City of Homer
Agenda
City Council Special Meeting
Monday, August 29, 2022 at 5:00 PM
In Person at City Hall Cowles Council Chambers and Zoom Webinar
https://cityofhomer.zoom.us/j/92222013235?pwd=ZS9ybzMvWXd2WXNna3ozYmF5cXRmdz09
Or Dial: +1 669 900 6833 or +1 253 215 8782 or Toll Free 877 853 5247 or 888 788 0099
Webinar ID: 922 2201 3235 Passcode: 411958

CALL TO ORDER, 5:00 P.M.
Council Member Davis requests excusal.

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 6)

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

PENDING BUSINESS

NEW BUSINESS

a. Ordinance 22-52, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating $275,000 from the General Fund Fund Balance as a Contribution to Settlement of a Disputed Claim in Superior Court Case Number 3HO-20-00251CI and Authorizing the City Manager to Negotiate and Execute a Full, Complete and Total Settlement Agreement in Compromise of a Disputed Claim. City Manager/Finance Director. Introduction August 29, 2022, Public Hearing and Second Reading September 12, 2022.

b. Memorandum 22-145 from City Clerk Re: Ordinance 22-25 Establishing a Non-Motorized Transportation Opportunity Fund.

COMMENTS OF THE AUDIENCE

ADJOURNMENT
Next Regular Meeting is Monday, September 12, 2022 at 6:00 p.m., Committee of the Whole at 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.
An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating $275,000 from the General Fund Fund Balance as a Contribution to Settlement of a Disputed Claim in Superior Court Case Number 3HO-20-00251CI and Authorizing the City Manager to Negotiate and Execute a Full, Complete and Total Settlement Agreement in Compromise of a Disputed Claim.

Sponsor: City Manager/Finance Director

1. City Council Special Meeting August 29, 2022 Introduction
AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING THE FY 23 CAPITAL BUDGET BY APPROPRIATING
$275,000 FROM THE GENERAL FUND FUND BALANCE AS A
CONTRIBUTION TO SETTLEMENT OF A DISPUTED CLAIM IN
SUPERIOR COURT CASE NUMBER 3HO-20-00251 CI AND
AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE
A FULL, COMPLETE AND TOTAL SETTLEMENT AGREEMENT IN
COMPROMISE OF A DISPUTED CLAIM.

WHEREAS, The City of Homer (City) was served with a superior court complaint in the
above referenced case which alleged damages to property; and

WHEREAS, The City answered the complaint denying the allegations and asserting
numerous defenses; and

WHEREAS, The parties agreed to amicably settle the case without any admission of
liability to be memorialized in a release and settlement agreement which will be executed by
all the parties to the case; and

WHEREAS, The Alaska Municipal League Joint Insurance Association and the City will
each contribute $275,000 towards settlement of the above referenced case for a full, complete
and total settlement of $550,000 to be paid to the plaintiffs upon execution of a release and
settlement agreement in the above referenced case.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The City Council of Homer hereby amends the FY23 Capital Budget to
appropriate $275,000 as a contribution to the settlement of the disputed claim in the above
referenced case conditioned upon the execution of a Release and Settlement Agreement
signed by all the parties as follows:

<table>
<thead>
<tr>
<th>Fund</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>General Fund Fund Balance</td>
<td>$275,000</td>
</tr>
</tbody>
</table>

Section 2. The City Manager is authorized to negotiate and execute the Release and
Settlement Agreement described herein.
Section 3. This ordinance is a budget amendment only, is not of a permanent nature and is a non code ordinance.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ___ day of ______, 2022.

CITY OF HOMER

_____________________________
KEN CASTNER, MAYOR

ATTEST:

___________________________________
MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:
Memorandum 22-143

TO: MAYOR CASTNER AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: AUGUST 25, 2022
SUBJECT: AMEND SOMETHING PREVIOUSLY ADOPTED RE: ORDINANCE 22-25

At the May 23, 2022 City Council meeting Council adopted Ordinance 22-25 appropriating monies to establish a Non-Motorized Transportation Opportunity Fund.

