in that it involves dealing on behalf of the City in various fields and the involvement of the City Manager in many different projects, it is agreed that the City's business can only succeed if the City Manager and the City Council enjoy a working relationship based on mutual respect, trust, and positive attitudes. It may, therefore, be impossible to quantify "poor performance" or "just cause" for termination given these complexities which often involve personality factors, as opposed to legal or contractual factors. It is, therefore, the intent of the parties to provide for termination by either Employer or Employee without resorting to any determination of cause or any necessary explanation.

(A) Employee Termination of Contract. The Employee may terminate this Agreement for any reason, or no stated reason, upon giving 60 days written notice to the Employer. The Employer reserves the right to waive the 60 day written notice or any part of and allow the Employee to terminate their employment at any time following the resignation and pay the Employee's usual rate of pay for any time worked and the cash value of their accrued leave.

(B) Employer Termination of Contract. The Employer may terminate this Agreement for any reason, or no stated reason. The Employer will pay the Employee, in one lump sum at the time of separation, four (4) months' severance pay at the Employee's usual rate of pay and the cash value of their accrued leave. For purposes of PERS reporting, employment will end the date Employee is no longer actively working for the City and no additional work time will accrue for retirement purposes. Leave time accrual will end the day Employee is no longer actively working for the City. Life Insurance will terminate on the last day of the month Employee is no longer actively working for the City.

(C) If the Employee is terminated because of a misdemeanor conviction of a crime of moral turpitude or any felony conviction, the Employer is not obligated to pay severance or associated benefits under this section.

(D) Termination by Death or Disability. This Agreement shall immediately terminate upon Employee's death. It shall also terminate upon Employee's disability or illness that renders Employee unable to perform Employee's duties if the disability should continue past the approved time under the Family Medical Leave provisions of the Personnel Regulations. Employee shall thereafter no longer be entitled to any compensation provided herein.

7. Performance Evaluation.

(A) Employer shall annually review the performance of the Employee in the first quarter of each calendar year, subject to a process, form, criteria, and format for the evaluation which shall be mutually agreed upon by the Employer and Employee. Additional reviews may be initiated by the Employer or requested by the Employee outside of the required annual review.

The annual evaluation process, at a minimum, shall include the opportunity for both parties to: (1) conduct a formulary session where the governing body and the Employee meet first to discuss goals and objectives of both the past twelve (12) month performance period as well as the upcoming twelve (12) month performance period, (2) following that formulary discussion, prepare a written evaluation of goals and objectives for the past and upcoming year, (3) next meet and discuss the written evaluation of these goals and objectives, and (4) present a written summary of the evaluation results to the Employee. The final written evaluation should be completed and delivered to the Employee within 30 days of the initial formulary evaluation meeting.

(B) Unless the Employee expressly requests otherwise in writing, the evaluation of the Employee shall at all times be conducted in executive session of the governing body and shall be considered confidential to the extent permitted by law. Nothing herein shall prohibit the Employer or Employee from sharing the content of the Employee's evaluation with their respective legal counsel.

(C) In the event the Employer deems the evaluation instrument, format and/or procedure is to be modified by the Employer and such modifications would require new or different performance expectations, then the Employee shall be provided a reasonable period of time to demonstrate such expected performance before being evaluated.

(D) Any increase in pay will be effective on the contract anniversary, which, within the context of this contract, is August 1st.

8. General Business Expenses.

(A) Employer shall reimburse Employee for reasonable employment-related expenses including meals, travel and subscriptions. Reimbursement for expenditures on behalf of the City shall not be paid unless reimbursement is sought in accordance with standard City procedures, including receipts, vouchers, and supporting material.

(B) Employer shall pay the membership dues of Employee in the following organizations: (1) Alaska Municipal Managers Association, (2) International City Management Association, (3) Government Finance Officers Association.

(C) Recognizing the importance of constant communication and maximum productivity, Employer shall provide Employee a laptop computer with appropriate software for business use and mobile phone with a talk and data plan to perform their duties and maintain communication with Employer's staff and officials as well as other individuals who are doing business with Employer.

9. Conferences and Continuing Education.

(A) Subject to the constraints of the budget, the Employee shall be reimbursed for all costs of attending the national or state City Manager association conferences, Alaska Municipal League meetings, and Employer approved training opportunities that will provide for the Employee's professional education and development.

10. Ethical Commitments. Employee will at all times uphold the tenets of the ICMA Code of Ethics, a copy of which is attached hereto and incorporated herein. Specifically, Employee shall not endorse candidates, make financial contributions, sign or circulate petitions, or participate in fundraising activities for individuals seeking or holding elected office, nor seek or accept any personal enrichment or profit derived from confidential information of misuse of public time.

Employer shall support Employee in keeping these commitments by refraining from any order, direction or request that would require Employee to violate the ICMA Code of Ethics. Specifically, neither the governing body nor any individual member thereof shall request Employee to endorse any candidate, make any financial contribution, sign or circulate any petition, or participate in any fund-raising activity for individuals seeking or holding elected office, nor to handle any matter of personnel on a basis other than fairness, impartiality and merit.

11. Indemnification and Hold Harmless. Employer shall defend, indemnify and save Employee harmless as provided in Chapter 1.10 of the Homer City Code.

12. Confidentiality. All matters required to be kept confidential by any provision of federal or state law, or city ordinance shall not be released by Employee to any person or group without the expressed consent of the City Council.

13. Conflict of Interest. Employee agrees to be fair and impartial in all dealings and to avoid any actions which create a conflict of interest or the appearance of a conflict of interest, or which might reasonably be interpreted as affecting the impartiality of the position of City Manager. Employee will avoid any action which adversely affects or appears to affect Employee's ability to perform the duties of City Manager.

14. Miscellaneous Provisions.

(A) Governing Law. This Agreement shall be governed by and construed under the laws of the State of Alaska and is subject to all applicable City Code provisions of the City of Homer.

(B) Personnel Regulations. It is agreed the only provisions of the Homer Personnel Regulations that apply to this Agreement are Sections referring to leave and holiday pay.

(C) Jurisdiction. In the event that any action or suit is brought to enforce this Agreement the parties agree to be subject to exclusive jurisdiction in the Superior Court of Alaska and agree that in any such action venue shall lie exclusively in the Third Judicial District.

(D) Entire Agreement. This Agreement contains the entire agreement of the parties and supersedes all prior negotiations. No other agreement, statement or promise made by or to any party, or any employee, officer, or agenda of any party, which is not contained in this Agreement shall be binding or valid.

(E) Partial Invalidity. If any term, covenant, condition or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions shall remain in force and effect and in no way be affected, impaired, or invalidated.

(F) Assignment. Employee may not assign this Agreement.

(G) Amendment. This Agreement may be amended only by a written document executed by the parties hereto.

(H) Ineligible Persons. Employer, by and through the formal ratification of this agreement, acknowledges and approves the existing employment of persons that would fall under the prohibitions found in HCC 2.04.040.



MEMORANDUM

Resolution 24-081, A Resolution of the City Council of Homer, Alaska Amending Task Order 24-03 Awarded to HDR for Homer Harbor Expansion General Investigation Work-in-Kind Engineering Support Services to Additionally Include United States Army Corps of Engineers Requested Bathymetric Mapping and Authorizing the City Manager to Execute the Appropriate Documents.

Item Type: Backup Memorandum
Prepared For: Mayor and City Council
Date: July 12, 2024
From: Bryan Hawkins, Port Director
Through: Melissa Jacobsen, City Manager

Background

When developing the Homer Harbor Expansion General Investigation (GI) Federal Cost Share Agreement, signed on March 29 2023, the United States Army Corps of Engineers (USACE) asked the City about planned Work-In-Kind (WIK) for inclusion in the study's Project Management Plan. City staff and HDR's engineering team met with the USACE Project Development Team's engineering/hydrology section to discuss which project tasks would be approved by the USACE to be completed by a third party under the direction of the City. This meeting led to the authorization of task order to HDR on May 8, 2023 via Resolution 23-046 for GI WIK Engineering Support Services.

Proposed Amendment to Task Order

As part of the WIK engineering support services agreement with the USACE, the City/HDR will gather necessary geotechnical data for the GI. Under Task Order 24-03, HDR will supervise subcontractor Shannon and Wilson in conducting the geotechnical investigation, starting with sub-bottom profiling. Bathymetric mapping of the seabed was not initially included in the Task Order as it was a separate task to be contracted out by the USACE.

However, HDR confirmed that Shannon and Wilson could collect the required bathymetric data from their survey vessel simultaneously as they were running transect lines over the seabed for the sub-bottom profile. The USACE approved including the bathymetric mapping as a WIK deliverable, and agreed that combining the tasks under one contract saves time and reduces mobilization costs.

Shannon and Wilson provided a bid of \$48,000 to include the bathymetric mapping with the sub-bottom profile data collection. We have collaborated closely with the USACE to ensure the data collection protocols used by Shannon and Wilson and data set deliverables meet USACE specifications.

The USACE has confirmed that the bathymetric mapping work included as Task 5 in the proposed amendment to the HDR Task Order 24-03 has been approved as a WIK deliverable, meaning that the fee for this engineering support service will be credited to the local sponsor match funds requirement for the GI.

Recommendation

Council approve Resolution 24-081 amending HDR Task Order 24-03 to include bathymetric mapping services in the amount of \$48,000 to assist the Homer Harbor Expansion GI and authorizing the City Manager to execute the appropriate documents.

Attachment: HDR Draft Task Order- Amendment

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Port Director

RESOLUTION 24-081

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING TASK ORDER 24-03 AWARDED TO HDR FOR HOMER
HARBOR EXPANSION GENERAL INVESTIGATION WORK-IN-KIND
ENGINEERING SUPPORT SERVICES TO ADDITIONALLY INCLUDE
UNITED STATES ARMY CORPS OF ENGINEERS REQUESTED
BATHYMETRIC MAPPING AND AUTHORIZING THE CITY MANAGER
TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, On March 29, 2023, the City signed a Federal Cost Share Agreement to engage in a Homer Harbor Expansion General Investigation (GI) study with the United States Army Corps of Engineers (USACE); and

WHEREAS, under the Federal Cost Share Agreement there is a 50% local sponsor match requirement being shared by the City of Homer and the State of Alaska which consists of a mix of cash and in-kind services, called Work-In-Kind; and

WHEREAS, City staff and the engineering team from HDR (the City's contracted owner representative) met with the USACE Project Development Team's engineering/hydrology section to define what elements of the study would be completed by third parties under the direction of the City, leading to a task order being awarded to HDR on May 8, 2023 via Resolution 23-046 for Work-In-Kind engineering services to assist the GI study; and

WHEREAS, Under the current Task Order 24-03, HDR will supervise subcontractor Shannon and Wilson in conducting the needed geotechnical investigation, starting with sub-bottom profiling; and

WHEREAS, Initially, bathymetric mapping was a separate GI task scheduled to be contracted out by the USACE, but HDR confirmed that Shannon and Wilson could collect this data simultaneously with the sub-bottom profiling for a cost not to exceed \$48,000 saving time and significantly reducing mobilization costs to the study; and

WHEREAS, The USACE confirmed that the fee paid for this engineering support service shall be treated as Work-In-Kind and will be credited to the local sponsor match requirement of the GI; and

WHEREAS, The opportunity to collect the geotechnical and bathymetric mapping data under one contract is in the City's best interest as it creates efficiencies and cost savings.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves the amendment to Task Order 24-03 awarded to HDR to include bathymetric mapping services in the amount of \$48,000 for the Homer Expansion GI Work-In-Kind engineering support services and authorizes the City Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 22nd day of July, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

Fiscal Note: Ordinance 22-64 and Ordinance 23-01



July 17, 2024

Bryan Hawkins
Port Director and Harbormaster
City of Homer
4311 Freight Dock Road
Homer, AK 99603

Subject: Proposal for Homer Large Vessel Harbor Expansion Project Owner's Representative – USACE Work In Kind Amendment for Geotechnical Investigation Services with Survey

Shortly following execution of the Task Order #22-02 Homer Large Vessel Harbor Expansion Project Owner's Representative between the City of Homer (City) and HDR, the City was notified by the U.S. Army Corps of Engineers (USACE) that the General Investigation (also referred to as the Feasibility Study) for the harbor expansion project had been funded through a Congressional Directed Spending Request. This action gave the authority to the USACE to enter into a project agreement with the City and begin the Integrated Feasibility Report and Environmental Assessment (IFR/EA).

As part of the cost share agreement with USACE, the City will be providing engineering services through HDR as Work In Kind (WIK) for executing the IFR/EA. Services for coastal engineering are covered under Task #23-02. Since then, an additional WIK request has been made to include geotechnical investigations which is covered under Task #24-03. With this work, there is an opportunity which has been requested to perform topographic survey during the Task 1 Geophysical Work duration.

A revised detailed Scope of Work for Task Order #24-03 (Amended) is provided as an attachment.

Schedule

It is assumed the WIK tasks will occur over a 1-year time period and will need to coincide with the USACE Feasibility Study process. Geotechnical boring work will need to occur during a period of the year with significant light to allow for 24-hour activity.

Fee

The additional estimated fee for this work is \$48,033.44 resulting in a total fee of \$908,396.61 on a fixed fee basis. The breakdown of costs and estimated labor hours are shown on the attached Cost Estimate spreadsheet. Invoices for the work performed will be submitted monthly.

July 17, 2024

Thank you again for this opportunity to work with the City of Homer.

Sincerely,



Ronny L McPherson
Vice President
HDR Coastal and Maritime Program Lead



Matthew Stone
Vice President
Alaska Area Operations Manager

Attachments:

1. Detailed Scope of Work for Task Order #24-03 – Revised July 17, 2024
2. Shannon & Wilson Subconsultant Proposal – Dated July 17, 2024



Detailed Scope of Work for Task Order #24-03

Revised – July 17, 2024

Task 1 – Geophysical Survey

Task 1.1 Geophysical data Collection

HDR, through subcontractor Shannon & Wilson, will perform geophysical surveying utilizing sub-bottom profiling methods in the project area defined as the project alternatives footprint (to include the Favored Alternative Footprint and Other Alternatives Footprint Additions) as shown in Figure 1. A geophysical survey grid will be determined with a grid pattern or survey lines to systematically cover the survey area. The spacing between survey lines and grid nodes will be suited for the equipment used and provide the desired resolution for the target size. Geophysical lines may be adjusted in the field based on field data processing.

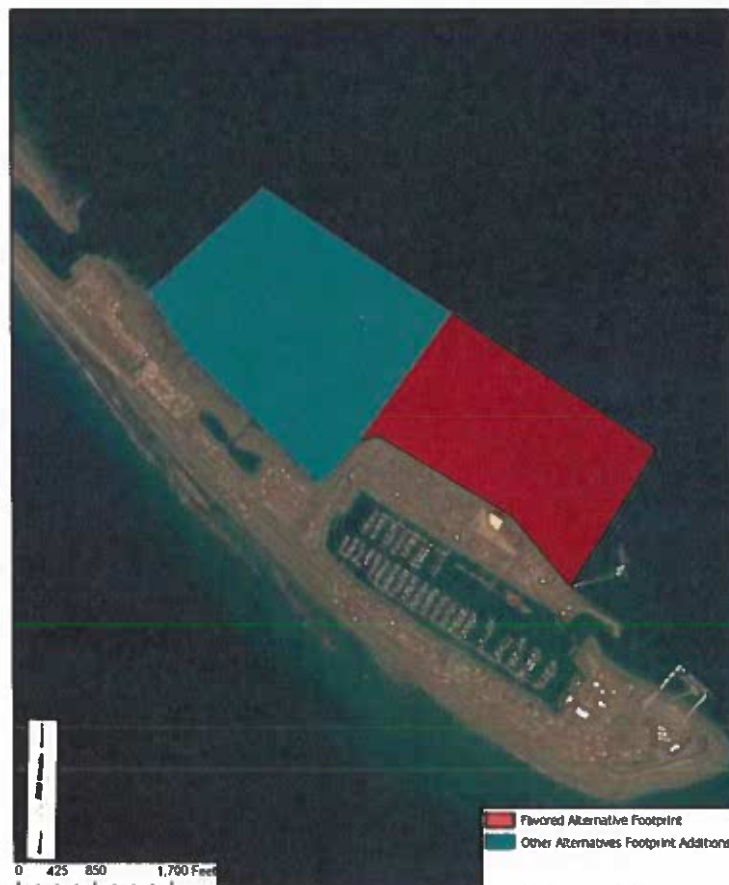


Figure 1. Geophysical survey area

Task 1.2. Geophysical Survey Report

HDR will provide a written Geophysical Survey Report that documents the geophysical survey work, data reductions and analyses, determinations of site stratigraphic conditions and any detected objects and debris, and relevant impacts on the proposed design structures. A preliminary Geophysical Survey Report will be submitted prior to Subsurface Drilling and Sampling (Task 2) activities to allow time to reassess the quantity and location of additional sampling. The final Geophysical Survey Report will be submitted in conjunction with the Geotechnical Investigation. The final report shall include, but not be limited to, the following:

- Project description.
- Purpose and scope.
- Geophysical survey work (equipment, procedures, and execution details).
- Site stratigraphy and material descriptions based on field work, data analyses, local geology, and existing information.
- Discussion of the analyses and correlations used in evaluating the field data to arrive at engineering appraisals.
- Plan view and profile view drawings of geologic cross sections for the Homer Harbor Project area. Cross section lines will be placed along proposed breakwaters and other project features. The geologic cross sections shall show the profile depth, elevation, and lateral position of stratigraphic units. Geotechnical lithology stick logs from all boreholes will be shown and scaled to the geophysical cross sections to verify changes in stratigraphic units. Interpretation will be added for the geophysical report using soil properties from the geotechnical investigation.
- Plan view drawings showing elevation contours of all major stratigraphic soil and bedrock units within the geophysical survey limits.
- Conclusions and recommendations regarding how the investigation findings would impact navigational improvements for the site, including fine grained soils and bedrock extents in the location of the modification.
- Maps, drawings, and figures to support all of the above presented work. Appendices as necessary, including but not limited to field testing data and results, analyses, photos of samples if obtained, and site working photos.
- PDF and AutoCAD drawings files showing the geophysical investigation limits and survey lines with notes describing geophysical survey equipment, procedures, execution details, coordinate point table, and list of surface or subsurface objects and debris within the defined geophysical investigation limits that are larger than 1-ft by 1-ft, which may include metal debris, sheet piling, concrete debris, boulders, and armor rock.

Task 2 – Subsurface Drilling and Sampling

Up to ten (10) boreholes extending 80 feet below mudline will be performed in the project area. This quantity is subject to change based on results of Task 1 and upon approval by the City of Homer and their partner U.S. Army of Corps of Engineers. Changes in the quantity of the boreholes will accompany an amendment to capture the change in effort of the work. The proposed drilling equipment will be able to penetrate and advance through gravel and fine-grained soils to the depths up to 80 feet below the mudline while maximizing the recovery of soil samples.

Boreholes will be placed based on the results of Task 1 and will be within the project area (Figure 1). Boreholes will be used to provide ground-truth to the geophysical survey. Proposed breakwater and preliminary harbor configuration will inform the placement of boreholes (e.g., placing boreholes in areas that are proposed to have uplands or breakwaters).

Task 2.1 Soil Sampling

Soil samples will be collected with a method that can be used to determine the in-situ density of the subsurface materials, including but not limited to SPT blow counts, split-barrel samples with liners, dual tube direct push sampling, or sonic sampling liners. Samples will be collected continuously for the first 10 feet of each boring and then at five-foot intervals to the bottom of the boreholes. If bedrock is encountered within the proposed test boring depths, rock coring must extend to the boring termination depths and a minimum of 5 feet into the bedrock. Rock core drilling operations will be performed in accordance with ASTM Standard D2113 – Standard Practice for Rock Core Drilling and Sampling of Rock for Site Investigation. Core samples will be handled in accordance with ASTM D5079 Standard Practices for Preserving and Transporting Rock Core Samples.

HDR, through subcontractor Shannon & Wilson, will utilize sampling techniques that will maximize the recovery of the subsurface sediment. Enough sediment shall be collected to perform the required geotechnical index testing.

Task 2.2 Test Boring Location and Survey

Test boring locations will be identified and marked with a buoy for ease in planning and moving between test borings using the geographical coordinates provided. Actual locations will be determined when the drill is positioned on each test boring. The final horizontal and vertical coordinates for test boring locations will be provided and used for post processing. Horizontal coordinates will be referenced to Alaska State Plane Zone 4 NAD83 in U.S. survey feet and determined to the closest foot. Ground surface elevations will be referenced to MLLW in U.S. survey feet to the closest 0.1 foot. The location, identification, coordinates, and elevations of each test boring will be plotted on a map with a scale large enough to show their location with reference to other structures. Final coordinates and elevations will be tabulated on a survey summary sheet in the Geotechnical Data Report. Individual coordinates, elevation, and datums will be shown on each Exploration Log.