After the ordinance was adopted the Finance Department realized that the wording of the ordinance suggest that it’s creating a new fund within the City budget.

In discussion with administration and the Public Works Director it was confirmed that the intent was not to create a new fund within the budget, but to create a program, similar to the Small Works Programs Public Works is using to address various road and trail maintenance projects, without having to come to Council to fund each project individually.

Amending the ordinance to change it from fund to program will allow Finance to create an account number for the Non-Motorized Transportation Opportunity Program and Public Works can code work done within that bucket of money to the assigned account.

Recommendation: Per the current edition of Robert’s Rules of Order, move to amend something previously adopted and amend Ordinance 22-25 so that all references to the Non-Motorized Transportation Opportunity Fund to read Non-Motorized Transportation Opportunity Program.
CITY OF HOMER
HOMER, ALASKA

City Manager/
Public Works Director

ORDINANCE 22-25

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING THE FY22 CAPITAL BUDGET BY APPROPRIATING
$750,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS
(HART) ROAD FUND AND $100,000 FROM THE HART TRAILS FUND
TO ESTABLISH A NON-MOTORIZED TRANSPORTATION
OPPORTUNITY FUND.

WHEREAS, A City Council priority from the 2022 Visioning Session is increasing
opportunities for non-motorized transportation; and

WHEREAS, The City has numerous opportunities and needs for improving existing
routes and building new routes to improve connectivity, walkability and accessibility around
the City’s urban and rural neighborhoods; and

WHEREAS, The City has been told by the AK DOT that increased funding will be available
for non-motorized transportation in the coming years and further, private developers are
planning new subdivisions every year, which typically do not include provisions for non-
motorized routes; and

WHEREAS, The City would be in a stronger position to secure grant funding and
negotiate with private developers if we knew where we wanted non-motorized routes to go
and where the terrain and other constraints allowed them to go; and

WHEREAS, We would be in a stronger position to fund projects if we had a better
understanding of costs; and

WHEREAS, Opportunities may unexpectedly arise to build out or improve a non-
motorized route, as we continue to build partnerships with local stakeholders and resource
providers; and

WHEREAS, The way to achieve all these goals is to establish a Non-Motorized
Transportation Opportunity Fund, financed by the HART Road Fund and the HART Trails Fund
that can be used to plan, survey, design and construct ad hoc non-motorized transportation
routes on an opportunistic basis; and
WHEREAS, The Opportunity Fund would be separate from the project-specific non-
motorized routes such as the Main Street Sidewalk and the Ben Walters Way Sidewalk, which
are already programmed in the Public Works’ Road Financial Plan and budgeted in the FY 22
Capital Budget; and

WHEREAS, Contracts for specific projects would still be subject to City Council
authorization.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The FY 22 Capital Budget is hereby amended by appropriating $750,000 from
the HART Road fund and $100,000 from the HART Trails fund to create the Non-Motorized
Transportation Opportunity Fund to pay for support the planning, design, survey, and
construction of non-motorized routes in the City of Homer, on an opportunistic basis, funded
as follows:

<table>
<thead>
<tr>
<th>Fund</th>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>160</td>
<td>HART Road Fund</td>
<td>$750,000</td>
</tr>
<tr>
<td>165</td>
<td>HART Trails Fund</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

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

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 24th day of May, 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

RENEE KRAUSE, MMC, ACTING CITY CLERK

YES: ☐
NO: ☐
ABSTAIN: ☐
ABSENT: ☐
First Reading: 5/9/22
Public Reading: 5/23/22
Second Reading: 5/23/22
Effective Date: 5/24/22
ORDINANCE REFERENCE SHEET
2022 ORDINANCE
ORDINANCE 22-25

An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating $750,000 from the Homer Accelerated Roads and Trails (HART) Road Fund and $100,000 from the HART Trails Fund to Establish a Non-Motorized Transportation Opportunity Fund.