Lost tooling that is above the mudline will be removed. All tooling lost below the mudline will be documented in exploration logs and geotechnical data report for removal during construction activities and may be left in place.

Task 3- Laboratory Testing

Task 3.1 Laboratory

Geotechnical laboratory materials testing will be completed by a U.S. Army Corps of Engineers validated laboratory. Samples will be transported from the work site to their laboratory and select samples representative of the soil types encountered during drilling for testing.

Task 3.2 Laboratory Test Methods

Laboratory test methods will correspond to the latest addition of the referenced standard. All tests will be performed on samples selected by HDR. Table 1 provides proposed quantity and type of laboratory tests.

Table 1. Proposed type and number of soil laboratory tests

| ASTM Test Procedures | Number of Tests |
|--|------------------------|
| ASTM D6913 Standard Test Methods for Particle-Size Distribution of Soils Using Sieve Analysis | 30 |
| ASTM D7928 Standard Test Methods for Particle-Size Distribution of Fine-Grain Soils Using the Sedimentation Analysis | 10 |
| ASTM D4318 Standard Test Methods for Liquid Limit, Plastic Limit and Plasticity Index of Soils | 10 |
| ASTM D2216 Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock and Mass | 150 |
| ASTM D2435 Standard Test Methods for One-Dimensional Consolidation Properties of Soils Using Incremental Loading | 4 |

Task 4 – Geotechnical Data Report

Task 4.1 Geotechnical Data Report Development

HDR will provide a written report detailing the design of project elements including research, inspections, evaluations, analyses, conclusions, and recommendations. The final report will be signed and stamped by a Professional Civil Engineer registered in the State of Alaska. The report will provide results of the geotechnical field investigation and laboratory materials testing performed, followed by a detailed characterization of surface and subsurface conditions present, with specific relevancy to the project design, evaluation of all potential geologic and seismic hazards. The report will include, but not limited to the following:

- Project Description
- Purpose and Scope
- Field Exploration, Field Testing, and Laboratory Testing
- Site Conditions: Surface, Regional Geology, Regional Seismicity, and Subsurface Conditions
- Discussion based on field and laboratory results and existing information, including:
 - A description of the analyses and correlations used in evaluating the lab/field test data to arrive at engineering appraisals.
 - Seismic considerations including liquefaction potential and any other natural hazard issues that need to be addressed by the project designers.
 - Discussion of in-situ density and rock strengths for each area and soil unit encountered.
 - Interpretation of subsurface conditions based on results of geophysical survey and geotechnical boreholes.
- Figures including, but not limited to, project location map, boring location map, stratigraphic cross sections, isopach maps of different strata, and regional geology map

- Appendices, including but not limited to, field exploration logs, field testing data and results, laboratory testing reports, engineering analyses, sample photos, site working photos, and geophysical survey report.
- Final Exploration Logs: The final exploration logs will be prepared in the Bentley OpenGround database system at a scale between 1-inch equals 3 feet or 5 feet and will contain the following information:
 - Temporary I. D.
 - Permanent I. D. (assigned by Government before or after drilling.
 - Contact Amy Steiner at amy.i.steiner@usace.army.mil for permanent I.D. numbers)
 - Survey coordinates and elevation
 - Names of individuals and firms doing drilling and logging
 - Type, make and model of drill rig
 - Size and type of casing and tools
 - Water table depth(s) and elevation
 - Sampling interval
 - Laboratory soil classification following ASTM D2487
 - Field soil classification (where not lab tested) following ASTM D2488
 - Sample drive hammer weight
 - Sampling device description
 - Blow count per 6-inch interval
 - Date(s) of boring
 - Size of rock coring bit used if coring was performed
 - Description of rock encountered to include the type of rock, weathering, surface texture, lamination, discontinuity spacing, color, hardness, and rock quality designation (RQD) in accordance with ASTM D6032
 - Rock core logs will have corresponding run times, intervals, and classifications

Task 4.2 Review of Draft Geotechnical Data Report

The draft Geotechnical Data Report will be provided to the City of Homer and U.S. Army Corp of Engineers review. Review comments from the City of Homer and U.S. Army Corps of Engineers shall be submitted to HDR via email. If comments cannot be resolved in one round, a review conference may be scheduled and held. The review conference will be facilitated by HDR and is not anticipated to exceed two (2) hours.

Task 4.3 Deliverables

Task 4.2.1 Final Geotechnical Data Report

HDR will submit one Final Geotechnical Data in Adobe Portable Document Format (pdf) to the City of Homer.

Task 4.2.2 Project Files Report

July 17, 2024

Data generated from this task order will be compiled in a separate project file report. The file report will contain, but not limited to, the contract statement of work, approved work plan, quality control plan, daily reports, field exploration logs, field testing notes, sample photographs, site working photographs, comments and responses, and include native files used to generate the Final reports (including all GIS files).

HDR will provide drilling and soil testing data utilizing USACE Bentley OpenGround Cloud configured for the Homer Harbor Modification project. USACE will provide necessary permissions to HDR for entering data. HDR will enter the data for the drill holes on the project, including, but not limited to, exploratory drilling and sediment sampling.

Task 5 – Additional Survey Services

Task 5.1 Additional Survey Services

Additional topographic and hydrographic survey activities will be performed in the vicinity of the project area (Figure 1). Survey work will follow the draft Scope of Work provided by the USACE on July 1, 2024. The survey services include establishing horizontal and vertical control for the survey activities, acquiring additional vessel- and vehicle-based survey data in offshore and upland areas. Survey data (XYZ or similar) will be provided with Task 1.2 deliverables.

July 17, 2024

Mr. Ronald McPherson, PE
HDR
582 East 36th Avenue, Suite 500
Anchorage, Alaska 99503

RE: ADDITIONAL SURVEY SERVICES, HOMER HARBOR EXPANSION PROJECT,
HOMER, ALASKA

Dear Mr. McPherson:

We are pleased to submit herein our proposal and cost estimate for performing additional survey services for the above referenced project. Our original scope of work included offshore hydrographic and subbottom surveys in a defined project area. We understand that the offshore survey area has been expanded and that uplands topographical survey also needs to be added to the effort. The project area includes our currently authorized under our existing contract and the areas defined by the scope of work and survey area figures provided by you on July 1, 2024.

SCOPE OF SERVICES

The effort described in this proposal consists of additional survey activities to be added to the already authorized effort. We assume that there are no changes to the originally authorized scope of work (SOW) as described in our August 31, 2023 proposal. We also assume that the effort described in this proposal will be conducted in addition to the already authorized hydrographic survey and will be carried out in accordance with the SOW forwarded by you on July 1, 2024. We believe that the geotechnical effort included herein is consistent with what was requested and the local standard of practice.

The additional services included in this proposal will be performed by our geophysical subcontractor eTrac, Inc. The services include establishing horizontal and vertical control for the survey activities, acquiring additional vessel and vehicle based survey data in offshore and upland areas. The costs also include additional processing, analysis, and reporting efforts for the additionally collected data. Additional mobilization effort is included to account for additional survey equipment to be mobilized to the site.

SCHEDULE

The costs assume that the additional survey work will take place under the same mobilization as the originally authorized work. The additional time in the field required (above that described in our August 2023 proposal) is approximately four to five days. We anticipate that this work will take place in late summer 2024. If difficulties are encountered that would affect our schedule, we will notify you and work with you to adjust the work plan as necessary. We will work closely with you to provide preliminary information on a continuing basis as it is developed by our studies.

ESTIMATED COST AND FEE BASIS

We are prepared to undertake the work under an amendment to our existing contract for professional services. Our subcontractor, eTrac, will charge standby time at 50 percent of the daily rate depending on the stage of fieldwork underway in the event that weather or other conditions outside of their control prevent them from performing their proposed work. We will inform you immediately if standby time is needed, but will also aim to conduct our work during a reasonable weather window considering local forecasts and typical weather patterns. To guide you in understanding and evaluating the nature of our work, we have also enclosed for your use Important Information about your Geotechnical/Environmental Proposal.

Should you have questions or comments or wish to revise the scope of our services, please contact the undersigned. We look forward to working with you on this project and appreciate the opportunity to be of service to you.

SHANNON & WILSON

Kyle Brennan,
PE

Digitally signed by Kyle
Brennan, PE
Date: 2024.07.17 15:35:45
-08'00'

Kyle Brennan, PE
Vice President

Enc. Summary Cost Estimate (two sheets)
Important Information about your Geotechnical/Environmental Proposal



Date: July 2024

To: HDR

IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL/ENVIRONMENTAL PROPOSAL

More construction problems are caused by site subsurface conditions than any other factor. The following suggestions and observations are offered to help you manage your risks.

HAVE REALISTIC EXPECTATIONS.

If you have never before dealt with geotechnical or environmental issues, you should recognize that site exploration identifies actual subsurface conditions at those points where samples are taken, at the time they are taken. The data derived are extrapolated by the consultant, who then applies judgment to render an opinion about overall subsurface conditions; their reaction to construction activity; appropriate design of foundations, slopes, impoundments, and recovery wells; and other construction and/or remediation elements. Even under optimal circumstances, actual conditions may differ from those inferred to exist, because no consultant, no matter how qualified, and no subsurface program, no matter how comprehensive, can reveal what is hidden by earth, rock, and time.

DEVELOP THE SUBSURFACE EXPLORATION PLAN WITH CARE.

The nature of subsurface explorations—the types, quantities, and locations of procedures used—in large measure determines the effectiveness of the geotechnical/environmental report and the design based upon it. The more comprehensive a subsurface exploration and testing program, the more information it provides to the consultant, helping to reduce the risk of unanticipated conditions and the attendant risk of costly delays and disputes. Even the cost of subsurface construction may be lowered.

Developing a proper subsurface exploration plan is a basic element of geotechnical/environmental design, which should be accomplished jointly by the consultant and the client (or designated professional representatives). This helps the parties involved recognize mutual concerns and makes the client aware of the technical options available. Clients who develop a subsurface exploration plan without the involvement and concurrence of a consultant may be required to assume responsibility and liability for the plan's adequacy.

READ GENERAL CONDITIONS CAREFULLY.

Most consultants include standard general contract conditions in their proposals. One of the general conditions most commonly employed is to limit the consulting firm's liability. Known as a "risk allocation" or "limitation of liability," this approach helps prevent problems at the beginning and establishes a fair and reasonable framework for handling them, should they arise.

Various other elements of general conditions delineate your consultant's responsibilities. These are used to help eliminate confusion and misunderstandings, thereby helping all parties recognize who is responsible for different tasks. In all cases, read your consultant's general conditions carefully and ask any questions you may have.

HAVE YOUR CONSULTANT WORK WITH OTHER DESIGN PROFESSIONALS.

Costly problems can occur when other design professionals develop their plans based on misinterpretations of a consultant's report. To help avoid misinterpretations, retain your consultant to work with other project design professionals who are affected by the geotechnical/environmental report. This allows a consultant to explain report implications to design professionals affected by them, and to review their plans and specifications so that issues can be dealt with adequately. Although some other design professionals may be familiar with geotechnical/environmental concerns, none knows as much about them as a competent consultant.

OBTAIN CONSTRUCTION MONITORING SERVICES.

Most experienced clients also retain their consultant to serve during the construction phase of their projects. Involvement during the construction phase is particularly important because this permits the consultant to be on hand quickly to evaluate unanticipated conditions, to conduct additional tests if required, and when necessary, to recommend alternative solutions to problems. The consultant can also monitor the geotechnical/environmental work performed by contractors. It is essential to recognize that the construction recommendations included in a report are preliminary, because they must be based on the assumption that conditions revealed through selective exploratory sampling are indicative of actual conditions throughout a site.

Because actual subsurface conditions can be discerned only during earthwork and/or drilling, design consultants need to observe those conditions in order to provide their recommendations. Only the consultant who prepares the report is fully familiar with the background information needed to determine whether or not the report's recommendations are valid. The consultant submitting the report cannot assume responsibility or liability for the adequacy of preliminary recommendations if another party is retained to observe construction.

REALIZE THAT ENVIRONMENTAL ISSUES MAY NOT HAVE BEEN ADDRESSED.

If you have requested only a geotechnical engineering proposal, it will not include services needed to evaluate the likelihood of contamination by hazardous materials or other pollutants. Given the liabilities involved, it is prudent practice to always have a site reviewed from an environmental viewpoint. A consultant cannot be responsible for failing to detect contaminants when the services needed to perform that function are not being provided.

ONE OF THE OBLIGATIONS OF YOUR CONSULTANT IS TO PROTECT THE SAFETY, PROPERTY, AND WELFARE OF THE PUBLIC.

A geotechnical/environmental investigation will sometimes disclose the existence of conditions that may endanger the safety, health, property, or welfare of the public. Your consultant may be obligated under rules of professional conduct, or statutory or common law, to notify you and others of these conditions.

RELY ON YOUR CONSULTANT FOR ADDITIONAL ASSISTANCE.

Your consulting firm is familiar with several techniques and approaches that can be used to help reduce risk exposure for all parties to a construction project, from design through construction. Ask your consultant, not only about geotechnical and environmental issues, but others as well, to learn about approaches that may be of genuine benefit.

The preceding paragraphs are based on information provided by the
ASFE/Association of Engineering Firms Practicing in the Geosciences, Silver Spring, Maryland

Homer Harbor Expansion General Investigation

Quarterly City Council Update



Funding Update

- **Secured Federal Continuation Funding**

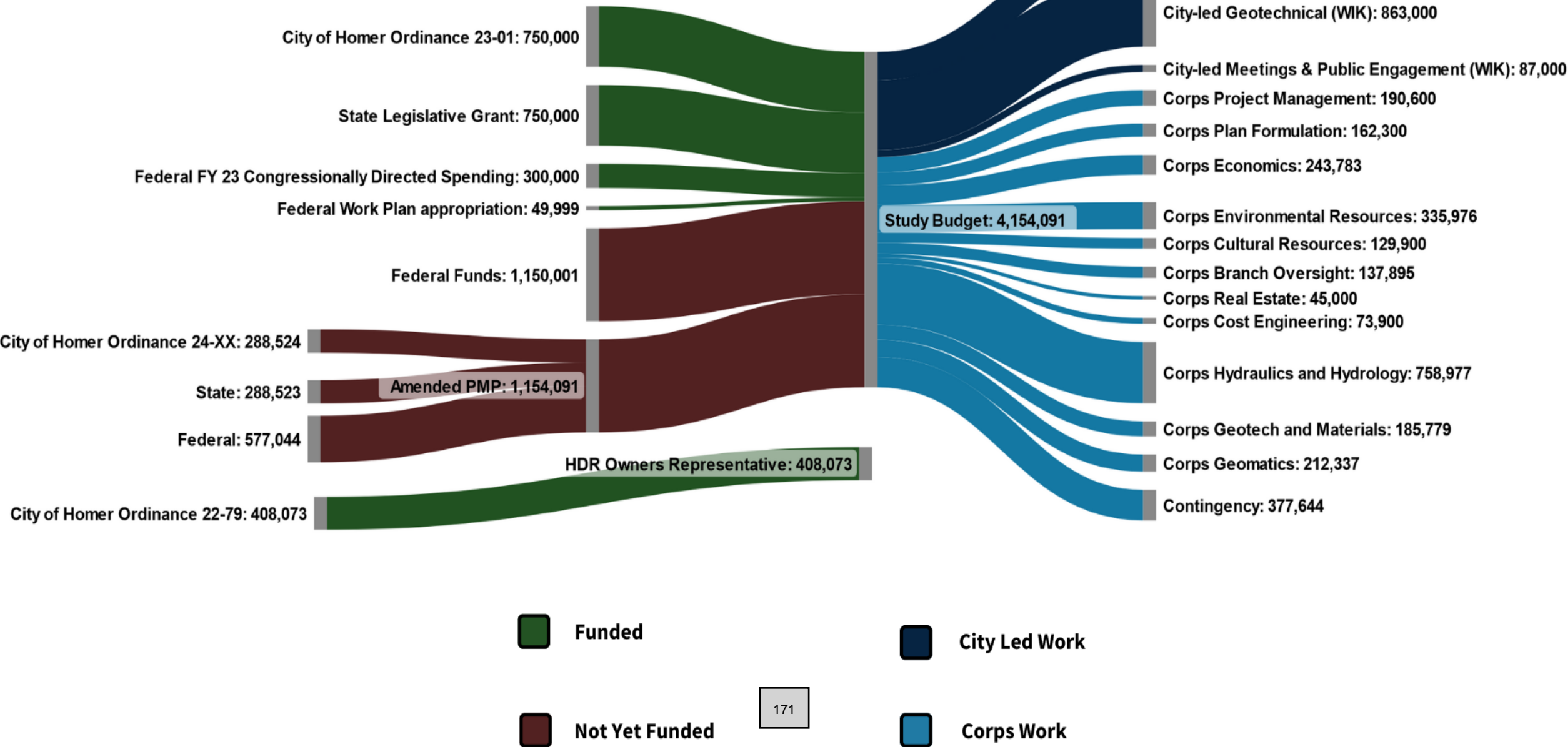
- \$800,000 in USACE FY2024 Workplan
Carries study through 2nd year of activities
- \$800,000 pending in President's Draft
FY25 Federal Budget for 3rd year funding

- **Secured Additional State Match Funds**

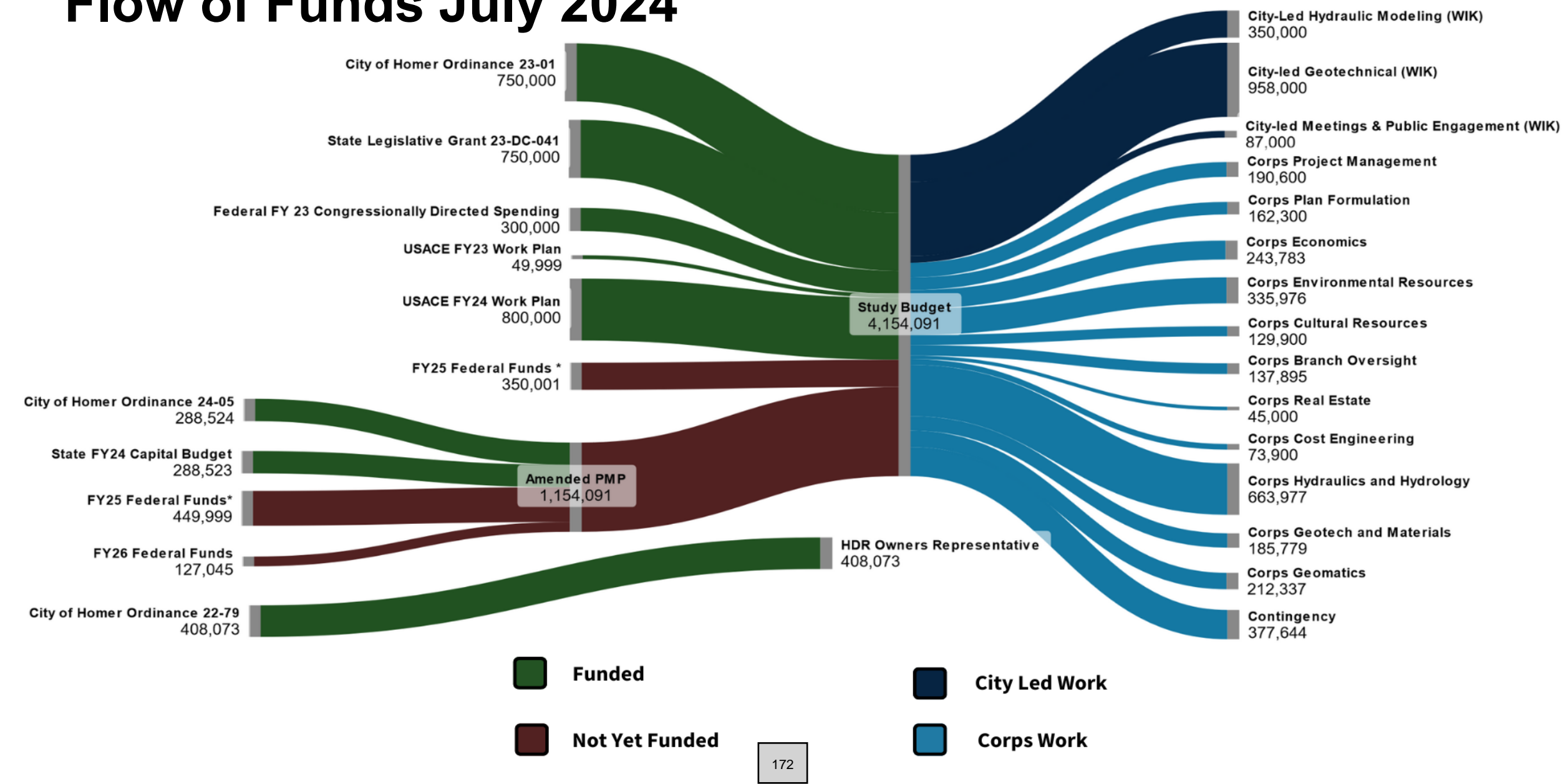
- \$288,523 in the FY24 Supplemental State
Capital Budget



Flow of Funds December 2023

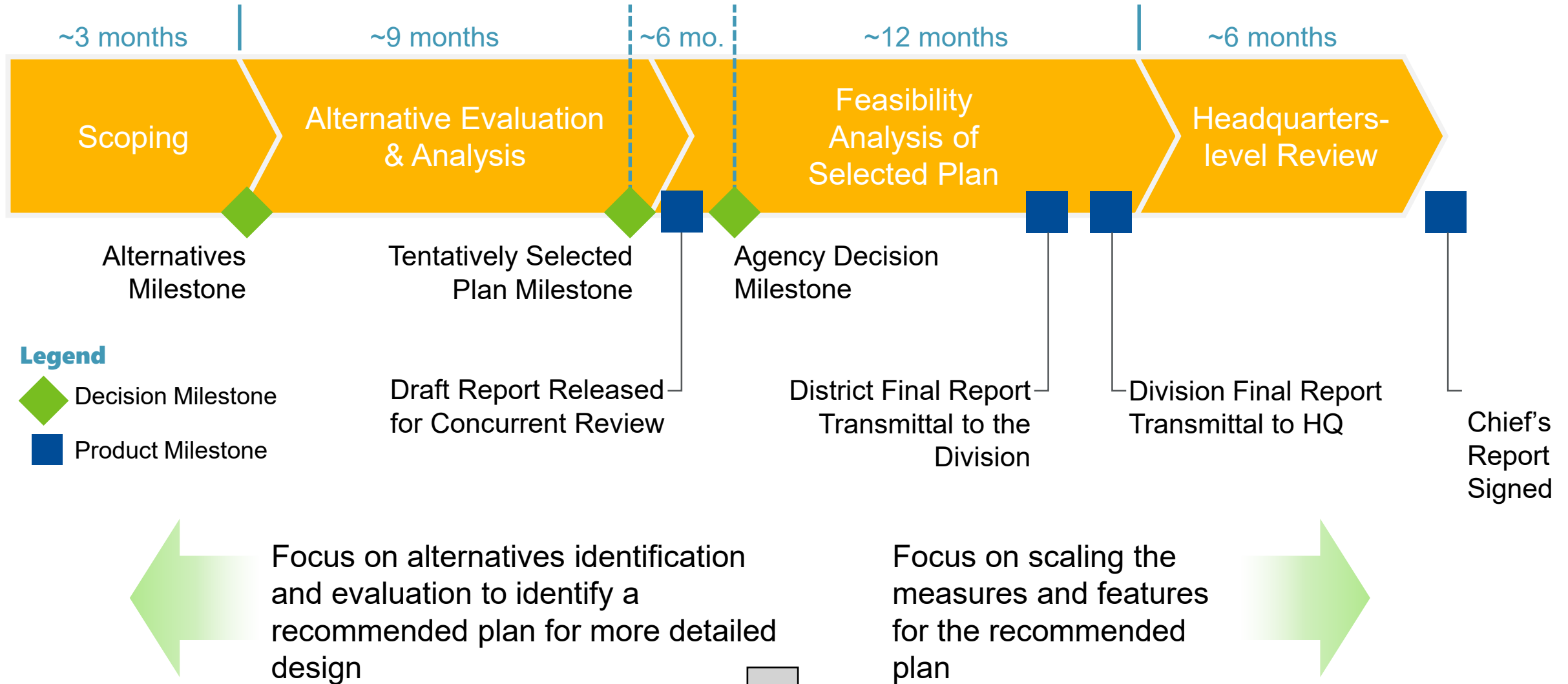


Flow of Funds July 2024



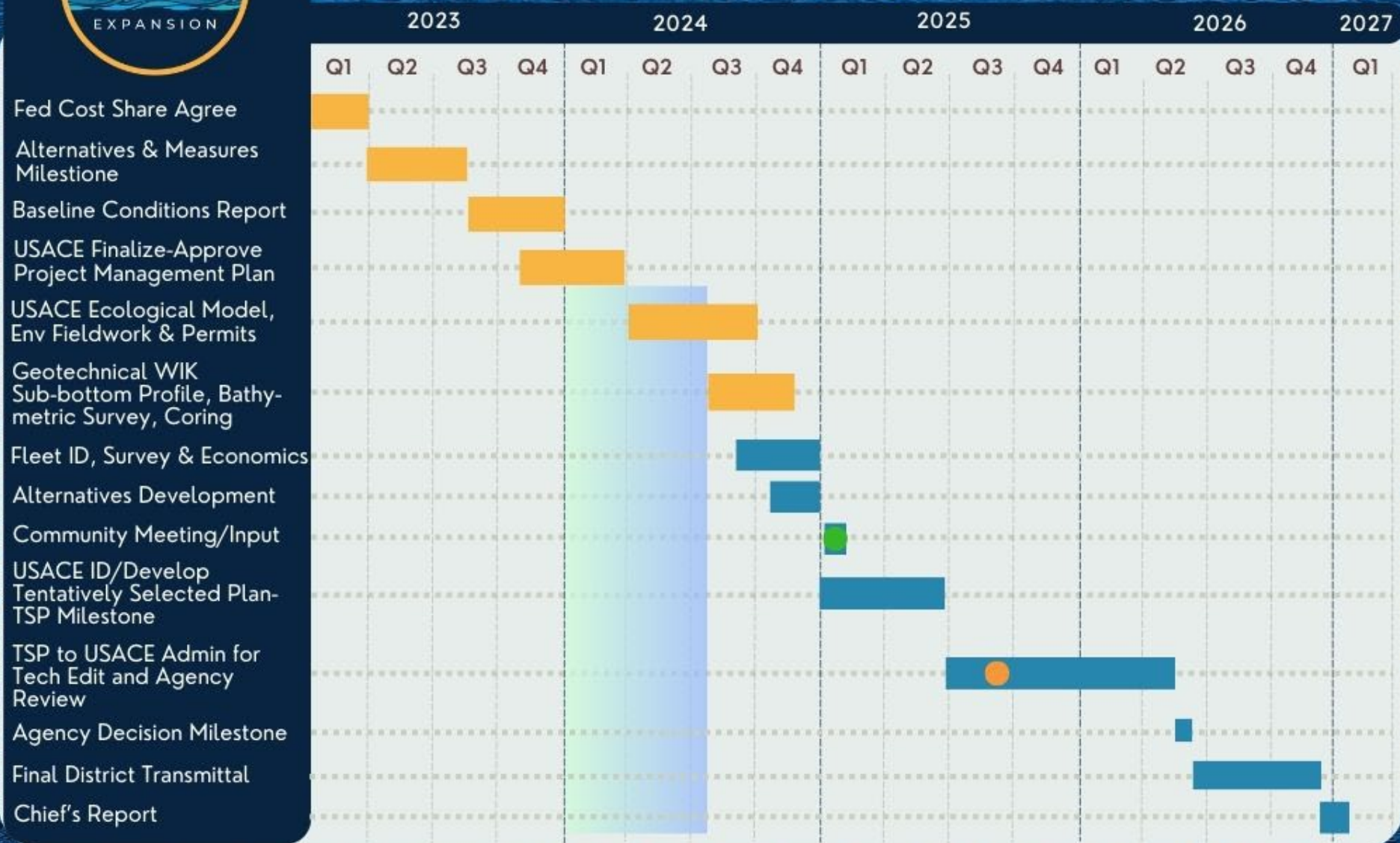
*FY 25 funds included in President's Draft Budget for FY25 released March 2024

General Investigation Study Process Refresher





General Investigation Tentative Schedule and Major Milestones

**LEGEND:**

Completed or underway

141 day Study Slowdown

174

Upcoming Study Activities

Public Mtg

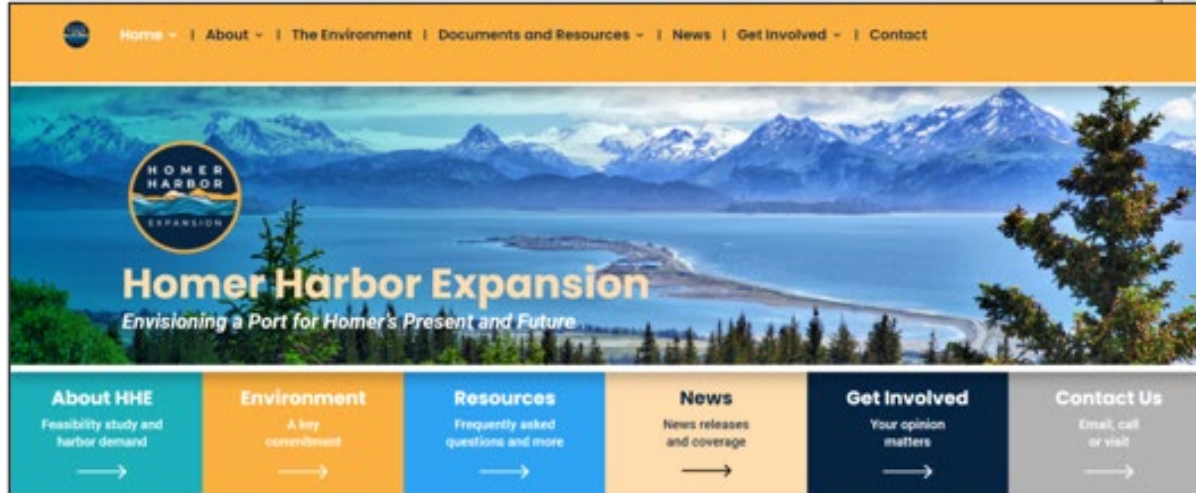


Comment Period



Key Study Activities

- Homer Harbor Expansion Charter Complete
- Study Website & Communications Plan Complete



<https://homerharborexansion.com/>

HOMER HARBOR EXPANSION CHARTER DOCUMENT



Vision

Recognizing Homer's unique environmental setting and our common desire to live, work, and play here, we will enhance Homer's maritime opportunities in a fiscally, environmentally, and socially responsible manner for the benefit of all.

Mission

Work collaboratively with all segments of the community to explore opportunities to expand necessary infrastructure while ensuring Homer's maritime future, navigational safety, environmental integrity, and regional connectivity. Align the development of any opportunities with the City of Homer Port and Harbor Department Mission Statement.

Goals and Objectives

- Relieve transportation congestion
- Improve safety and efficiency within the harbor(s)
- Reduce potential for environmental impacts within the harbor(s)
- Foster a collaborative partnership with the U.S. Army Corps of Engineers
- Expand the community's economic base
- Foster the maritime trades industry and other year-round economic opportunities
- Enhance navigational safety and regional connectivity
- To the extent feasible, prioritize incorporation of:
 - » Green energy (e.g., solar, wind, tidal)
 - » Green infrastructure (e.g., adding vegetation, capturing runoff)
 - » Food security (e.g., support reliable delivery of food and supplies needed in regional communities)
 - » Polar security (e.g., provide support for federal security measures related to arctic navigation)
- Deliver a balanced harbor design that:
 - » Performs necessary port and harbor functions
 - » Has pleasing aesthetics
 - » Is within a sustainable construction, operations, and maintenance budget
 - » Maintains environmental integrity and quality of life
 - » Minimizes adverse impacts to the community
 - » Provides for flexibility that promotes smart growth and a blue economy
 - » Supports services for large vessels
 - » Supports the U.S. Coast Guard's mission at land and at sea

Success Factors

- Proactively collaborate with the community and port and harbor stakeholders to provide meaningful community and stakeholder engagement opportunities
- Provide transparency of the decision-making process and design development
- Align with national priorities for investing in future infrastructure
- Engage scientific agencies through study advancement
- Promote educational, research, and scientific opportunities
- Foster collaborative relationships with Department of Transportation and Public Facilities and other key stakeholder agencies
- Provide applicable utility providers (e.g., water, sewer, electric) with the necessary input to deliver required support infrastructure
- Promote strong, sustained support and leadership from the City Staff, City Council, and associated Commissions
- Identify risks early and manage them appropriately
- Consistently consider community-wide socioeconomic effects that may result from harbor expansion and align with the current community-wide planning policy
- Create and sustain a safe, respectful, collaborative, and enjoyable work environment for all City, consultant, and contractor staff
- Complete construction activities on time, to specification, and within target costs
- Encourage innovation with a focus on reducing costs, enhancing the environment, and fostering thoughtful community growth

Developed Alternative Plans

- Community Design Charrette: 3 days working through the U.S. Army Corps of Engineers (USACE) process
 - Community input
 - Industry input
 - Environmental stakeholders meeting
- Alternative Plans Carried Forward
 - 0 No Action Alternative
 - 1 Enclosed Basin, minimal footprint
 - 2a Enclosed basin with moderate footprint
 - 2b Enclosed basin with extension
 - 2c Enclosed basin with crescent
 - 3 Detached breakwater



Identified Major Plan Components

| Alternative | | Major Plan Components | | |
|-------------|---|---|--|--|
| | | General Navigation Features | Possible Local Service Facilities | |
| 1 | Enclosed basin, minimal footprint | <ul style="list-style-type: none"> •Rubble mound breakwater or similar non-floating structure breakwater •Dredging •Aquatic Organism Passage (AOP), as needed •Turning Basin •Entrance Channel | <ul style="list-style-type: none"> •Float system •Coast Guard berthing space •Harbor support facilities •Docks •Boat launch •Cargo loading •Boat wastewater disposal facility •Moorage basin | |
| 2a | Enclosed basin, moderate footprint | | | <ul style="list-style-type: none"> •Potential for uplands |
| 2b | Enclosed basin with extension, moderate footprint | | | |
| 2c | Enclosed basin (crescent), maximum footprint | | | |
| 3 | Detached breakwater | | | |

Baseline Conditions Completed

- Coastal Conditions Modeling Complete
City-led Work-In-Kind

Baseline Conditions Ongoing Work

- Environmental Stakeholders Working Group
- Ecological Modeling
USACE-led Ecological Modeling Workshop Complete
Model Under Development
- Environmental Fieldwork
USACE-led, ongoing through the summer



Baseline Conditions

Ongoing Work, Continued

- Ship Simulation
USACE-led, begins July 2024
- Geotechnical Investigation & Bathymetric Mapping
City-led Work-In-Kind, begins August 2024
- Fleet Identification and Economic Survey
Current Fleet Condition Report complete
USACE-led User Groups survey, begins fall 2024





Next Steps

- Advance Development of Identified Alternatives
USACE-led, begins fall 2024
- Public scoping meeting to review alternatives prior to Tentatively Selected Plan
City-led, January 2025
- Alternative Design Comparative Analysis
USACE-led, begins January 2025
 - All alternative plans are compared to the future-without-project condition.
 - Alternative plans are then compared to all other alternatives to identify differences in costs, benefits, risks, and other impacts.

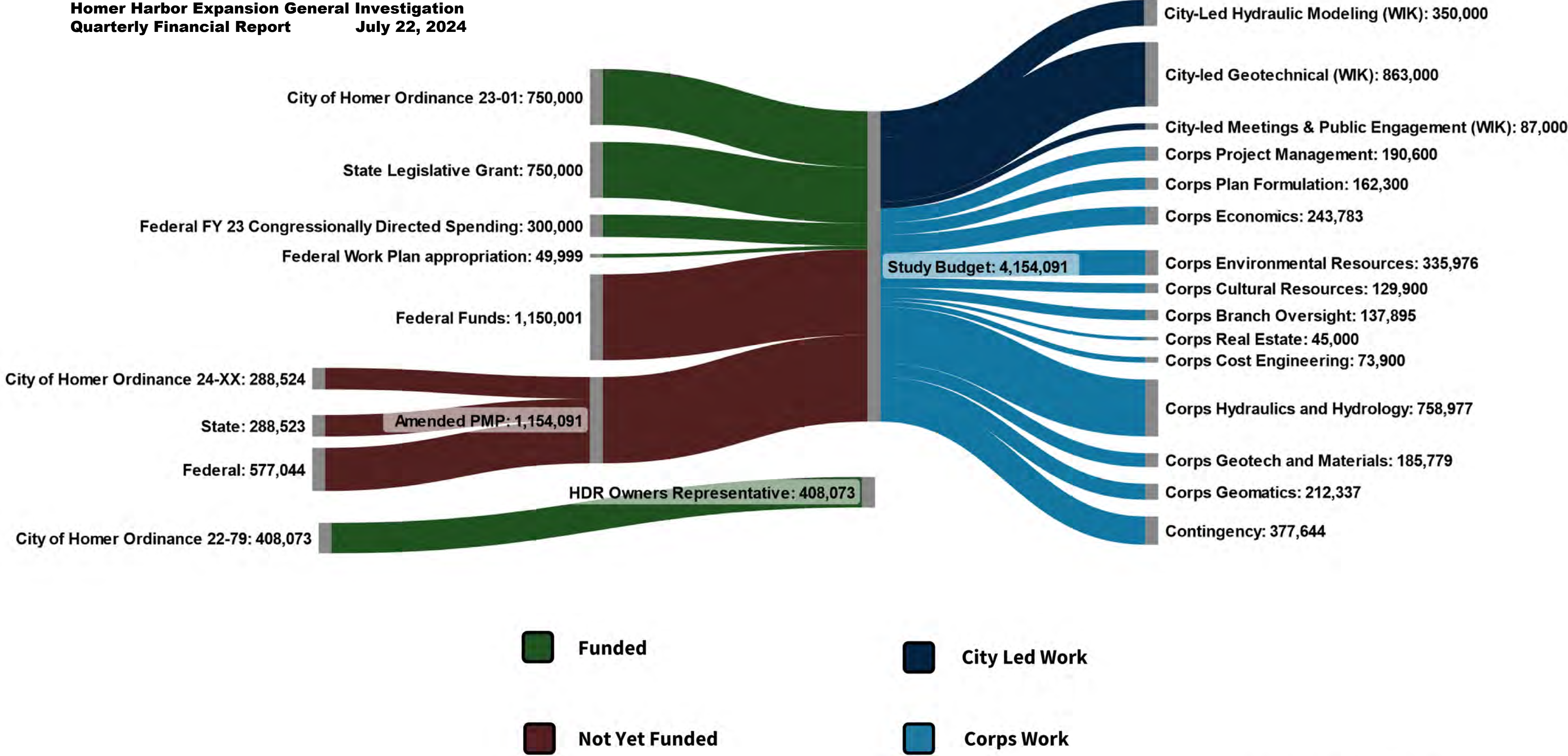


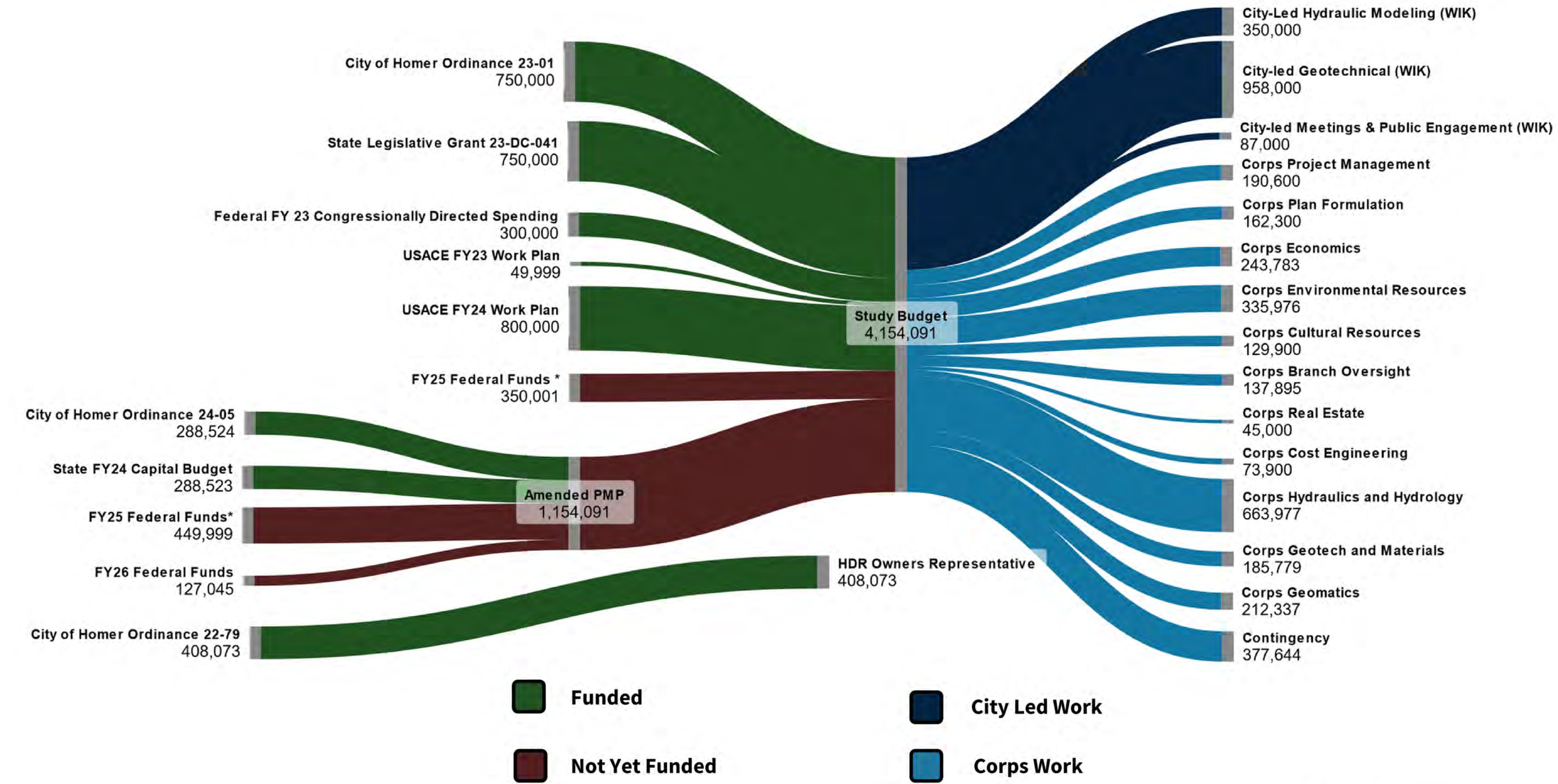
Next Steps, Major Milestone Tentative Dates

- Tentatively Selected Plan (TSP) Milestone,
USACE-led, June 2025
- Public Review Period
USACE-led, August 2025
- Agency Decision, May 2026
- Final District Transmittal, November 2026
- Chief's Report, March 2027

Questions?