Sponsor: City Manager/Public Works Director

1. City Council Regular Meeting May 9, 2022 Introduction

   Memorandum 22-073 from Public Works Director as backup.

2. City Council Regular Meeting May 23, 2022 Public Hearing and Second Reading

   Memorandum 22-073 from Public Works Director as backup.
Memorandum 22-073

TO: City Council
THROUGH: Rob Dumouchel, City Manager
FROM: Janette Keiser, PE, Director of Public Works
DATE: April 13, 2022
SUBJECT: Strategies for deploying HART Road/Trails Funds to accelerate non-motorized transportation and road repair

I. Issue: The purpose of this Memorandum is to propose a strategy for using HART Funds to accelerate the development of non-motorized transportation routes and road repairs.

II. Background & Summary of Request:

We have an opportunity to accelerate fulfillment of two important goals. First, one of the City Council’s priorities from the 2022 Visioning Session, is increasing opportunities for non-motorized transportation. Second, one of the City’s obligations is to make sure City roads are properly maintained. The City Council has developed multiple tools to help achieve these goals:

<table>
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<tr>
<th>Tool &amp; Enabling Legislation</th>
<th>Original Appropriation</th>
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</thead>
<tbody>
<tr>
<td>Small Works Road Repair Program (Ord. 20-33)</td>
<td>$175,000</td>
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<tr>
<td>Small Works Drainage Program (Ord. 20-34)</td>
<td>$110,000</td>
</tr>
<tr>
<td>IDIQ Contract to East Road Services (Reso. 21-051)</td>
<td>$125,000</td>
</tr>
<tr>
<td>Small Works Trails Maintenance Program (Ord. 20-36(S))</td>
<td>$36,000</td>
</tr>
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</table>

These programs allowed us to achieve results that went above and beyond typical maintenance work. (A brief history of each program is described in following pages.)

There is still a lot of unmet need, which is outlined in the City’s Road Financial Plan, the model for which was adopted by City Council, Resolution 21-028, as a means to guide the development of transportation/drainage capital improvement and major maintenance projects. The Road Financial Plan programs the expenditure of HART Road funds with the goal of “fixing the worst first”.

There are projected to be substantial increases in sales taxes in FY 22-23. Since the HART Fund is built from sales taxes, this will mean substantial increases to the HART Road and Trails Funds. We propose to invest these funds to (1) continue making progress on repairing the worst of our roads and (2) accelerating development of sidewalks and trails, by enhancing existing tools and creating a new one:
• Create new Non-Motorized Transportation Opportunity Program $ 850,000
• Create new Pavement Restoration Program $ 500,000
• Enhance existing Small Works Drainage Repair Program $ 50,000
• Enhance existing Small Works Road Repair Program $ 230,614
• Enhance existing IDIQ Contract for road repair work with East Road Services $ 230,614
• Enhance existing Small Works Trail Maintenance Program $ 56,803

Total Investment in transportation $1,918,031

I have input these programs into the Road Financial Plan to analyze the short and long term impact on the overall health of the HART Fund. The HART Fund is sufficiently robust to support these investments, even if all the forecast sales tax increases do not materialize. An updated Road Financial Plan is attached.
I. Create new Non-Motorized Transportation Opportunity Program

Proposed Investment  
Sidewalks - $750,000  
Trails - $100,000

The City would be in a stronger position to secure grant funding and negotiate with private developers to create non-motorized routes if we (a) knew how much they would likely cost and (b) were able to contribute to costs. The way to achieve these goals is to establish a fund that can be used to plan, survey, design, and construct non-motorized transportation routes on an opportunistic basis. For example, property owners/developers would be more willing to collaborate on non-motorized routes, if the City could pay incremental costs. Also, AK DOT would be more willing to collaborate on securing grant funds for non-motorized projects on state roads if the City invested in survey, conceptual design and cost estimating to demonstrate what is feasible and what the likely costs would be. From what we’ve seen of recent Notices of Funding Opportunity (“NOFO”) issued for Infrastructure Grants, such collaborations would better position us in the highly competitive grant market.