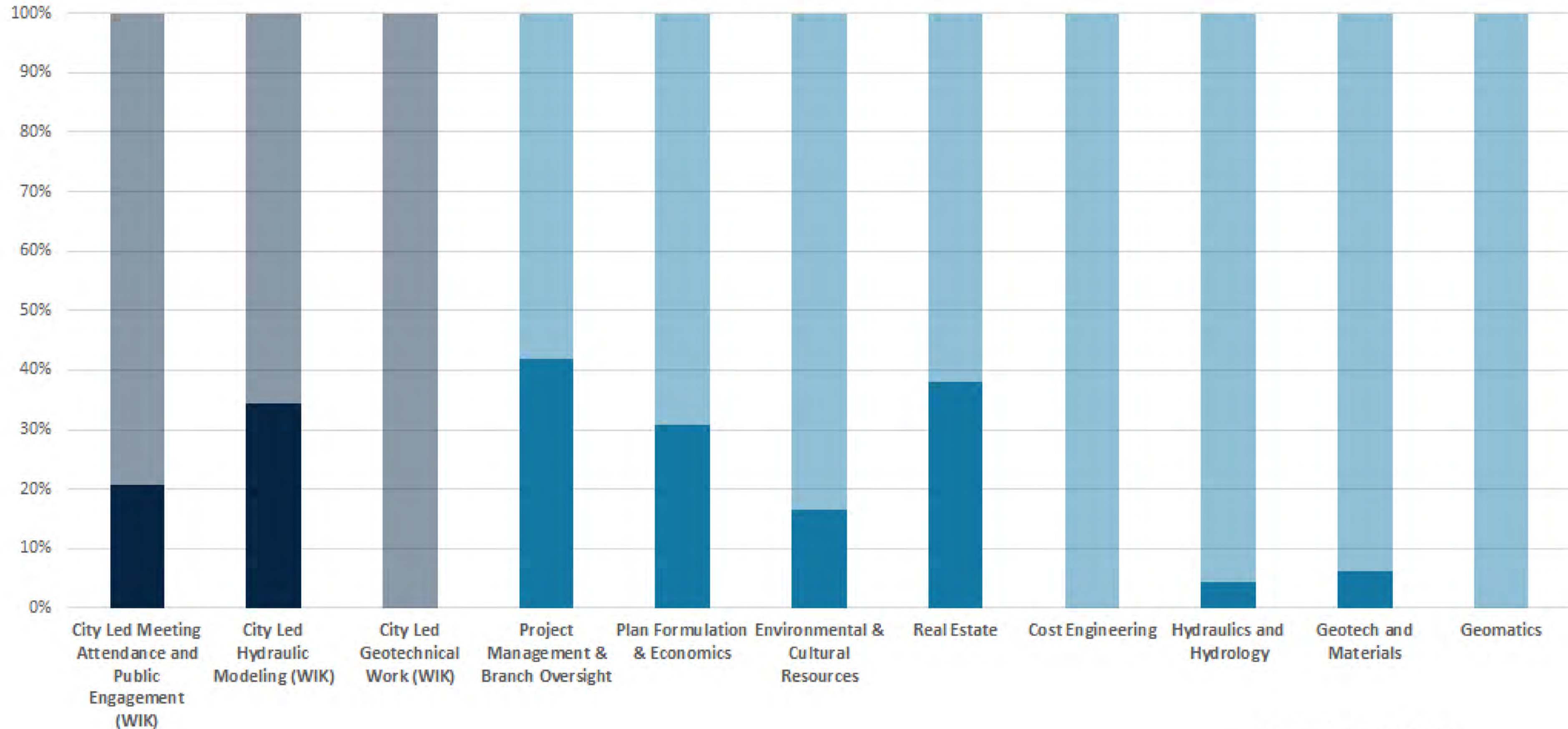
**Homer Harbor Expansion General Investigation
Quarterly Financial Report July 22, 2024**



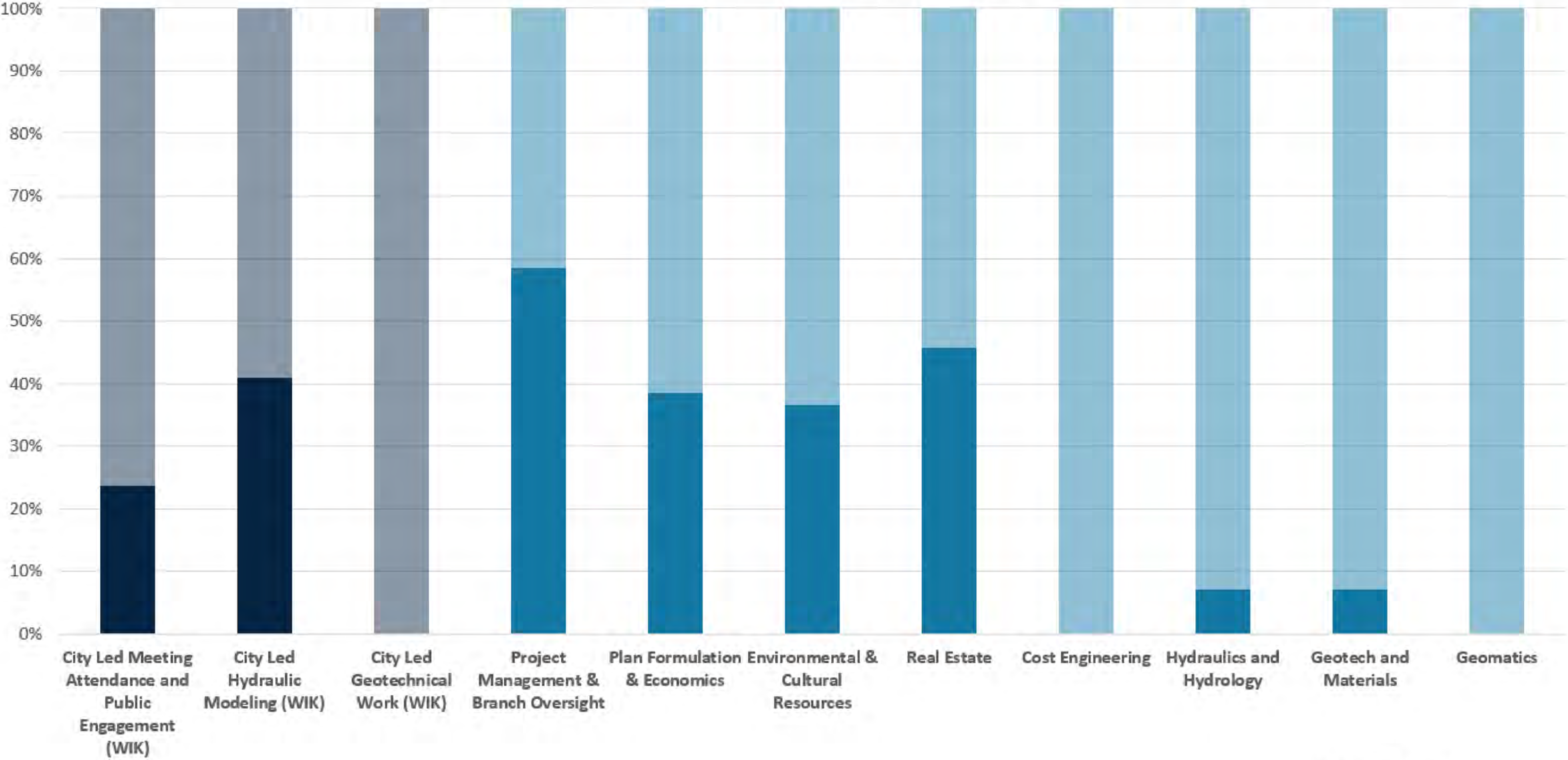


*FY 25 funds included in President's Draft Budget for FY25 released March 2024

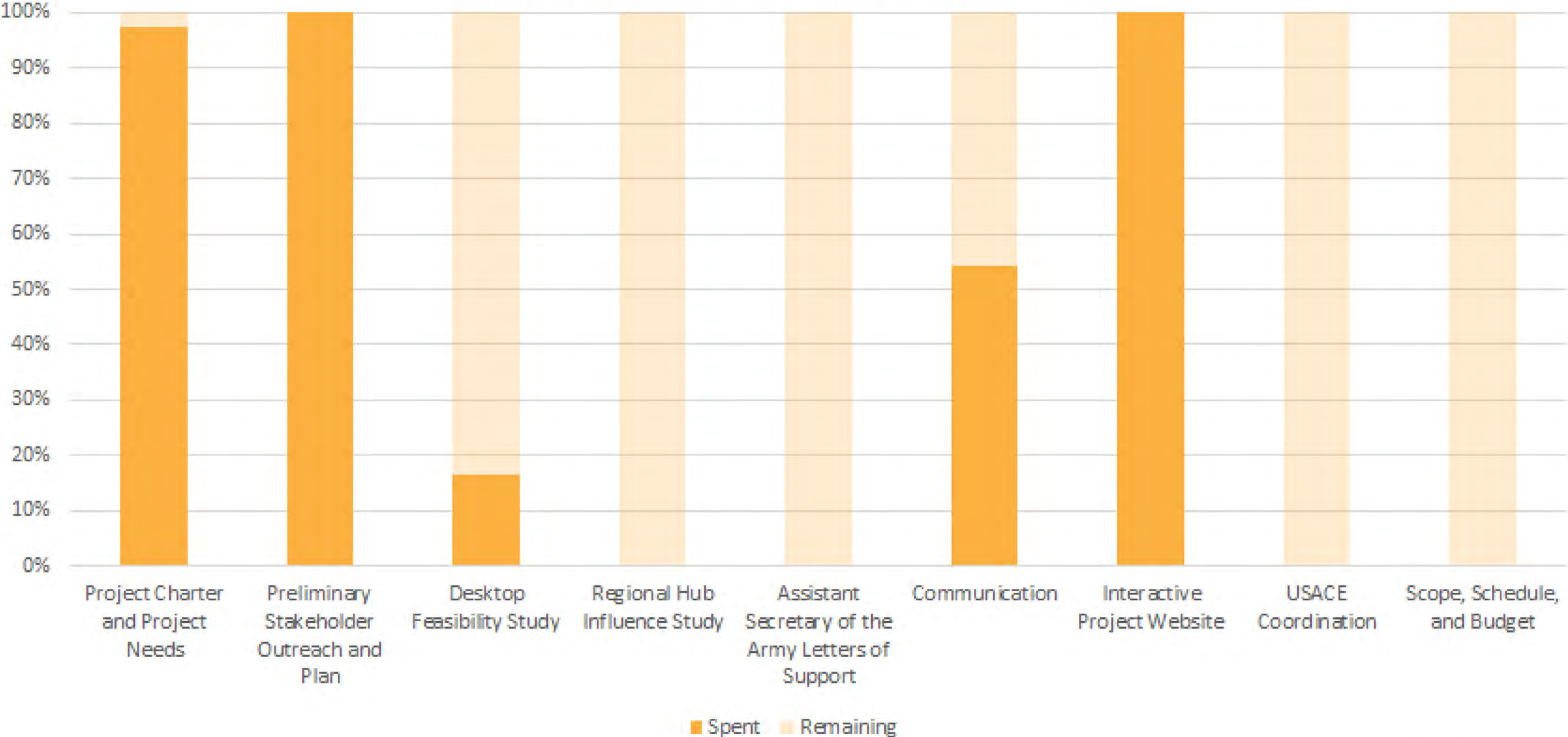
Spent to Date by Study Budget Category



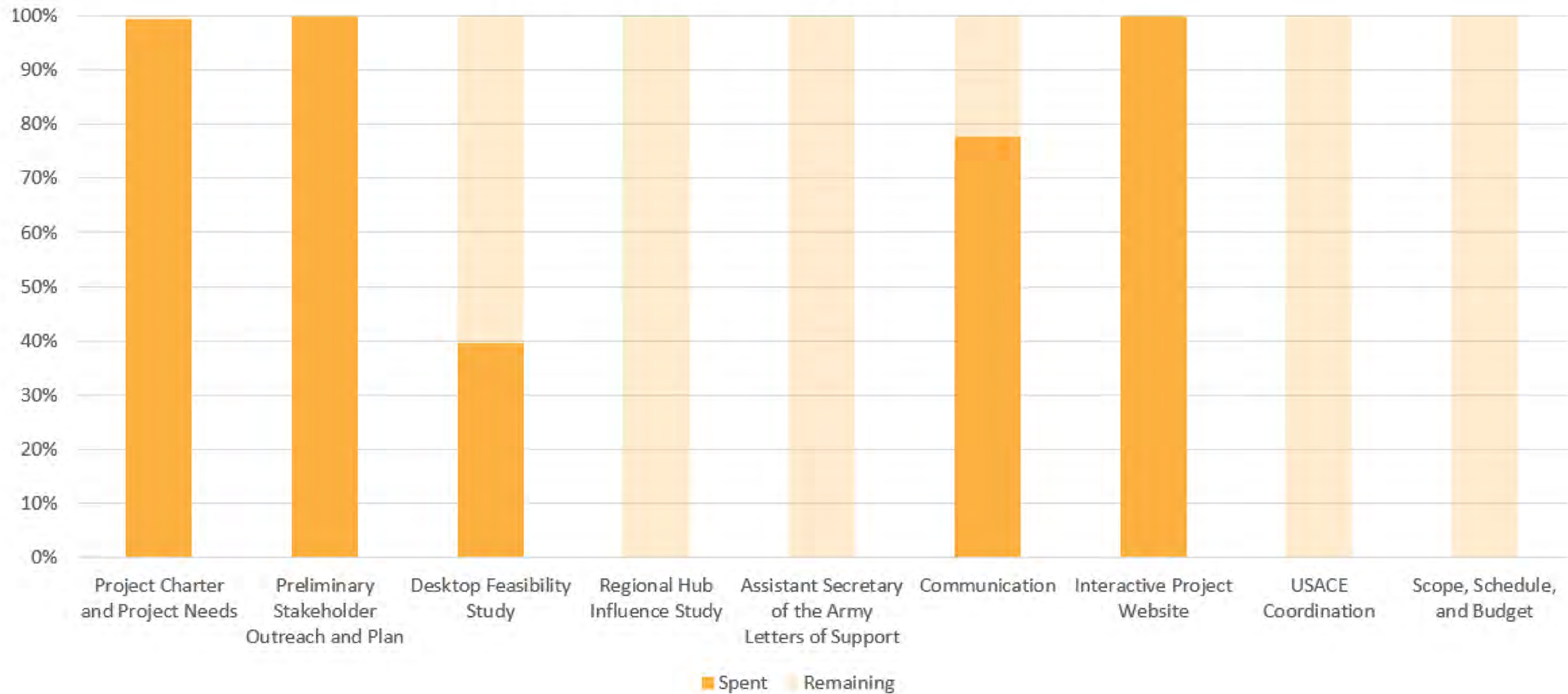
Spent to Date by Study Budget Category



Owner's Representative Spent to Date by Task



Owner's Representative Spent to Date by Task



Report for ADA Advisory Board for City Council **July 11, 2024.**

(Council member Venuti)

Chris Thorsrud, the chair, called the meeting to order. There was a full Advisory Board present.

Under public comments, resident Pat Case mentioned that a State Transportation group going to be in Homer on the 24th. He was planning to talk to them about the crosswalk needed from the library to the Post office and the crosswalk across East End Road for the SVT Clinic and Food Pantry.

New Business was addressed prior to Pending Business, as Jenny Carroll was present at the meeting to present the City's draft 2025-30 CIP for review and consideration. She provided the background and what action was needed from the ADA Advisory Board. She answered questions and asked that three projects be recommended to the City Council. It was decided that the recommendations would be finalized at this meeting, and Renee would give them to Jenny Carroll. The three projects selected last year were brought forth. It was good news to see that the Hornaday Park Public Restroom Facility was underway. It was decided to keep the City Hall Access Barrier Removal combined with Pavement Accessibility at City Facilities as the **first** project. The **second** project is the Nick Dudiak Fishing Lagoon Accessible Ramp and Fishing Platform. The **third** project is the Multi-Use Community Recreation Center. All of these were discussed as very important.

Renee recapped the findings that Alaska violated Title II of the ADA by failing to provide an accessible ballot for in-person voting. At the current time, this is a state violation. The slope of the handicapped spaces and a lack of sidewalk to get to the voting polls from the upper parking lot were cited as issues in Homer. The City has the wheelchair access slope issue in the plans for improvement. It is on the Board's CIP list.

Under pending business, the draft trail appendix was examined after the site audit made in June. There was even a photo of the audit crew in the Homer newsletter.

Brad Parsons reminded us that this was the 34th anniversary of the passage of ADA, and all were invited to a celebration on the 26th of July at the Independent Living Center.

Pat Case was thanked for his dedication to this Advisory Board.

Renee will continue to clerk for the ADA meetings. We celebrated her new position in the Clerk's Office.

The next scheduled meeting is August 8 at 4:00 p.m.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: July 17, 2024
SUBJECT: City Manager's Report for July 22, 2024 Council Meeting

Visit from Legislative Staffers

The City was honored to welcome four distinguished legislative staffers on the afternoon of June 26. Our guests included Elaina Spraker, Regional Director for U.S. Senator Dan Sullivan; Tanya Lauteret, Regional Special Assistant for U.S. Senator Lisa Murkowski; Jill Schaefer, Director of the Kenai Peninsula Office of Governor Dunleavy; and Liz Williams, Director of Correspondence and Constituent Relations for the Office of the Governor in Juneau. These regional directors play a crucial role as liaisons between constituents and elected officials, ensuring that the voices of Kenai Peninsula residents are heard in Juneau and Washington, D.C. Their visit provided an opportunity to discuss topics of mutual concern such as housing shortages and to update the Directors on City initiatives like the Homer Harbor Expansion, the need for sidewalk facilities on State roads, Spit erosion mitigation and harbor float replacement, among others. Ms. Williams, who assists in drafting letters of support for the Governor's Office, took particular interest in learning first-hand about Homer's recent grant-related projects for which she helped write letters of support. We appreciate the time together to strengthen our working relationships and, again, extend our thanks for their commitment to and on-going efforts on behalf of the entire Kenai Peninsula.



Homer Public Library Appreciates their Volunteers

On June 25, the library workroom hosted a volunteer-appreciation lunch for all the groups that offer their time to support the library: the FHL board and the LAB; the regular volunteers who shelve, clean and repair books; the members of the Teen Advisory Board and the others who assist with youth events; the dozens of people who sort book donations, drive the bookmobile, read between the lines on the radio, and hang flyers around town; and the huge array of people who help out with the book and plant sales, the Celebration of Lifelong Learning, the chess club, the author events and other special projects. FHL provided an outstanding selection of food and put up some impressive decorations. The list of invitees came to more than 90 people, of whom about a third managed to attend. Thank you all—the library could not accomplish half of what it does without your help.



Prince William Sound Regional Citizens Advisory Council Five-Year Project Planning

The Prince William Sound Regional Citizens' Advisory Council is updating its five-year project planning guide and is soliciting feedback from stakeholders. Project proposals and suggestions are due by September 1, 2024. Attached to this report is a Letter to Stakeholders, and two versions of suggested project briefing templates.

Statewide Transportation Improvement Program

The Alaska Department of Transportation and Public Facilities has released its 2024-2027 [Statewide Transportation Improvement Program \(STIP\) Amendment #1](#) for public review and comment. The STIP is Alaska's four-year transportation program that addresses capital improvement projects on our roads, highways, and Marine Highway system. STIP Amendments are required when major changes are made to projects and/or project funding in the current approved STIP. The public comment period is open until Monday, August 5, 2024. You can comment on the public input site linked above or by sending a letter, resolution, or other comment documentation directly to the Alaska DOT&PF.

Attachments:

- July Employee Anniversaries
- Kachemak Sponge Project Update
- Prince William Sound Regional Citizens' Advisory Council Information
- Small Business Development Center Quarterly Report



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: ANDREA BROWNING
DATE: JULY 22, 2024
SUBJECT: JULY EMPLOYEE ANNIVERSARIES

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

| | | |
|--------------------------|-----------------------|-----------------|
| Lori Sorrows | Finance | 25 Years |
| Dan Olsen | Public Works | 23 Years |
| Julie Engebretsen | Community Dev. | 22 Years |
| Dave Welty | Public Works | 16 Years |
| David Bernard | Library | 13 Years |
| Jason Hoffman | Public Works | 9 Years |
| Jason Hanenberger | Public Works | 5 Years |
| Mark Kirko | Fire | 5 Years |
| Owen Meyer | Public Works | 3 Years |
| Ryan Foster | Community Dev. | 2 Years |
| Keith Bohlken | Public Works | 1 Year |
| Bradley Bordner | Police | 1 Year |
| Tom Gilbert | Port | 1 Year |
| Aaron Knowles | Fire | 1 Year |
| Greg Trail | Public Works | 1 Year |



MEMORANDUM

Kachemak Peatlands (Sponge) Project Update

Item Type: Informational Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: July 17, 2024
From: Leon Galbraith, P.E., City Engineer & Julie Engebretsen, Community Development Director
Through: Melissa Jacobsen, City Manager

Kachemak Peatlands (Sponge) Project Update

The Kachemak Peatlands Project is the collaborative project between the City of Homer (COH) and Kachemak Bay National Estuarine Research Reserve (KBNERR) for a storm water infrastructure project near Kachemak Drive, south of Northern Enterprises Boat Yard. KBNERR received a NOAA grant (approximately \$1.17 million) to fund acquisition of land parcels for conserving peatlands as well as design funds for green infrastructure storm water treatment. Properties that will contain constructed storm water works are not eligible for grant funding. As part of the project, the COH set aside funding (\$418,100, Ordinance 23-23) to purchase two parcels that would contain built storm water treatment/conveyance infrastructure.

The grant funding included potential acquisition of eleven parcels; one Kennedy owned parcel, eight Kenai Peninsula Borough owned parcels, and two of the Moore and Moore owned parcels. As the project and engineering design has progressed, there is now a clearer picture of which lands are required for constructed storm water treatment, and thus are ineligible for acquisition through grant funds.

Coble Geophysical is nearing completion of the final project design. Staff has continued discussion of the land purchases with KPB and is working to determine a fair sale price through new appraisals due to be completed in August. Of the eight KPB parcels, there are currently five that could be purchased with grant funds and three that would require city funding; see attached map. The southeast corner Moore and Moore property will very likely be a grant funded purchase but we are still awaiting confirmation from NOAA on that matter.

From the June 2022 appraisal, the three KPB lots would appraise in the \$31,000 each range. If that is true we anticipate needing approval of approximately \$100,000, as well as Phase 1 environmental reports, appraisals, and transaction fees.

Current ongoing work includes the new appraisals, storm water treatment design finalization, and providing NOAA additional information on soil and habitat disturbance. See attached project memo exhibits from KBNERR representative Katherine Schake to NOAA and from Geoff Coble, storm water infrastructure designer. Also included are recent updated project design figures. The final attachment is a figure illustrating the affected project area habitats.



June 24, 2024

Kachemak Bay National Estuarine Research Reserve
 Memo Regarding: Kachemak Drive Peatlands Water Quality Improvement Project
 Land Conservation Project Award #: NA23NOS4730101-T1-01

Dear NOAA Review Staff,

The Kachemak Bay National Estuarine Research Reserve (KBNERR) and City of Homer are requesting that NOAA consider and approve the installation of minimal infrastructure on the conservation lands purchased with NOAA conservation funds for the project titled “Kachemak Drive Peatlands Water Quality Improvement Project.” Originally this project was defined as only buying land to conserve the properties with no developments. The City of Homer is providing matching non-federal funds to purchase surrounding lands and install green infrastructure for stormwater management, modeled after designs in Finland, where similar flooding and seasonal freezing occur. However, after more research and design, it has been determined that the best way to ensure a successful project is to install some of this stormwater infrastructure on the conservation designated lands. This memo serves as an explanation and an inquiry to see if NOAA will permit such infrastructure to be installed on these conservation lands.

The ultimate goal of this entire stormwater management system is to manage runoff and flooding from increasingly intense storm events in the best way possible. The proposed infrastructure will slow, filter, and direct stormwater runoff, protecting the health of Kachemak Bay from pollutants and sediment while minimizing coastal erosion and keeping the wetlands/peatlands intact. Should NOAA determine that infrastructure is not allowed on these parcels, it is still beneficial to purchase the lands and maintain them with no development. However, degradation to the wetlands due to channeling from stormwater runoff upgradient has been and will continue to impact these lands, as they are currently impacted by surrounding developments (e.g., a boat yard and private properties increasing impervious surfaces, disrupting native vegetation and soils, and creating ditches and channels that deplete wetland ecosystem functions). The City’s nature-based solution to managing stormwater and retaining water in the landscape requires some infrastructure to adjust and redistribute the stormwater – achieving the ultimate goal of increased water retention in the natural wetlands that will continue to provide habitat for local wildlife and birds while maintaining ecosystem function.

Please see the attached memo from Coble Geophysical, dated 6/17/24, that further describes the infrastructure needed for stormwater redistribution. Specifically, in the “Kachemak Sponge Wetlands” graphics, Figure 2 titled: *Acquisition Map - PLAN A1: Option A* we are requesting clarification on:

Kennedy parcel

The Kennedy parcel will be purchased with NOAA funds, and the question is whether or not infrastructure will be allowed. Please note, if this infrastructure is not permitted on the Kennedy parcel, *it is still of immense value to purchase the property as intended, with no infrastructure installed.*

Plan 1A Areas, KPB(1) and Moore(1)



The parcels outlines in dashed orange lines on the east and west sides of the core conservation parcels (KPB(1) and Moore(1)) require infrastructure installment, and the City is requesting approval to purchase these parcels with NOAA funds *and* install the described infrastructure.

Should you have any questions, please don't hesitate to reach out.

Sincerely,

A handwritten signature in black ink that reads 'Katherine Schake'.

Katherine Schake
Reserve Manager, KBNERR

COBLE GEOPHYSICAL SERVICES

P.O. Box 1637

Homer, Alaska

99603-1637

(907) 399-6366

GEOPHYSICAL CONSULTING

Groundwater/Surface Water
Geophysics

CGS MEMORANDUM 6/17/24

Katherine Schake
Reserve Manager
Kachemak Bay National Estuarine Research Reserve
Alaska Center for Conservation Science, University of Alaska Anchorage
Direct line: 907-235-1593
Office: 907-235-4799
[https://accs.uaa.alaska.edu/kbnerr/
kachemakbayreserve.org](https://accs.uaa.alaska.edu/kbnerr/kachemakbayreserve.org)

RE: Kachemak Sponge Stormwater Treatment System
NOAA Land Acquisition Requests for Additional Detail
Stormwater Treatment Design: Trapezoidal Channels
East Kachemak Drive Area, Homer, Alaska

Dear Katherine,

This memorandum is a follow-up to the meeting we had with NOAA on 6/14/24 in order to better explain the stormwater treatment system for the East Kachemak Drive area of Homer.

Figure 1 shows the location of the project, and that the subject area contains many of Homer's industrial areas and continues to be an area of burgeoning development. Aerial imagery is used to show a recent state of development.

Therefore the wetlands of this area have been increasingly stressed due to increasingly rapid runoff. A stormwater discharge outfall from this area is the most likely cause for the dramatic receding shoreline just below the label 'Industrial Development' in Figure 1. Stormwater retention would help with this situation.

In addition, we found road sand deposits from stormwater runoff in the discharge slope areas of the Kennedy property – shown in Figure 1 as undeveloped property – noting that stormwater discharge locations occur throughout the wetlands and discharge slope of the project area. In general, mapped streams in Figure 1 are already being used for stormwater runoff.

Since a central impetus of this project is to maintain the remaining wetlands, provide water retention and stormwater treatment, it therefore becomes necessary to re-distribute the channelized stormwater.

Figure 2 shows an updated graphic with the main Kennedy property scenario, indicating the two trapezoidal channel types. It is important to remember that we have backup engineered plans for stormwater management in case the

Kennedy property falls through (due to competing offers of land acquisition); and in case the sediment trap pond just above (upgradient of) the Kennedy property is not permitted to be installed on lands acquired with NOAA conservation funding.

The ideal design for conserving the health of the wetlands on and down gradient of the Kennedy property is that intercepted stormwater is re-distributed into the remaining land area using a distribution canal as shown in Figure 2. Figure 3 shows the general design of the distribution canal, which includes periodic (approximately every 30 feet) surveyed turnouts along its length. Water is distributed via vegetative and cobble drop structures downgradient of each turnout.

Since this project is located in an area with seasonally frozen ground, this open swale system is only operational from spring breakup into early winter, on normal years. The preceding underground system of water distribution is used for stormwater produced during the shoulder seasons, as previously reviewed.

All stormwater treatment systems are faced with water discharge that can be extremely high on rare occasions, and this system has a capacity to address more of those challenges than an off-the-shelf system for both high discharge water treatment and water retention for most seasonal situations, referring to our seasonally frozen ground (SFG) conditions which account for several months in each normal year.

We have monitored the critical water discharge parameter closely, and were able to examine a historic flood event in the East Kachemak project area with camera recorded flumes (September, 2023). This data helped inform the ongoing design.

As land acquisition efforts move forward, stormwater infrastructure design is evolving. Having clarity on what infrastructure is permitted on properties purchased with NOAA conservation funds will inform the final engineering of the design.

Please let me know if you have any questions or concerns.

Sincerely,

COBLE GEOPHYSICAL SERVICES

Geoff Coble, M.S., PG

Homer Professional Building

910 East End Rd, Suite #1

Homer, Alaska 99603

KACHEMAK SPONGE WETLANDS



Alaska



Kenai Peninsula



Homer, Alaska / Area of Interest



Area of Interest - Kachemak Dr. (Sponge)

CLIENT

City of Homer
Homer Public Works Dept
3575 Heath St
Homer, AK 99603

PROJECT

Kachemak Sponge Wetlands
Stormwater Treatment System

DRAWN BY












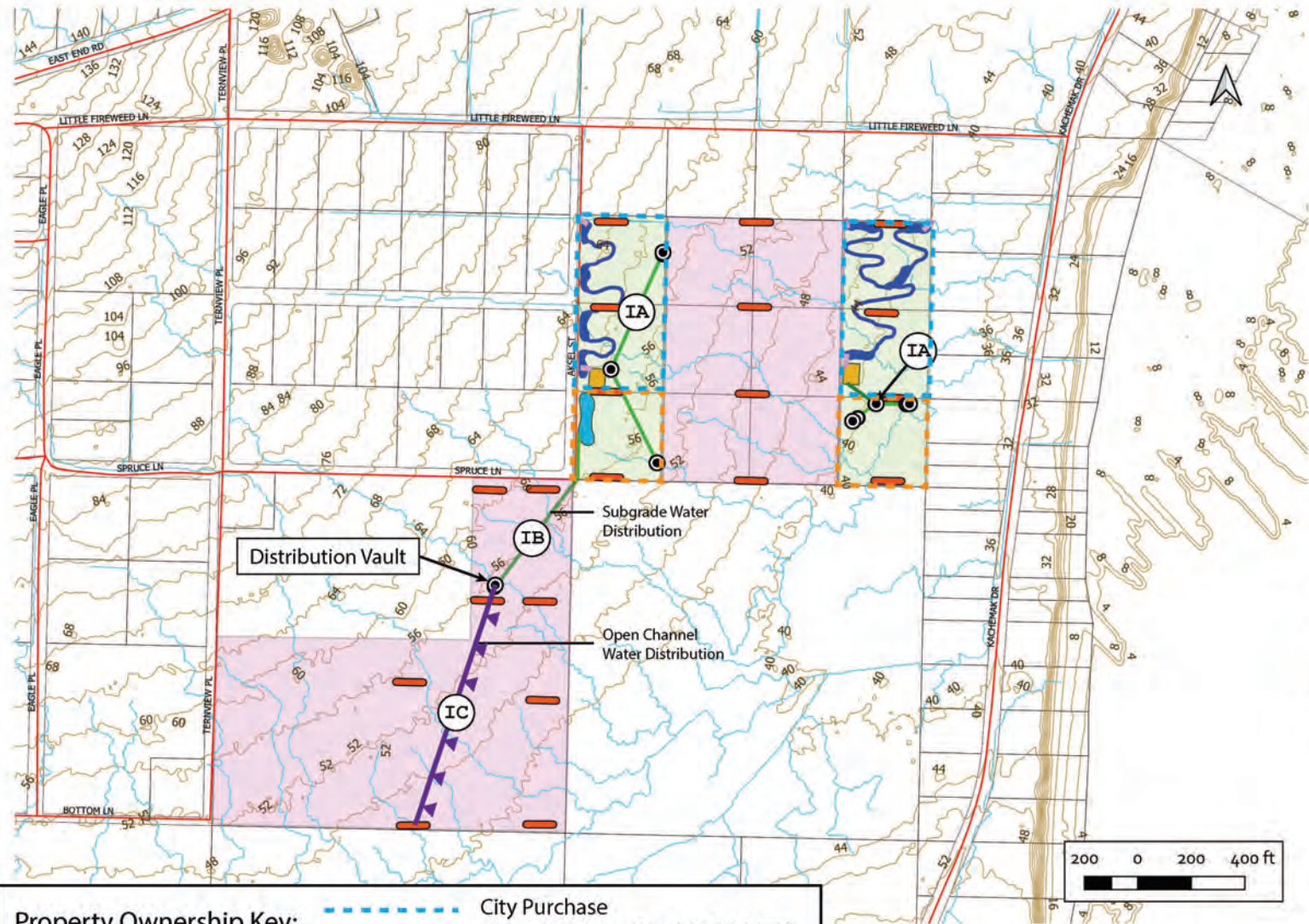
DESCRIPTION

Site Location and Aerial showing Ongoing development encroachment on remaining stormwater treatment wetlands

Acquisition Map - PLAN A1: Option A

LEGEND

-  PLAN A1 Area
-  NOAA Acquisition Boundary
-  Supplemental Monitoring:
Vegetation transects:
30m (100ft) each
-  Distributor Vault
-  INSET
24-inch HDPE
Culvert Distributor
-  INSET
36-inch HDPE
Culvert Distributor
-  INSET
Trapezoidal Bioswale
Distributor
-  Trapezoidal
Bioswale Distributor
With Turnouts
-  Trapezoidal Connecting
Bioswale



Property Ownership Key: --- City Purchase
--- Needs Confirmation (NOAA/COH)

CLIENT
 City of Homer
 Homer Public Works Dept
 3575 Heath St
 Homer, AK 99603

PROJECT
 Kachemak Sponge Wetlands
 Stormwater Treatment System

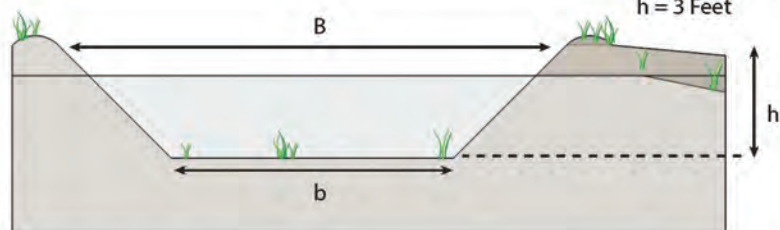
DRAWN BY



DESCRIPTION
 Kachemak Sponge Wetlands
 Stormwater Treatment System
 Acquisition Map

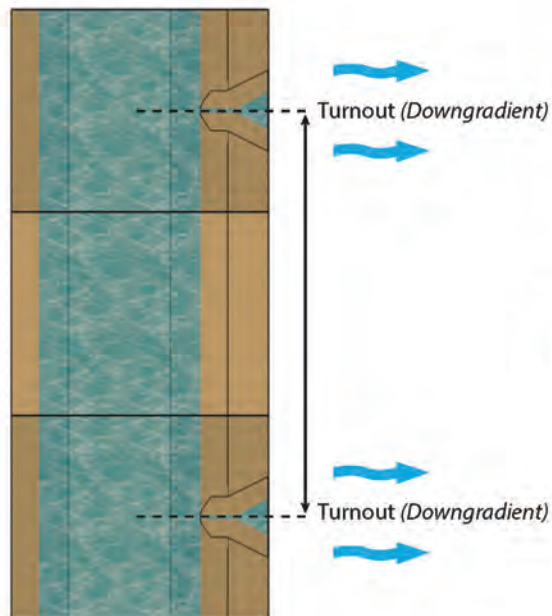
TRAPEZOIDAL BIOSWALE - VERSION WITH WATER DISTRIBUTION TURNOUTS

CROSS-SECTION VIEW

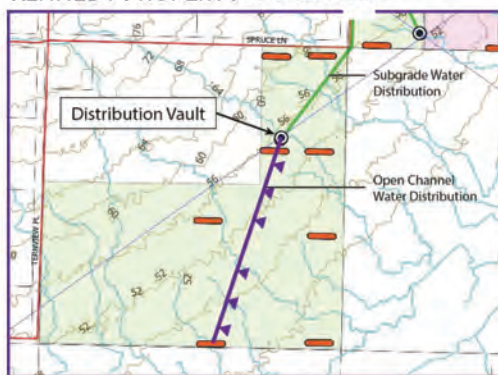


Where:
B = 21 Feet
b = 3 Feet
h = 3 Feet

TOP DOWN VIEW

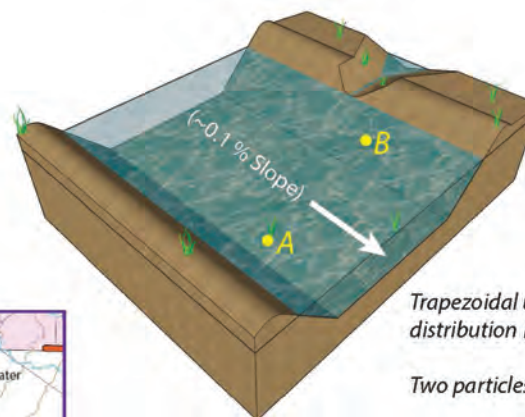


KENNEDY PROPERTY BIOSWALES



Note: Water Distribution Turnouts are only present on the Kennedy Property Bioswales

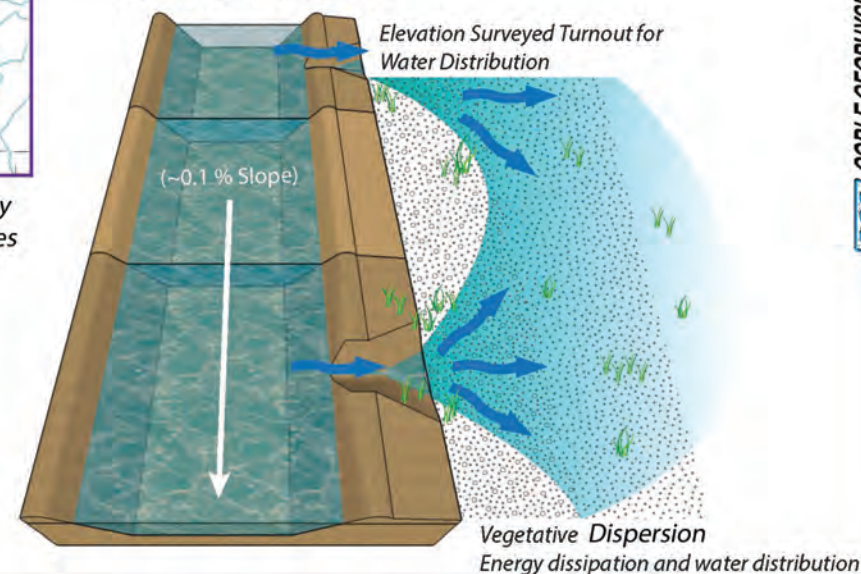
PERSPECTIVE VIEW (SEGMENT)