I propose the City Council create a Non-Motorized Transportation Opportunity Program, financed by the HART Road Fund and the HART Trails Fund. (The Opportunity Program would be separate from funds used for the Main Street Sidewalk and the Ben Walters Sidewalk, which are already identified in the Public Works’ Road Financial Plan and budgeted in the FY 22 Capital Budget.)

Contracts for specific projects would be subject to City Council authorization per the City’s Procurement Manual. The benefit of the Opportunity Program is that it would give us a head start in taking advantage of windows of opportunity that may open and close quickly.

I propose that $1,500,000 be made available for this Program for sidewalks and $100,000 be made available for trails. Examples where the Opportunity Program would be used include:

- Collaborating with the developers to
  a. Design/construct a path on Fairview Avenue adjacent to the Terra Bella Subdivision, which is currently in the process of being platted. An easement has been created for that purpose but the developer is not responsible for building the path. (See Attachment 1.)
  b. Design/construct a sidewalk between the end of Eric Lane and the west end of Fairview Avenue, through the Foothills Subdivision. Construction could be this summer. (See Attachment 1.)
  c. Design/construct a path between a new residential development adjacent to Jack Gist Park, to the park, using an easement created for this purpose. Construction could be this summer. (See Attachment 2.)
  d. Design/construct a path from East End Road to Jack Gist Park in an easement, which is being created for this purpose in a new residential development. Construction could be this summer. (See Attachments 3 and 4.)
- Develop conceptual design and cost estimates for:
  a. A non-motorized route running parallel to Kachemak Drive, possibly dove-tailing with the Kachemak Sponge Green Infrastructure Storm Water Management Project and in collaboration as well as grant sponsorship with the AK DOT.
  b. A non-motorized route on the lower portion of West Hill Road, possibly in collaboration as well as grant sponsorship with the AK DOT. (See Attachment 1.)
II. Create Pavement Restoration Program

Proposed Investment - $500,000

We had $177,895 budgeted in the FY 22/23 Capital Budget for grinding and paving East Bayview Ave, which had been assessed, using the PACER condition evaluation methodology we introduced in 2020, as being in dire need of pavement restoration. The Road Financial Plan calls for the investment of two – $175,000 grind and pave projects every other year. We have learned this is not enough. First, due to the substantial increases in the cost of oil, which is a necessary component of asphalt, the cost of asphalt has sky-rocketed. Second, as we’ve been updating our Road Condition Assessments for our other paved roads, we’re finding more of Homer’s paved roads need restoration than previously thought. Further, some of them don’t need just a face lift, but a complete reconstruction.

We have commissioned one of our Term Contract engineers to help us evaluate our pavements and identify the most cost effective options for restoration. Once we have this information, we’ll be able to adjust the Road Financial Plan in a sensible way and plan for implementation. In the meantime, we know we need to work on a couple of high traffic roads and the $177,895 will not cover the costs. Our goal is to prevent further deterioration before the road bases themselves are compromised. We’d like to create a Pavement Restoration Program, which we can access for high priority projects.

Recommendation: That $500,000 from the HART Road Fund be allocated to the Pavement Restoration Program.
III. **Enhance existing Small Works Drainage Repair Fund**

**Proposed Investment - $50,000**

With the adoption of Ordinance 20-34, the City Council created the Small Works Drainage Repair Program and obligated $110,000 to it. This program allowed us to achieve drainage repairs that went above and beyond our typical maintenance services. For example, here are some representative improvements we achieved:

- Replaced corroded storm drain leads on Main St., Bartlett St., etc. $29,337
- Rebuilt a blocked culvert installation on Early Spring St. $  5,000
- Purchased CMP culverts before price increased in 2021 **$45,000**

$79,336.75

The HART Road Fund is expected to earn an additional $511,228 in FY 22. We propose that a portion of this, $50,000, be allocated to the Small Works Drainage Program so we can continue to make progress on repairing spot drainage issues.