Trapezoidal unlined and vegetated distribution bioswale

Two particles A and B are on the bed and bank

TOP DOWN - PERSPECTIVE



Vegetative Dispersion
Energy dissipation and water distribution

CLIENT

City of Homer
Homer Public Works Dept
3575 Heath St
Homer, AK 99603

PROJECT

Kachemak Sponge Wetlands
Stormwater Treatment System

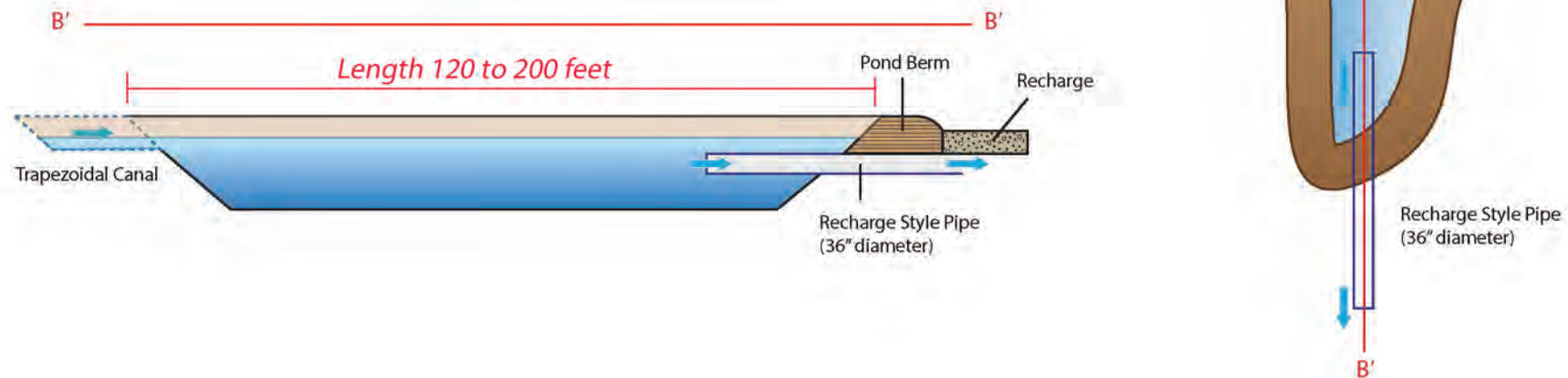
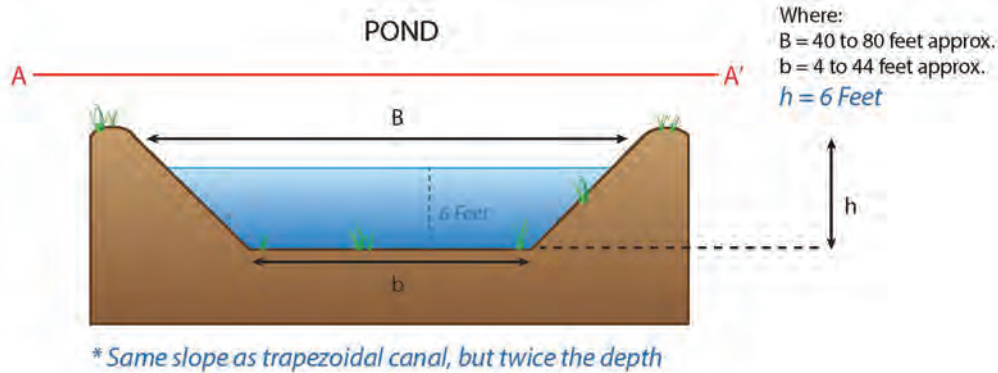
DRAWN BY



DESCRIPTION

Kachemak Sponge Wetlands
Stormwater Treatment System
Kennedy Property Trapezoidal
Bioswales with Turnouts

PONDS - CROSS SECTION



CLIENT
 City of Homer
 Homer Public Works Dept
 3575 Heath St
 Homer, AK 99603

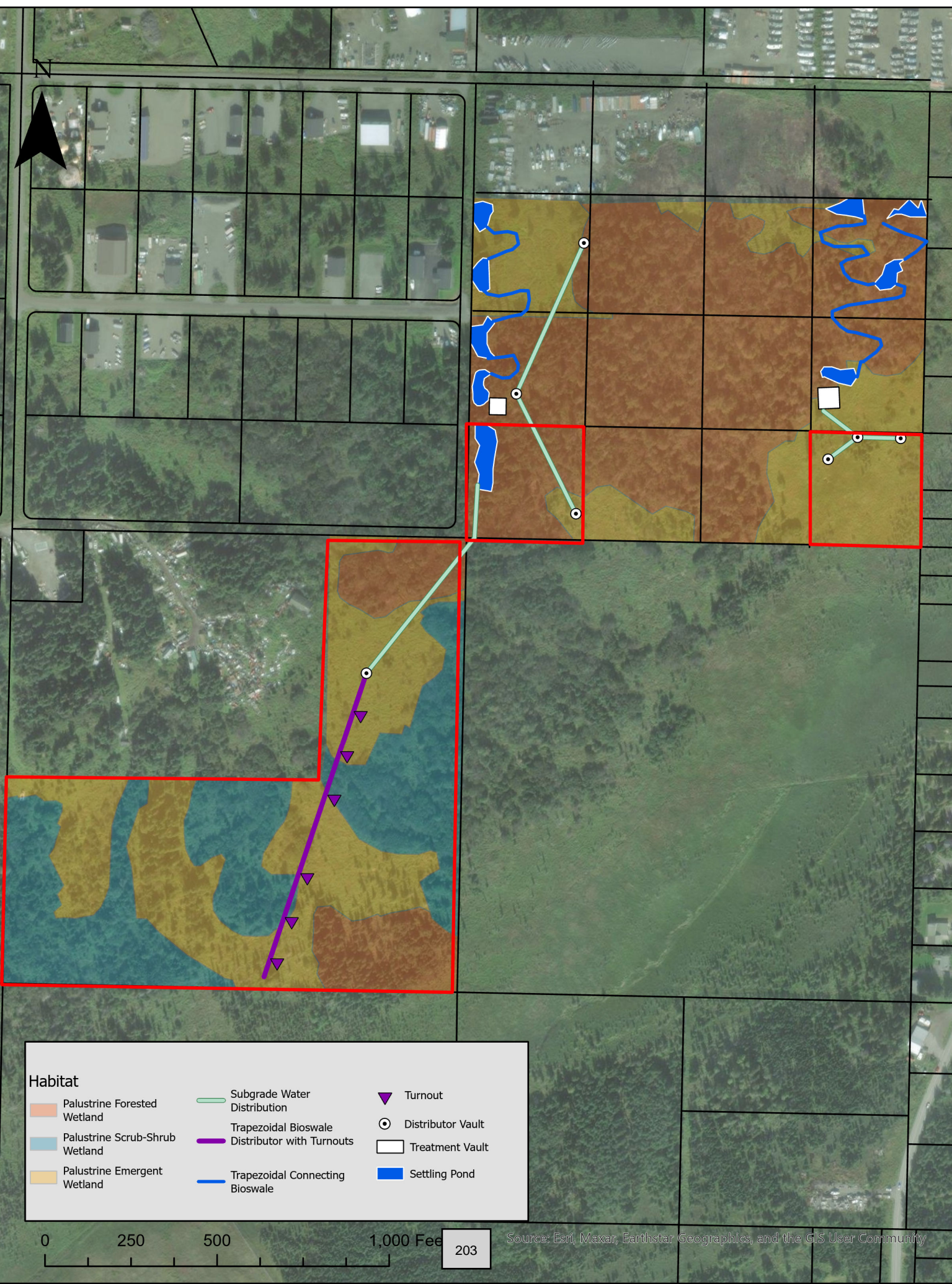
PROJECT
 Kachemak Sponge Wetlands
 Stormwater Treatment System

DRAWN BY



DESCRIPTION
 Kachemak Sponge Wetlands
 Stormwater Treatment System
 Ponds - Cross Section

FIGURE
04



Habitat

- | | | |
|--------------------------------|---------------------------------|-------------------|
| Palustrine Forested Wetland | Subgrade Water Distribution | Turnout |
| Palustrine Scrub-Shrub Wetland | Trapezoidal Bioswale | Distributor Vault |
| Palustrine Emergent Wetland | Distributor with Turnouts | Treatment Vault |
| | Trapezoidal Connecting Bioswale | Settling Pond |

0 250 500 1,000 Feet



www.pwsrcac.org

Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers.

Members:

Alaska State
Chamber of Commerce

Chugach Alaska
Corporation

City of Cordova

City of Homer

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of Chenega

Community of Tatitlek

Cordova District
Fishermen United

Kenai Peninsula
Borough

Kodiak Island Borough

Kodiak Village Mayors
Association

Oil Spill Region
Environmental Coalition

Oil Spill Region
Recreational Coalition

Port Graham
Corporation

Prince William Sound
Aquaculture Corporation

Anchorage

3709 Spenard Rd, Ste 100
Anchorage, AK 99503
O: (907) 277-7222
(800) 478-7221

Valdez

P.O. Box 3089
130 S. Meals, Ste 202
Valdez, AK 99686
O: (907) 834-5000
(877) 478-7221

7/16/2024

SUBJECT: PWSRCAC Project Planning Request – Due Date **September 1, 2024**

To Whom It May Concern:

The Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is seeking your ideas on projects that support our mission of promoting environmentally safe operation of the Valdez Marine Terminal and associated tankers. PWSRCAC is a federally mandated, independent non-profit corporation whose work is guided by the Oil Pollution Act of 1990 and our contract with Alyeska Pipeline Service Company. Our mandate includes but is not limited to:

- monitoring environmental impacts of the terminal facilities and the tankers that use them;
- reviewing respective oil spill prevention and response contingency plans;
- monitoring drills and exercises;
- studying wind, water currents, and other environmental factors impacting oil spill prevention and response;
- reviewing new technological developments or changed circumstances;
- broadly representing our constituents in the region affected by the Exxon Valdez oil spill of 1989; and,
- providing advice and recommendations to industry and regulators on any findings coming from the above-mentioned tasks.

The PWSRCAC Board of Directors has adopted a Long Range Plan intended to provide a five-year framework to guide the development of our annual work plan and budget. This plan builds upon the extensive foundations and work that our organization has accomplished over the past 36 years. Past work and research products can be found here: <http://www.pwsrcac.org/programs/>.

There are many avenues in which we strive to achieve our mission. One is to foster partnerships and collaboration among industry, government agencies and citizens. We have learned that such partnerships and collaborations lead to good policies, better prevention measures and response capabilities, safer transportation of oil, and improved environmental protection.

Our Board of Directors is working to update the Long-Range Plan to cover fiscal years 2026 through 2030 and we invite your suggestions for projects that would support our mission. **Please submit suggestions no later than September 1, 2024.** Please provide the following information for any proposed projects:

- 1) Project name and brief description;
- 2) Why the proposed project is important to our organization, mission and/or our constituents;


- 3) What would be accomplished as a result of successfully completing the project;
- 4) The probability of successfully completing the proposed project; and
- 5) Estimated cost.

A project briefing template is attached to help you through the process for submitting conceptual, idea-based projects. If your proposal involves a more complex, data-driven project, we will need the additional information contained in the attached project proposal template. Also attached is a contact list of PWSRCAC staff, along with a brief description of the work of our five technical committees. You are encouraged to contact staff if you have questions about how your new project might support our organization, mission and constituents, or if you have any other questions regarding this process.

Our technical committees and the PWSRCAC Board of Directors will evaluate current projects and proposed new projects based on the above criteria, and a five-year project schedule will be developed. We appreciate you taking the time to provide suggestions to help us achieve our goals on behalf of the citizens we represent. Joint projects help to generate a cooperative spirit of shared problem solving, leading to common ground and continuous improvements in the safe transportation of oil.

Please do not hesitate to contact me if you have any questions regarding this request. Thank you, in advance, for providing your ideas and suggestions.

Sincerely,



Donna Schantz
Executive Director

Enclosures:

- a) Project Briefing Template
- b) Project Proposal Template
- c) PWSRCAC Staff Contact List

**PWSRCAC Long Range Planning
PROJECT
BRIEFING TEMPLATE**

Submitted by: _____

1. What is the name of the new project?

2. Give a brief description of the new project.

3. Why is this new project important to our organization, mission and/or our constituents?

4. What would be accomplished as a result of successfully completing the new project?

5. What is the probability of successfully completing the project?

6. What is the estimated cost to complete this new project?

**PWSRCAC Long Range Planning
PROJECT
PROPOSAL TEMPLATE**

1. Submitted by (name, title, address, phone, email).
2. Title of new project.
3. Provide a project description including methods, goals, objectives, and approximate timeline including reporting dates. For projects collecting data, indicate the proposed sample size(s) and approximate cost per sample. Applicants are encouraged to use tables, graphs, and maps to delineate project sampling, especially as they relate to study design and sampling analysis.
4. What would be accomplished as a result of successfully completing this new project? How will the results of this project be shared with our organization, our constituents, and/or the public? What products are expected?
5. What is the likelihood of successfully completing this project? Are there challenges that are likely to impact the success or timing of the project?
6. How would this project support the PWSRCAC organization and mission?
7. Project budget: provide estimated budget information for personnel involved, travel, sample collection and analysis, equipment and supplies, report writing, report presentation, and administrative support as applicable. Does the project leverage other, non-PWSRCAC funds or activities? Is maintenance or follow-up work anticipated after completion of this project?

PWSRCAC Staff Contact List
For Long Range Planning Efforts
Deadline to Submit New Project Ideas: September 1, 2024

Please contact the staff listed below if you have questions regarding a new project idea. For more information on PWSRCAC's current and past work efforts please visit us at www.pwsrcac.org

Contact **Nelli Vanderburg, Project Manager Assistant** at (907) 834-5030 | nelly.vanderburg@pwsrcac.org for questions regarding PWSRCAC's long range planning process or the most appropriate staff contact related to your new project idea.

Scientific Advisory Committee (SAC) sponsors independent scientific research and provides scientific assistance and advice to the other council committees on technical reports, scientific methodology, data interpretation, and position papers.

- **Danielle Verna**, Environmental Monitoring Project Manager (907) 834-5090 | dverna@pwsrcac.org

Information and Education Committee (IEC) fosters public awareness, responsibility, and participation through information and education.

- **Amanda Johnson**, Public Communications Project Manager (907) 273-6221 | amanda.johnson@pwsrcac.org
- **Maia Draper-Reich**, Outreach Coordinator (907) 273-6235 | education@pwsrcac.org

Oil Spill Prevention and Response (OSPR) works to minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning, and effective regulations.

- **Linda Swiss**, C-Plan Project Manager (907) 273-6226 | swiss@pwsrcac.org
- **Roy Robertson**, Drill Monitor Project Manager (907) 834-5080 | robertson@pwsrcac.org
- **Jeremy Robida**, OSPR Project Manager (907) 834-5040 | jeremy.robida@pwsrcac.org

Port Operations and Vessel Traffic Systems (POVTS) monitors port and tanker operations in Prince William Sound. POVTS identifies and recommends improvements in the vessel traffic navigation systems and monitors the vessel escort system.

- **John Guthrie**, Maritime Operations Project Manager (907) 834-5020 | john.guthrie@pwsrcac.org

Terminal Operations and Environmental Monitoring (TOEM) identifies actual and potential sources of episodic and chronic pollution from the Valdez Marine Terminal.

- **Sadie Blancaflor**, Terminal Operations Project Manager (907) 834-5050 | mercedes.blancaflor@pwsrcac.org

- **Donna Schantz**, Executive Director | (907) 834-5070 | schantz@pwsrcac.org
- **Brooke Taylor**, Director of Communications | (907) 273-6228 | brooke.taylor@pwsrcac.org
- **Joe Lally**, Director of Programs | (907) 834-5060 | joseph.lally@pwsrcac.org
- **Hans Odegard**, Director of Administration | (907) 273-6227 | hans.odegard@pwsrcac.org
- **Jaina Willahan**, Assistant for IEC & SAC | (907) 273-6231 | jaina.willahan@pwsrcac.org
- **Nelli Vanderburg**, Assistant for TOEM, POVTS, & OSPR | (907) 834-5030 | nelly.vanderburg@pwsrcac.org
- **Jennifer Fleming**, Executive Assistant | (907) 834-5010 | jennifer.fleming@pwsrcac.org
- **Ashlee Hamilton**, Director of Finance | (907) 273-6232 | ashlee.hamilton@pwsrcac.org



Alaska Small Business
Development Center

SBDC UAA BUSINESS ENTERPRISE INSTITUTE

July 15, 2024

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Mayor Castner, City Council, and City Staff,

This letter serves as our quarterly report from April 1 to June 30, 2024. Homer Business Advisor Robert Green earned some much deserved downtime after logging the most hours in Homer during the previous quarter. On June 25, Robert celebrated his fourth year as a business advisor for the Alaska Small Business Development Center, placing him third on the list of seniority among 14 SBDC advisors. Robert continues to excel with client satisfaction, now reaching eight consecutive quarters with 100% client satisfaction on surveys. Here is a summary of deliverables to the Homer community during the quarter (year):

| | |
|---|---|
| Client Hours: 75.8 (258.3) | Jobs Supported: 28 (160) |
| Total Clients: 29 (67) | Capital Infusion: \$0 (\$1,000,000) |
| New Businesses Started or Bought: 2 (2) | Client Surveys: 100% positive (100% positive) |

This next section provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. Assistance to entrepreneurs looking to start new businesses was again the top topic this quarter, with managing an established business came in second. For industries, professional services jumped to the top of the list for the first time in Homer, followed by a very even spread, with 14 of the 20 sectors receiving support for the second consecutive quarter.

Topics

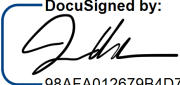
1. Start-up Assistance: 57.3 hrs (76%)
2. General Management: 11.3 hrs (15%)
3. Financing/Capital: 2.5 hrs (3%)
4. Business Planning: 2.0 hrs (3%)
5. Buy/Sell Business: 1.5 hrs (2%)

Industries

1. Professional: 13.5 hrs (18%)
2. Accommodation: 13.5 hrs (18%)
3. Food Services: 10.4 hrs (14%)
4. Retailers: 6.5 hrs (9%)
5. Real Estate: 5.6 hrs (7%)

We would like to thank the City of Homer for providing \$12,000 to keep the Homer Business Advisor position funded in FY25. We greatly appreciate the knowledge, experience, and consistency Robert Green brings to efforts in Homer. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

98AFA012679B4D7...