**Recommendation:** That $50,000 from the HART Road Fund be allocated to the Small Works Drainage Program.
IV. **Enhance existing Small Works Road Repair Program**

**Proposed Investment - $230,614**

With the adoption of Ordinance 20-33, the City Council created the Small Works Road Repair Program and obligated $175,000 to it, to facilitate repair and restoration of Homer’s roads with work that went above and beyond our typical maintenance services:

- Increased the gravel thickness – multiple roads $26,000
- Dug out frost boils on Sprucewood Drive, west $7,048
- Dug out frost boils on Eagle Place $94,597
- Dug out frost boils on Eagle View Drive $47,155

$175,000

There is still a lot of unmet need. Here is the estimated value of work that still needs to be done, which is set forth in the Road Financial Plan:

- Dig out Frost Boils $350,000
- Add gravel to driving surfaces – multiple roads $300,000
- Repaving projects $3,500,000
- Repair guard rails on Highland Drive $25,000
- Install new guard rail on Fairview Ave at Woodard Creek $35,000

The HART Road Fund is expected to earn an additional $511,228 in FY 22. We propose that a portion of this, $230,614, be allocated to the Small Works Road Repair Program so we can continue to make progress on repairing the worst of our spot road problems.

**Recommendation:** That $230,614 from the HART Road Fund be allocated to the Small Works Road Repair Program.

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1 Work was done under the IDIQ contract with East Road Services.
2 Work was done under the IDIQ contract with East Road Services.
V. **Enhance existing IDIQ Contract for Road Repair with East Road Services**

**Proposed Investment - $230,614**

With the adoption of Resolution 21-051, the City Council awarded an Indefinite Duration, Indefinite Quantity ("IDIQ") contract to East Road Services in the amount of $125,000, funded by the Small Works Road Repair Program. This was the result of a publicly bid procurement for which East Road Services submitted the only bid. We used this contract to accomplish the following work:

- Dug out frost boils on Eagle Place $94,597
- Dug out frost boils on Eagle View Drive $47,155

$141,752

There is still unmet need, set forth in the Road Financial Plan:

- Frost Boil dig outs, estimated value of work needed $500,000
- Road base reconstructions $4,500,000

The HART Road Fund is expected to earn an additional $511,228 in FY 22. We propose that a portion of this, $230,614, be allocated to the East Road Services IDIQ Contract, separate from the Small Works Road Repair Program, so we can continue to make progress on digging out frost boils.

**Recommendation:** That $230,614 from the HART Road Fund be made available to the East Road Services IDIQ Contract.
VI. Enhance existing Small Works Trails Maintenance Fund

With the adoption of Ordinance 20-36(S), the City Council created the Small Works Trails Program to facilitate repair, restoration and enhancement of Homer’s trails and authorized initial funding of $36,000 from the HART Trails fund. The intent was to use these funds for planning, design and execution of smaller projects that were more than ordinary maintenance but less than capital projects on the Public Works Capital Improvement Program.

Here are representative improvements we achieved with these funds:

- We designed an ADA accessible trail from Fairview Avenue to Karen Hornaday Park, with help us develop a cost estimate and grant application. This project has been awarded a $150,000 grant from the Federal Transportation Admin’s Recreation Trails Program. Construction will done at the same time we rebuild the access road and parking lot at the Park.
- We worked with the Homer Land Trust to widen, stabilize and upgrade the Poopdeck Trail system for ADA accessibility.
- We hired Corvus Design to develop a concept for more defined trails, including an ADA accessible sculpture trail, around Bishop’s Beach Park. We will build these trails as funds allow.
- We acquired equipment to enable us to keep the Poopdeck Trail, Storybook Trail and other trails in the urban corridor walkable in the winter.
- We acquired trail counters, which allow us to track the numbers of people traversing various trails. This data helps us focus planning and maintenance on the most heavily used trails.