Jon Bittner
Executive Director
Alaska SBDC

City of Homer
Preliminary Budget Development Schedule
for Fiscal Year 2026 and 2027

| Dates | Event |
|----------------------------|--|
| July 2024 | Begin FY26/27 budget discussions with departments |
| 7/22/2024 | Budget Development Schedule delivered to Council |
| August - October 2024 | Budget Worksessions (Council and Commissions) |
| 10/28/2024 | Committee of the Whole, Council to discuss budget priorities for the coming year |
| | Regular Meeting, Public Hearing - public input on budget priorities for the coming year |
| Beginning of November 2024 | Submit to departments, budget work sheets including salary and fringe benefit costs |
| 11/25/2024 | During Committee of the Whole, Council to discuss Revenue Sources for General Fund and preliminary budget assumptions. |
| End of December 2024 | Departmental Draft Budget and narratives to Finance |
| Mid-January 2025 | Compile data and return copy to departments for review |
| End of January 2025 | City Manager - Budget Review with Finance Director and Department Heads |
| 2nd February 2025 Meeting | City Manager's Budget (Proposed Budget) and Utility Rate Model to Council |
| | Committee of the Whole, Council to discuss budget |
| | Regular Meeting - Public Hearing |
| 1st March 2025 Meeting | Committee of the Whole, Council to discuss budget |
| | Regular Meeting - to introduce Budget Ordinance and Fee/Tariff Ordinances |
| 2nd March 2025 Meeting | Committee of the Whole, Council to discuss budget |
| 1st April 2025 Meeting | Committee of the Whole, Council to discuss budget |
| | Regular Meeting - Public Hearing |
| 2nd April 2025 Meeting | Regular Meeting - Public Hearing & FY 26/27 Budget Adoption |

General Fund
Expenditure Report
Actuals through June 2024
100% Fiscal Year Elapsed

Current Fiscal Analysis

| | FY24 ADOPTED BUDGET | FY24 YTD ACTUAL | |
|---|------------------------------------|----------------------------|------------|
| | | \$ | % |
| <u>Revenues</u> | | | |
| Property Taxes | \$ 4,115,085 | \$ 4,573,957 | 111% |
| Sales and Use Taxes | 8,939,282 | 8,099,265 | 91% |
| Permits and Licenses | 43,797 | 45,926 | 105% |
| Fines and Forfeitures | 10,303 | 3,989 | 39% |
| Use of Money | 0 | 330,807 | |
| Intergovernmental | 746,338 | 759,816 | 102% |
| Charges for Services | 396,890 | 468,744 | 118% |
| Other Revenues | - | 118,411 | |
| Airport | 198,448 | 215,962 | 109% |
| Operating Transfers | 1,800,016 | 862,823 | 48% |
| Total Revenues | \$ 16,250,158 | \$ 15,479,700 | 95% |
| <u>Expenditures & Transfers</u> | | | |
| Administration | \$ 2,312,286 | \$ 1,947,939 | 84% |
| Clerks/Council | 932,785 | 896,595 | 96% |
| Planning | 392,673 | 279,428 | 71% |
| Library | 1,084,122 | 1,032,845 | 95% |
| Finance | 904,572 | 719,257 | 80% |
| Fire | 1,887,213 | 1,703,600 | 90% |
| Police | 4,288,762 | 4,343,455 | 101% |
| Public Works | 3,515,361 | 3,092,865 | 88% |
| Airport | 229,618 | 233,974 | 102% |
| City Hall, HERC | 179,040 | 177,318 | 99% |
| Non-Departmental | 189,000 | 189,000 | 100% |
| Total Operating Expenditures | \$ 15,915,432 | \$ 14,616,275 | 92% |
| Transfer to Other Funds | | | |
| Leave Cash Out | \$ 221,360 | \$ 221,360 | 100% |
| Other | 103,366 | 103,366 | 100% |
| Total Transfer to Other Funds | \$ 324,725 | \$ 324,725 | 100% |
| Transfer to CARMA | | | |
| General Fund Fleet CARMA | \$ - | \$ - | 0% |
| General Fund CARMA | - | - | 0% |
| Seawall CARMA | 10,000 | 10,000 | 100% |
| Total Transfer to CARMA Funds | \$ 10,000 | \$ 10,000 | 100% |
| Total Expenditures & Transfers | \$ 16,250,158 | \$ 14,951,000 | 92% |
| Net Revenues Over (Under) Expenditures | \$ 0 | \$ 528,700 | |

Water and Sewer Fund
Expenditure Report
Actuals through June 2024
100% Fiscal Year Elapsed

Current Fiscal Analysis

| | FY24 | FY24 YTD | |
|--|---------------------------|---------------------|-------------|
| | ADOPTED BUDGET | ACTUAL | |
| | | \$ | % |
| <u>Revenues</u> | | | |
| Water Fund | \$ 2,371,928 | \$ 2,356,294 | 99% |
| Sewer Fund | 1,948,388 | 1,836,958 | 94% |
| Total Revenues | \$ 4,320,316 | \$ 4,193,252 | 97% |
| <u>Expenditures & Transfers</u> | | | |
| <u>Water</u> | | | |
| Administration | \$ 310,092 | \$ 300,184 | 97% |
| Treatment Plant | 685,152 | 726,473 | 106% |
| System Testing | 33,000 | 34,940 | 106% |
| Pump Stations | 115,707 | 105,576 | 91% |
| Distribution System | 373,035 | 413,745 | 111% |
| Reservoir | 19,025 | 18,650 | 98% |
| Meters | 285,597 | 56,292 | 20% |
| Hydrants | 214,533 | 197,131 | 92% |
| <u>Sewer</u> | | | |
| Administration | \$ 304,197 | \$ 295,107 | 97% |
| Plant Operations | 836,596 | 818,045 | 98% |
| System Testing | 18,000 | 13,801 | 77% |
| Lift Stations | 216,352 | 190,156 | 88% |
| Collection System | 307,177 | 244,623 | 80% |
| Total Operating Expenditures | \$ 3,718,464 | \$ 3,414,723 | 92% |
| Transfer to Other Funds | | | |
| Leave Cash Out | \$ 15,769 | \$ 15,769 | 100% |
| GF Admin Fees | - | - | 0% |
| Other | 22,945 | 22,945 | 100% |
| Total Transfer to Other Funds | \$ 38,714 | \$ 38,714 | 100% |
| Transfers to CARMA | | | |
| Water | \$ 309,001 | \$ 309,001 | 100% |
| Sewer | 254,138 | 254,138 | 100% |
| Total Transfer to CARMA Funds | \$ 563,138 | \$ 563,138 | 100% |
| Total Expenditures & Transfers | \$ 4,320,316 | \$ 4,016,575 | 93% |
| Net Revenues Over(Under) Expenditures | \$ 0 | \$ 176,677 | |

Port and Harbor Fund
Expenditure Report
Actuals through June 2024
100% Fiscal Year Elapsed

Current Fiscal Analysis

| | FY24 | FY24 YTD | |
|--|---------------------------|---------------------|-------------|
| | ADOPTED BUDGET | ACTUAL | |
| | | \$ | % |
| <u>Revenues</u> | | | |
| Administration | \$ 622,910 | \$ 865,174 | 139% |
| Harbor | 3,961,361 | 4,307,225 | 109% |
| Pioneer Dock | 307,804 | 285,767 | 93% |
| Fish Dock | 578,477 | 677,385 | 117% |
| Deep Water Dock | 182,426 | 151,937 | 83% |
| Outfall Line | 4,800 | 4,800 | 100% |
| Fish Grinder | 7,390 | 10,393 | 141% |
| Load and Launch Ramp | 130,000 | 145,410 | 112% |
| Total Revenues | \$ 5,795,168 | \$ 6,448,091 | 111% |
| <u>Expenditures & Transfers</u> | | | |
| Administration | \$ 1,148,734 | \$ 1,046,239 | 91% |
| Harbor | 1,611,779 | 1,528,990 | 95% |
| Pioneer Dock | 86,646 | 88,675 | 102% |
| Fish Dock | 748,267 | 621,034 | 83% |
| Deep Water Dock | 105,007 | 84,527 | 80% |
| Outfall Line | 13,500 | 5,045 | 37% |
| Fish Grinder | 27,682 | 33,053 | 119% |
| Harbor Maintenance | 533,783 | 527,648 | 99% |
| Main Dock Maintenance | 51,393 | 45,068 | 88% |
| Deep Water Dock Maintenance | 61,893 | 51,346 | 83% |
| Load and Launch Ramp | 138,936 | 108,992 | 78% |
| Total Operating Expenditures | \$ 4,527,622 | \$ 4,140,616 | 91% |
| Transfer to Other Funds | | | |
| Leave Cash Out | \$ 73,867 | \$ 73,867 | 100% |
| GF Admin Fees | - | - | 0% |
| Debt Service | 0 | - | 0% |
| Other | 375,092 | 375,092 | 100% |
| Total Transfer to Other Funds | \$ 448,959 | \$ 448,959 | 100% |
| Transfers to Reserves | | | |
| Harbor | \$ 818,588 | \$ 818,588 | 100% |
| Load and Launch Ramp | - | - | 0% |
| Total Transfer to Reserves | \$ 818,588 | \$ 818,588 | 100% |
| Total Expenditures & Transfers | \$ 5,795,168 | \$ 5,408,162 | 93% |
| Net Revenues Over(Under) Expenditures | \$ 0 | \$ 1,039,929 | |

**CITY OF HOMER
HOMER, ALASKA**

Mayor

ORDINANCE 24-30

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE FY24 CAPITAL BUDGET BY APPROPRIATING
\$900,000 FROM THE GAS LINE FUND FOR A MULTI-USE
COMMUNITY RECREATION CENTER PROJECT.

WHEREAS, The City Council has identified the Multi-Use Community Recreation Center
as it's number two priority Capital Improvement Project; and

WHEREAS, The community has long prioritized the need for indoor municipal
recreational and community space, especially considering the ongoing challenges of operating
in the local schools and the city's aging and defunct Homer Education and Recreation Complex
(HERC) facility; and

WHEREAS, Appropriating funds to and for the Multi-Use Community Recreation Center
Project confirms the City Council's strong interest in the project.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby amends the FY24 Capital Budget by
appropriating \$900,000 from the Gas Line fund for a Multi-Use Community Recreation Center
as follows:

| <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
|-------------|--------------------|---------------|
| 175 | Gas Line fund | \$900,000 |
| <u>Fund</u> | <u>Description</u> | <u>Amount</u> |
| 156 | HERC Reserves | \$900,000 |

Section 2. This ordinance is a budget ordinance only, is not permanent in nature and
shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of _____, 2024

CITY OF HOMER

KEN CASTNER, MAYOR

43

44

45

46 ATTEST:

47

48

49 _____
RENEE KRAUSE, MMC, ACTING CITY CLERK

50

51 YES:

52 NO:

53 ABSTAIN:

54 ABSENT:

55

56 First Reading:

57 Public Hearing:

58 Second Reading:

59 Effective Date:

June 10, 2024

To the Homer City council and Mayor,

I am here to urge you to establish a fund that will be used toward the building of a recreational facility for the city of Homer. The proposed amount of \$900,000 that we are discussing tonight is a good starting place. I am concerned that the city is just now considering this step and that it has not been done sooner and on an annual basis.

I started playing pickleball 10 years ago. If something like this had been started then and funded in this manner 10 years ago, we would have accumulated 9 million dollars toward this project. With this kind of commitment, we would be able to grab some serious attention from other sources that could possibly match our contribution. It would show funding sources such as the state and the federal governments that we believe in this project and that we place a high priority on it. So far simply placing it high on the Capital Improvement Projects list is not grabbing anyone's attention. It could be said that those words come easily, just how badly does the City of Homer really want to do this thing?

Please hear again the voices of the community that have been asking for a recreation center to be built. You have heard a great deal of testimony and seen a great many studies that explicitly point out the huge benefits brought to our society. The young and old alike reap huge rewards from regular exercise and engaging socially amongst ourselves.

Please be bold and fund the full amount and more of this proposal. It will show everyone that we are willing to put some real skin into the game.

Sincerely,

Holly Van Pelt

City of Homer resident



MEMORANDUM

Accessible/Disabled Parking on the Homer Spit

Item Type: Action Memorandum
Prepared For: Mayor Castner and City Council
Date: July 10, 2024
From: Councilmembers Lord and Aderhold

We have received correspondence from a Homer resident concerned about paid accessible/disabled parking on the Spit adjacent to the harbor. A relative of the individual was not able to find available accessible/disabled parking in the area of the harbor that remains free and was frustrated that their relative was then required to pay for accessible/disabled parking because free parking was not available. The individual complained to the harbormaster's office and received a preprinted explanation of the reasoning behind the requirement to pay for accessible/disabled parking in the areas that are paid parking.

While we know that parking on the Spit and the parking policy related to accessible/disabled parking complies with the Americans with Disabilities Act (ADA), we believe the Homer Spit parking policy related to accessible/disabled parking deserves additional review by both the Port and Harbor Advisory Commission and the ADA Advisory Board. Overall parking is at a premium and accessible/disabled parking is limited and widely dispersed, as are the businesses most people want to visit. Parking is an ongoing issue on the Spit, and each year harbor staff try new methods to adequately accommodate harbor users, Homer residents and visitors in very limited space.

Homer City Code (HCC) 07.10.010 designates the Harbormaster as the City Traffic Authority for parking on the Spit. HCC 07.10.030(a) provides the Harbormaster the authority to:

1. Establish time limits for parking in City parking lots;
2. Designate City parking lots for paid parking, and establish fees for paid parking in City parking lots; and
3. Designate City parking lots for permit parking, and the fees and qualifications for obtaining a permit.

We know from the Port Director that a previous attempt to provide free accessible/disabled parking within the paid parking areas was not successful because individuals who park at the harbor regularly

found methods to dominate these parking spaces, thereby not allowing visitors with disabilities to park in the accessible/disabled spaces.

We would like to request City Council direct the ADA Advisory Board and the Port and Harbor Advisory Commission to work with the Harbormaster to evaluate accessible/disabled parking on the Spit to make it most useful for those with disabilities while discouraging misuse and provide recommendations to the Harbormaster through the City Council on fees for accessible/disabled parking in City lots on the Homer Spit, as well as any recommended changes in accessible/disabled parking distribution and number of spaces on the Spit. In developing those recommendations, we ask the Board and the Commission to consider the following:

- Parking Requirements of the ADA;
- ADA parking policies of other Alaska harbors;
- Overall adequacy of accessible/disabled parking at the harbor, particularly in the large parking area near Ramps 3 & 4;
- Distance from accessible/disabled parking to Ramp 3 (the most accessible ramp in the harbor) and other visitor amenities (restaurants, shops, fishing charters, etc.) at the harbor; and
- Past ADA related parking policies and why they did not work and whether there are methods or revised policies that would discourage misuse.

Understanding that the Board and Commission may recommend retaining existing policies, we would request recommendations be returned to City Council by the end of 2024.

RECOMMENDATION:

Discuss and approve Memorandum CC-24-150 and refer to the ADA Advisory Board and Port and Harbor Advisory Commission.



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

<name>

<date>

<street address>

<city,state,zip>

<e-mail>

Re:

Dear _____,

At the Homer Harbor, we manage a variety of facilities and services, for a diverse user group with the intent to ensure that everyone has equal access. We follow the ADA of 1990 and the 2010 ADAAG for Boating Facilities to ensure accessibility for all our visitors.

Our parking plan covers multi-use areas along the Homer Spit. We have ADA reserved parking spaces conveniently located at the top of each ramp access point, close to the ramps and paved walking trails around the harbor. These spaces are designed to provide the shortest accessible route to pedestrian entrances, adhering to sections 502 and 208.3 of the ADA guidelines.

We provide ADA parking spaces in both free and fee-pay parking areas, with the same time restrictions as the other spaces in each location. We apply our parking policies and fees equally to all users, ensuring fairness. Specifically, ADA parking spaces located in the free parking lot areas have no cost for use and the ADA parking spaces in the fee-pay lots require payment.

On August 20, 2021, we reached out to the State ADA Coordinator for feedback on our parking policies. The Alaska State ADA Coordinator's Office confirmed that our policies, including paid parking fees, comply with both the ADA and Alaska law, supporting our commitment to equal access for all.

Sincerely,

Bryan Hawkins



MEMORANDUM

Resolution 24-077, A Resolution of the City Council of Homer, Alaska, Supporting a Partnership between the City, University of Alaska and the Kachemak Bay National Estuarine Research Reserve to Submit a Grant Application to the National Oceanic and Atmospheric Administration for Funding to Acquire and Protect Lands within the Bridge Creek Watershed Protection District.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and City Council
Date: July 10, 2024
From: Julie Engebretsen, Community Development Director

Recommendation: Approve Resolution 24-077 to pursue funding for the purchase of lands in the Bridge Creek Watershed Protection District.

Background

The Kachemak Bay Research Reserve is eligible to apply for grant funding that would pay for the purchase of property in the Bridge Creek Watershed Protection District. This is the same funding source as the Kachemak Sponge project, however this Bridge Creek project is much less complicated. (An update on the Kachemak Sponge project will be included in the City Manager's Report at this meeting.) While the sponge project is groundbreaking in many respects, the Bridge Creek project is straightforward land acquisition. This grant presents an excellent opportunity to leverage city efforts to acquire key properties in the watershed. The City's Capital Improvement Plan has land acquisition in the watershed as a long term goal, and has listed this project for twenty some years.

Attached to this memo is the project as it was submitted to NOAA last year for funding. Despite being a thorough letter of interest, NOAA declined the project. With Council approval of this resolution, staff and Research Reserve and Kachemak Heritage Land Trust staff will collaborate to refine this proposal and resubmit the project.

Public Works Director Kort and Community Development Director Engebretsen will attend the Committee of the Whole to discuss the resolution with Council.

Attachments

Letter from Katherine Schake, Reserve Manager, Kachemak Bay Research Reserve
Draft 2023 Submittal to NOAA



Kachemak Bay National Estuarine Research Reserve Alaska Center for Conservation Science

UNIVERSITY of ALASKA ANCHORAGE

2181 Kachemak Drive Homer, Alaska 99603 (907) 235-4799

July 15, 2024

Homer City Council and Staff

Re: NOAA Bipartisan Infrastructure Law Funding Opportunity: NERRs Land Acquisition and Restoration

Dear Homer City Council,

On behalf of the Kachemak Bay National Estuarine Research Reserve (KBNERR), this memo serves as an invitation to the City of Homer to collaborate with KBNERR in applying for funds to acquire and protect lands in the Bridge Creek Watershed. The NOAA Bipartisan Infrastructure Law NERRs Land Acquisition and Restoration grant provides an excellent opportunity to leverage federal dollars to meet the City's long-term goal of preserving the quantity and quality of the sole source of public drinking water, which is predominately recharged through groundwater filtering through surrounding properties in the Bridge Creek Watershed (Brigino et al., 2023). Project partners include the Kachemak Heritage Land Trust (KHLT) and the KBNERR Community Council. Pre-proposals are due August 15th, finalists for the full proposal stage are alerted in November, and full proposals are due in January 2025. Funds are awarded spring of 2025 with a 3-year project period.

The Research Reserve does not own or manage any land, yet has a rare opportunity to pass through federal funds to acquire lands for the protection and conservation of threatened, important habitats. KBNERR has and will continue to apply for the NOAA BIL funding that is specifically available to the NERR system to purchase ecologically important land and/or implement restoration projects that significantly benefit surrounding watersheds. Over the past two years KBNERR has held community meetings to receive input on priority locations and conservation opportunities surrounding Kachemak Bay. KBNERR's Community Council Lands Committee and KHLT have thoroughly evaluated the properties suggested, and prioritized those that best fit the funding criteria. This is the same source of funding that KBNERR applied for and received for the City of Homer to purchase lands along Kachemak Drive to support the city's stormwater infrastructure project (aka 'Kachemak Sponge' project).

This past spring, community members submitted new project ideas, and priorities were updated in preparation for drafting new proposals. Applying for funding to purchase lands in the Bridge Creek Watershed resurfaced as a priority for community partners. Last year, KBNERR, KHLT and the City of Homer collaborated on a letter of intent that served as a pre-proposal for acquiring lands in the Bridge Creek Protection District (Attachment A). This project was not selected to the full proposal stage due to a lack of landowner interest in selling at the time. However, by expanding the geographic scope of the project to the entire Bridge Creek Watershed, not just the Protection District, KHLT has received interest from landowners who would like conservation outcomes for their properties.

Therefore, KBNERR is inviting the City of Homer to collaborate on a pre-proposal to acquire lands in the Bridge Creek Watershed in order to protect the City's drinking water, and continue to provide water for the fish of the Anchor River. Similar to the Kachemak Sponge project, KBNERR would pass through the majority of funding to the City of Homer to purchase and own the lands with conservation easements. A



Kachemak Bay National Estuarine Research Reserve
Alaska Center for Conservation Science
UNIVERSITY of ALASKA ANCHORAGE

2181 Kachemak Drive Homer, Alaska 99603 (907) 235-4799

subaward to the Kachemak Heritage Land Trust (KHLT) would enable KHLT to handle landowner negotiations and deed restrictions on behalf of the city.

Details regarding this funding opportunity are described below:

Specifically, this NOAA BIL funding opportunity seeks projects that enhance coastal resilience.

Examples of strengthening coastal resilience are: protecting lives and property; sustaining commercial, recreational, and subsistence fishing; recovering threatened and endangered species; and maintaining and fostering vibrant coastal economies and lifestyles. NOAA aims to fund high-impact projects that can have a transformational effect on an ecosystem or community.

Land Acquisition Projects: \$500,000 - \$1.5 million each

Lands must be free from any infrastructure and preserved for conservation in perpetuity. KBNERR does not own or manage land. A final landowner must be identified.

BASIC CRITERIA FOR PROPOSED LAND ACQUISITION: Projects must...

- Demonstrate a significant ecological value
- Demonstrate the need for protection
- Demonstrate a clear public benefit
- Be managed and protected in perpetuity by a non-federal entity
- Be located within the Reserve Boundary or Targeted Watershed
- Be purchased at fair market value

TIMELINE

August 15th: Pre-proposals (aka Letters of Intent) due to NOAA
November: NOAA invites finalists to full proposal phase
January 2025: Full Proposals due to NOAA

Please let me know if you have any questions or concerns.

Sincerely,

Katherine Schake, Reserve Manager
Kachemak Bay National Estuarine Research Reserve
kschake@alaska.edu
907-235-1593

Enclosed: Attachment A: Bridge Creek Watershed Protection District Letter of Intent 2023

2023 DRAFT

COVER PAGE

Applicant:

Kachemak Bay National Estuarine Research Reserve

Project Title:

Acquiring Land to Protect Drinking Water in the Bridge Creek Watershed Conservation District

Type of Project:

Land Conservation

Names and Affiliations of the lead principal investigators (PI) with contact information

Katherine Schake

Reserve Manager, Kachemak Bay NERR

Alaska Center for Conservation Science, University of Alaska Anchorage

kschake@alaska.edu (907)235-4799

2181 Kachemak Drive, Homer, AK 99603

Julie Engebretsen

Economic Development Manager, City of Homer

jengebretsen@ci.homer.ak.us (907)435-3119

491 East Pioneer Ave, Homer, AK 99603

Proposed Project Start and End Dates

August 1, 2024 - July 31, 2027

Total Federal Funding Request

\$2,081,450

Statement of Purpose: Water scarcity is a growing concern for rural Alaskan communities including the City of Homer and the surrounding populations due to recent climate change impacts and development pressures. The Bridge Creek Reservoir is the primary source of potable water for Homer residents, providing drinking water to over 1600 residential and 500 commercial customers in addition to water that is trucked to residents outside of the city limits. With this BIL project, KBNERR will partner with the City of Homer to purchase and protect properties within the Bridge Creek Watershed Protection District to prevent the degradation of the watershed's water quality and quantity, ensuring the reservoir continues to be a suitable public water source for the City while functionally recharging salmon-bearing streams.