There is still more work to be done, such as:

- Realign the upper section of the Reber Trail to reduce the steep ascent and erosion. (See Attachment 1.)
- Enhance the lower section of the Reber Trail to facilitate parking and develop a defined trail head. (See Attachment 1.)
- Adjust sections of the trails between Islands/Oceans and Bishop’s Beach to make them more ADA friendly.
- Develop a defined trail head to the trail that goes from the end of Danview Ave down to Woodard Creek. (See Attachment 1.)
- Use concepts from the Wayfinding Plan to develop/install wayfinding signs to Homer’s trails.
- Plan and design trails in subdivisions that are in the process of platting or development, particularly looking for opportunities to create connectivity as they arise. (See
- Prepare a formal update to the City’s 2004 Non-motorized Trails & Transportation Plan in preparation for the City’s efforts to fast forward a new Comprehensive Plan

We propose to direct the projected increases in HART Trail Fund revenues for FY 22, $56,803, to the Small Works Trails Program so we can continue to continue to make progress on repairing and enhancing Homer’s trail system. In the event the forecasted revenue increases don’t materialize, there are still sufficient funds in the HART Trails Fund to finance this program.

**Recommendation:** That $56,803 from the HART Trails Fund be allocated to the Small Works Trails Maintenance Program.
**Non-Motorized Transportation Opportunity Fund**

**Department:** Public Works

**Requested Amount:** $850,000

**Description:**
Create the Non-Motorized Transportation Opportunity Fund to support the planning, design, survey, and construction of non-motorized routes in the City of Homer, on an opportunistic basis.

<table>
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<tr>
<th>Funding Source(s)</th>
<th>Operating</th>
<th>GF CARMA</th>
<th>GF Fleet CARMA</th>
<th>Port Reserves</th>
<th>Water CARMA</th>
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<td>HART-TRAILS</td>
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</table>

**Funding Source 1: HART-ROADS**

- Current Balance: $7,420,355
- Encumbered: $3,000,595
- Requested Amount: $750,000
- Other Items on Current Agenda: $1,117,228
- Remaining Balance: $2,552,532

**Funding Source 2: HART-TRAILS**

- Current Balance: $936,158
- Encumbered: $396,067
- Requested Amount: $100,000
- Other Items on Current Agenda: $56,803
- Remaining Balance: $383,288

**Funding Source 3:**

**Funding Source 4:**

**Funding Source 5:**

**Funding Source 6:**
Legend

- **Area of Interest**
- **Future Sidewalk**
- **Existing Sidewalk**
- **Proposed Sidewalk**
- **Existing Trail**
- **Proposed Trail**
- **Crosswalk**

Source: Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEROSPACE, IGN, and the GIS User Community

Attachment 1
SURVEY CONTROL

BASIS OF BEARING

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH
   PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HPF V
   RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET
   OFFICE VERSION 3.1 SOFTWARE. HABBS ALASKA STATE PLANE GRID
   COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS
   WERE BASED ON THE NOS PUBLISHED VALUES FOR FEDERAL BASE NETWORK
   CONTROL STATION "HOMAIR" (P0/70120).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND
   SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION
   "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY
   ROTATING GRID INVERSE AZIMUTHS -117°13'. TRUE DISTANCES WERE
   OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999999966.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL
   COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION
   "HOMAIR" N100,000 E100,000. ALL COORDINATE VALUES REPRESENT
   GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

BASIS OF VERTICAL DATUM

BASIS OF VERTICAL DATUM FOR THIS SURVEY IS THE NAVD88 NOS
PUBLISHED VALUE FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR"
(P0/70120). ORTHOMETRIC HEIGHTS (ELEVATIONS) WERE DETERMINED FROM
ELLIPSOID HEIGHTS USING GEOID 12B ELEVATIONS ARE IN U.S. SURVEY FEET.