Brief Project Description: KBNERR and the City of Homer have a rich history of partnering in research, conservation, and water quality and weather monitoring. The lands being considered for acquisition revolve around the Bridge Creek Watershed and Reservoir as the focal area, considering the reservoir's value as a drinking water source and KBNERR's expertise in long-term monitoring. Currently the Reserve is near the conclusion of a study that will result in a water budget for the City of Homer, providing valuable insight into the City's changing water needs. This study puts into practice the decades of Reserve research developed with the University of South Florida's groundwater team to understand the hydrology, recharge, and discharge of groundwater in the landscape of the southern Kenai Peninsula. Groundwater models developed by this team indicate that the properties in this project as well as those adjacent to them contain flow paths that are necessary for directing water to the reservoir and nearby salmon-bearing streams. Ongoing research indicates that during the summer the majority of water in the reservoir comes from groundwater seeps and springs and during the winter 100% of the water resource is dependent on groundwater. That same groundwater is vital to the survival of juvenile salmon in headwater streams, regulating stream temperatures so that sections of salmon habitat remain unfrozen during the winter and cold water refugia are available during the summer. Groundwater flow paths also deliver essential nutrients to these streams, carrying nitrogen and carbon from upland alders and peatlands respectively. With the residential population of Homer growing rapidly, the demand for drinking water increases, and because the reservoir is reliant on groundwater recharge from the watershed, the availability of water for other people and juvenile salmon decreases concurrently. Protecting these properties will have a transformational effect by ensuring that these groundwater flow paths remain intact, protecting vital salmon habitat and drinking water resources for the residents of Homer.

Furthermore, conserving the Bridge Creek Watershed properties will expand the monitoring opportunities available to the Reserve. KBNERR is in the preliminary stages of establishing a new System-Wide Monitoring Program (SWMP) weather and water quality station, and the Bridge Creek Reservoir offers many benefits both to KBNERR and the partnership with the City of Homer as a potential SWMP site. This will broaden the Reserve's capability to track patterns in water use, sample groundwater, and provide further insight into the changing water needs of the Homer area. Continuing KBNERR's involvement in this high priority area will greatly enhance awareness and understanding of the Reserve's mission. Currently KBNERR is developing a communications plan to reach a broader audience beyond the immediate stakeholders and partners. By utilizing the Reserve's expertise in research and monitoring to ensure the protection of such a vital resource, the City of Homer validates the Reserve's role as a source for science that benefits the public and strengthens the public perception of the Reserve.

Ecosystem and community benefits of acquiring these properties extends beyond the protection of water resources and juvenile salmon. They currently provide intact habitat for local, culturally significant wildlife with open meadows, wetlands, cottonwood groves, spruce, and mature willow. The vegetation provides food for

hundreds of moose to browse during the summer and fall, black bears are drawn to the abundance of berries, birdlife is diverse attracting many birders, dolly varden and rainbow trout reside in the reservoir itself, and numerous other animals including wolves, porcupines, and hares can be found making their way through this habitat. However, all of these things: wildlife, fish, and water security, are threatened by the possibility of development in this region.

Over the last decade, Homer has led all other Kenai Peninsula cities in new home construction. The continued tremendous growth of residential subdivisions has resulted in land clearing, ditching to direct water away from and dewater building sites, and increased impervious surfaces. The northeast properties in this project have already been subdivided with intent to develop for residential use. A platted road runs just north of these properties, making them easily accessible for development. The central properties directly border the reservoir, making them the highest priority for conservation for source water protection. Because the properties of this project are within the boundaries of the Bridge Creek Watershed Protection District, there is a clear precedent to prioritize their conservation. The City of Homer has continued to purchase properties within the Watershed Protection District as they become available and contingent on funding. Since 2009, the City has purchased over 85 acres within the Watershed Protection District specifically for conservation. They also paid the stewardship fee to help protect the 302 acres that the Kachemak Heritage Land Trust (KHLT) holds a conservation easement on. Currently funding for the City is exhausted for this purpose. The Alaska Department of Environmental Conservation (ADEC) has also identified the Bridge Creek Watershed as a priority in their Drinking Water Program. The properties are located within the ADEC Drinking Water Protection Zones. In addition to alignment with city and state watershed protection plans, several other private owners and non-profits including Kachemak Moose Habitat Inc. and Center for Alaska Coastal Studies have purchased land adjacent to those in this project for the sole purpose of conserving important wildlife habitat. This project will both expand the range of continuous protected acreage for local wildlife, and support the City in achieving the drinking water goals established for the Bridge Creek Watershed Protection District.

Milestones: Years 1-2: Execute Letters of Intent to Purchase Property Owners; Appraisal; Draft Phase I Environmental Reports; Title Reports

Year 2: Establish Conservation Easements; Documentation review

Years 2-3: Property closing - Purchase Property / Property Protected

Communications Products Developed & Published: Engaging with community stakeholders will be on-going throughout the process of real estate acquisition. The Research Reserve and the City will develop a Communication Plan, which will include news releases, Fact Sheets on the City's/Reserve's website and other materials will be developed and published as new information arises.

Site Monitoring Begins: The properties will be monitored to document the efficacy of the conservation efforts.

Site-Based Field Opportunities: Field Trips and other activities will be developed to showcase the ecological value of the wetlands and peatlands comprising the properties.

Equity and Inclusion: The Bridge Creek Watershed Protection District was selected by community members as one of two of the highest priority conservation areas from a list of community-identified conservation projects. Planning for this project involved a participatory process that started with KBNERR's twelve-member volunteer Community Council. Council membership represents residents from the communities and Indigenous populations that surround Kachemak Bay and was established to provide an organized structure for substantive and meaningful dialogue. Recommendations among agencies, local governments, researchers, environmental educators, conservation groups and those interested in natural science research and education,

including KBNERR staff, have co-developed the identified priority lands for conservation. Public outreach by KBNERR alongside the Kachemak Heritage Land Trust, an organization with extensive experience in conservation land acquisition and prioritization, provided public information sessions to orient community members, stakeholders, and partners to the BIL opportunity. This inclusive process garnered a total list of 19 projects, and ultimately, the Community Council decided that the Bridge Creek Watershed was a top priority for its significant ecological value, public benefit via water resource protection, and the imminent threat of development.

Populations living on the Southern Kenai Peninsula are classified as “underserved communities” as defined by Executive Order 13985, wherein rural populations meet the condition of being systematically denied a full opportunity to participate in aspects of social, economic, and civic life. Schools in the southern Kenai Peninsula are particularly underfunded and have high rates of poverty. If this project is funded KBNERR and the City of Homer will host field trips to the reservoir for Chapman School, a local Title I school, to tour the water treatment plant, learn about groundwater, and visit juvenile salmon habitat.

Climate: Water scarcity is a growing concern in Alaska and the reality of seasonal droughts and increasing populations threaten the available supply. In recent years, local villages such as Seldovia and Nanwalek have experienced near to complete depletion of their water resources. During the summer, water usage in the Homer area increases markedly, as the residential population nearly triples and tourists arrive. Protecting and monitoring properties like the ones in this project is vital to ensuring the availability of the already-limited freshwater resource to a consistently growing population. While KBNERR develops a water budget to assess and forecast the needs of the area, this project will provide a critical safeguard to the source water quality and quantity.

Geography and Maps: The targeted properties are vacant lands located in or adjacent to the Bridge Creek Watershed Protection District which lie within the City of Homer limits. The City, situated at the south end of the Kenai Peninsula and within the boundaries of the Kachemak Bay National Estuarine Research Reserve has a population of 5,515 and is the regional commercial hub for an additional 14,000 residents outside city limits. Soils are primarily Beluga silt loam and peat. The parcels contain “Moderate Rank” to “High Rank” wetlands, Discharge Slope Wetlands and Drainageway Wetlands that gently slope downward towards the reservoir.

Pre-Existing Uses: A Kenai Peninsula Borough Road runs between the western properties to access the reservoir. The central property just east of the reservoir access road is adjacent to the water line that runs along the western property boundary.

Partnerships: This project represents a continuation of the collaborative partnership between KBNERR, University of Alaska Anchorage (UAA), and the City of Homer, formalized in a Memorandum of Understanding (MOU). After the Community Council unanimously supported this project in their assessment of local conservation priorities, KBNERR and the City partnered with Kachemak Heritage Land Trust (KHLT) to strategically develop a plan to initiate due diligence and acquire these properties. The City of Homer will be the final landowner once these properties are acquired and protect them in perpetuity. The proposal will be submitted through KBNERR, UAA. UAA, the fiscal agent, has experience with grant management and project oversight. The City of Homer is a municipal government, experienced in the planning, design, construction and operation of municipal infrastructure as well as in the protection of sensitive open spaces. The City already actively manages and protects many acres of land for public benefit, specifically 172 acres with formal

conservation easements purchased with Exxon Valdez Oil Spill funding, and notably acreage in the Bridge Creek Watershed Protection District to protect the quality of the City's drinking water supply.

It is intended that KHLT will be a subcontractor for the City of Homer to perform the landowner contact and all necessary phases of the due diligence in this project. As a nonprofit land conservation organization founded in 1989, KHLT land conservation work has focused, in part, on land conservation projects in Bridge Creek in partnership with the City of Homer, including a recent 302-acre conservation easement within the watershed protected in perpetuity.

Project Readiness: KHLT and KBNERR jointly sent letters to eight landowners in the Bridge Creek Reservoir. Two landowners have since responded to KHLT indicating that they would be interested in a conservation outcome for their properties. Negotiations will continue and purchase and sale agreements will be entered into with the landowners, contingent upon acceptance of appraised fair market value. Working with KHLT and with City of Homer approval, contractors, due diligence in the field and appraisals, title opinions and other documents will be completed within the performance period. Due diligence will confirm that these parcels do not have title uncertainties or the need for remediation.

Project Timeline: During the first three months of the project, UAA will establish the award and sub-award with the City of Homer. The first project year will involve conducting necessary due diligence to consummate real estate transactions which consists of acquiring property purchase agreements, appraisals, phase I environmental reports, and title reports. In the second year conservation easements will be established, documents will be reviewed, and properties will be purchased and protected. Communications products will be created and delivered throughout the remainder of the project period beginning in the second year. Once properties are purchased, site monitoring will begin and field opportunities will be implemented.

Budget Summary: The total project request is \$2,081,450

KBNERR Personnel: \$36,241

Subaward to City of Homer: \$2,028,029

Personnel: \$32,280

City of Homer Contracts: \$527,383 includes Kachemak Heritage Land Trust (\$55,383); Engineering & survey services, appraisals, environmental review, legal services and recording fees (\$472,000)

Land Acquisition: \$1,284,000 for ten parcels totaling 85.73 acres

City of Homer 10% Indirect: \$184,366

Other Direct Costs: \$5,500

Signage acknowledging NOAA Funding \$5,500

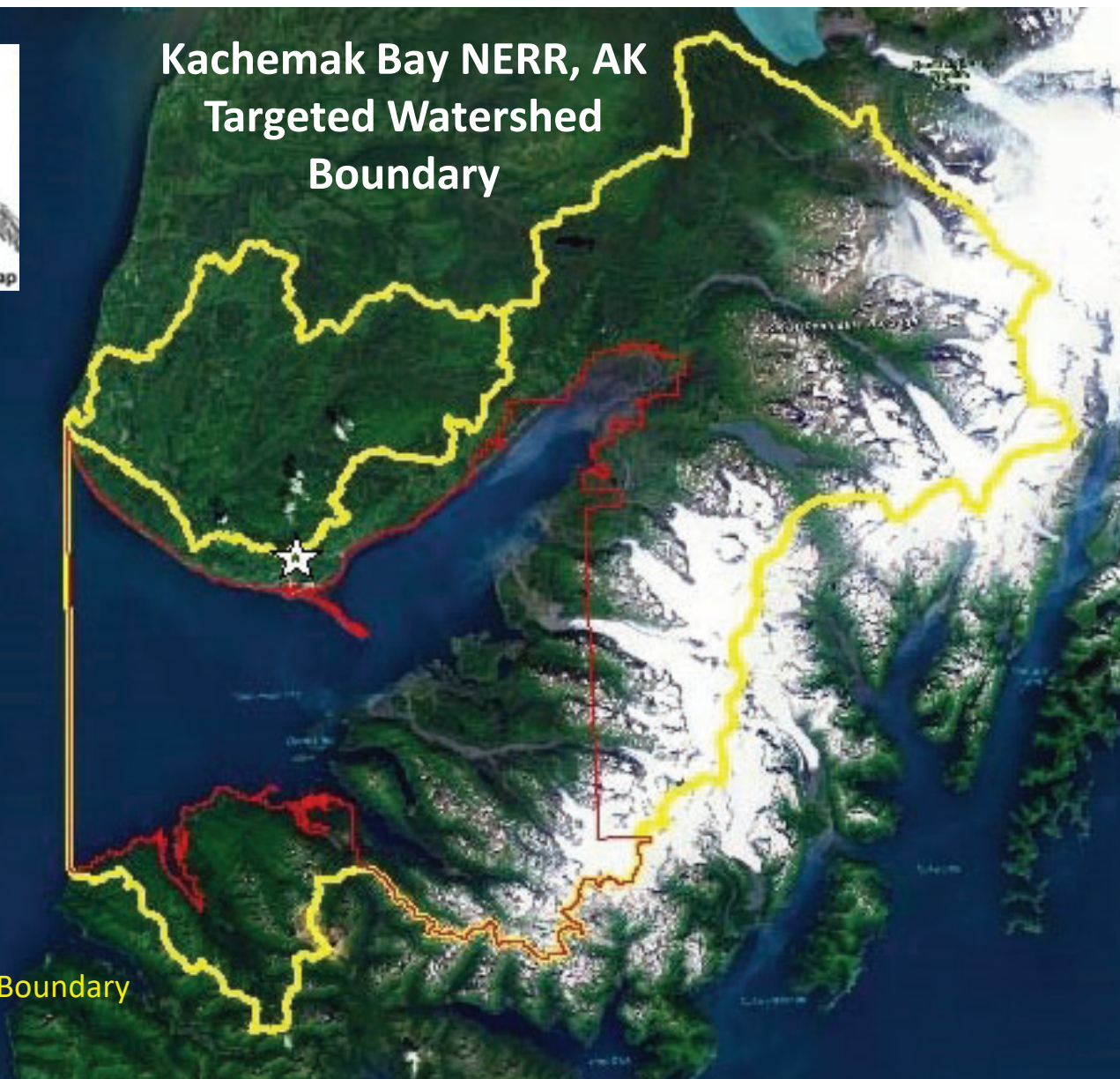
KBNERR/UAA Project Indirect: \$11,680

Calculated for UAA costs and first \$25,000 of subaward. Facilities and Administrative (F&A) Costs for Cooperative Ecosystem Studies Unit projects are calculated at 17.5% of the Modified Total Direct Costs.

Match & Leveraged Funds: Informally, leveraged funds include a KBNERR weather & water quality station valued at \$50,000 to be established at the City of Homer Reservoir; BIL Non-competitive Capacity Building Funds distributed to KBNERR, secured at \$200,000 for supporting project engagement and monitoring activities; and this work builds on a 2023 award of \$50,000 from City of Homer to KBNERR and the University of South Florida to establish a Bridge Creek Reservoir water budget.

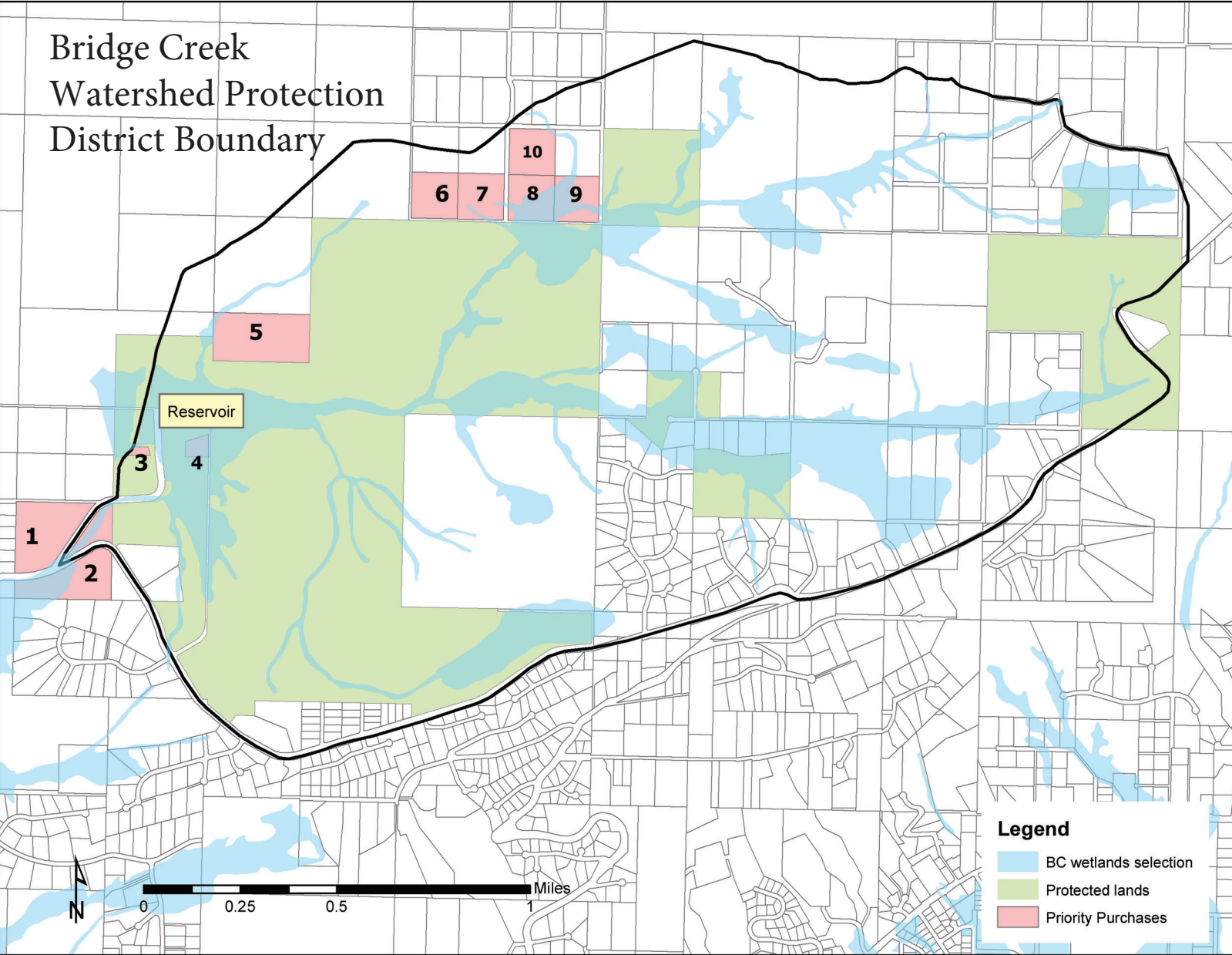


Kachemak Bay NERR, AK Targeted Watershed Boundary



Reserve Boundary
Targeted Watershed Boundary
Project Area ★

Bridge Creek
Watershed Protection
District Boundary



**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 24-077

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, SUPPORTING A PARTNERSHIP BETWEEN THE CITY, UNIVERSITY OF ALASKA AND THE KACHEMAK BAY NATIONAL ESTUARINE RESEARCH RESERVE TO SUBMIT A GRANT APPLICATION TO THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION FOR FUNDING TO ACQUIRE AND PROTECT LANDS WITHIN THE BRIDGE CREEK WATERSHED PROTECTION DISTRICT.

WHEREAS, Land Acquisition in the Bridge Creek Watershed Protection District has been a priority in the City's Capital Improvement Plan for over a decade; and

WHEREAS, The Kachemak Bay Research Reserve through the University of Alaska is eligible to apply for grant funding which would pay for acquisition and protection of lands within the watershed; and

WHEREAS, The City of Homer has long worked on strategic land acquisition in the watershed and these grant funds would leverage ongoing City efforts; and

WHEREAS, A partnership between the City and the Research Reserve would allow for a grant application and potential award of funds to benefit the City of Homer and would further efforts to preserve lands within the Bridge Creek Watershed Protection District, the sole source of public drinking water for the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska supports a partnership between the City, University of Alaska and the Kachemak Bay National Estuarine Research Reserve to submit a grant application to the National Oceanic and Atmospheric Administration for funding to acquire and protect lands within the Bridge Creek Watershed Protection District.

PASSED AND ADOPTED by the Homer City Council this 22nd day of July, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

42 ATTEST:

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RENEE KRAUSE, MMC, ACTING CITY CLERK

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47 Fiscal Note: NA

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