PROJECT CONTROL POINT
KACHEMAK DRIVE VALLEY
H=116,265 1808
E=103,033 8250
EL=53.18

X CHISELED ON CONCRETE UD OF STORM DRAIN MANHOLE AT SOUTH EDGE
KACHEMAK DRIVE APPROXIMATELY 800 FEET SOUTH OF EAST END ROAD /
KACHEMAK DRIVE INTERSECTION

CITY OF HOMER
PUBLIC WORKS DEPT
APPROVED FOR CONSTRUCTION

SURVEYOR'S CERTIFICATE

SURVEYOR CERTIFIES THAT ALL WORK DESCRIBED HEREIN WAS CONFINED TO THE
SURVEYING WORK OF A SURVEYOR AS DECIDED BY THE SURVEYOR. THE
SURVEYOR HAS DELIVERED A TRUE AND COMPLETE DESCRIPTION OF THE
WORK PERFORMED AND THE WORK AS DESCRIBED HEREIN CORRESPONDS TO THE
WORK AS PERFORMED.

DATE 6/16/2002 REGISTRATION NO. 7508-5

OHP 0020999

PROPOSED TRAIL TO JACK GIST PARK
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<th>Year 1 - June 2021 - July 2022</th>
<th>Year 2 - June 2022 - July 2023</th>
<th>Year 3 - June 2023 - July 2024</th>
<th>Year 4 - June 2024 - July 2025</th>
<th>Year 5 - June 2025 - July 2026</th>
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<td>Road share of Ocean Drive SAD</td>
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<td>$52,606</td>
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<td>Projects in Blue will be repaired with funds from the Small Works Roads Repair Program</td>
<td>Funding goes beyond a 10 year horizon, the 5-year horizon.</td>
<td>Funded</td>
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<td>Order 17-40(A) = minimum $500K to be allocated to capital projects from HART Roads</td>
<td>TOTAL CAPITAL PROJECTS</td>
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<td>Non-Motorized Transportation Opportunity Program</td>
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<td>Enhance Small Works Drainage Repair Program</td>
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<td>Enhance IDIQ Contract for road repair</td>
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<td>FROM FLEET REPLACEMENT SCHEDULE</td>
<td>FLEET REPLACEMENTS</td>
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<td>Covers Winter Roads, Gravel Roads and Pave Roads elements in PW Operating Fund</td>
<td>EST. TRANSFER TO GENERAL FUND</td>
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<td>TOTAL EXPENDITURES FROM HART FUND</td>
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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Economic Development Advisory Commission
DATE: May 17, 2022
SUBJECT: Ordinances 22-25, 22-26 and 22-27

At the meeting of May 10, 2022, the Economic Development Advisory Commission passed a motion of support for ordinances 22-25, 22-26 and 22-27.

PERSON/GAMBLE MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.
ECONOMIC DEVELOPMENT ADVISORY COMMISSION
REGULAR MEETING
MAY 10, 2022

B. Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation & Road Repair
   i. Attachments 1 – 4 Roads & Trails Maps
   ii. Road Financial Plan Spreadsheet
   iii. Draft Ordinances

Vice Chair Brown introduced the agenda item by reading the title.

Deputy City Clerk Tussey gave a brief synopsis of Public Works Director Keiser’s memo; noting the various non-motorized transportation programs that she is proposing to City Council that utilizes HART road and trail funds. The ordinances that appropriate funding had their first reading at last night’s Council meeting and are scheduled for public hearing and second reading at the May 23rd meeting. Ms. Keiser has been requesting motions of support from the commissions.

Commissioner Person clarified with staff that the budget cost discrepancies for Item I. Create new Non-Motorized Transportation Opportunity Program, is a typo and the proposed $1.5 million for sidewalks is the correct number.

PERSON/GAMBLE MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Commissioner Arevalo gave the proposal two big thumbs up.

Commissioner Person inquired on the repairs being proposed for East Bayview Avenue. Economic Development Manager Engebretsen commented it may be related to water lines and not necessarily the road itself, but to follow up with Public Works directly to confirm.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

A. EDC 2021-2022 Strategic Plan/Goals
B. Port & Harbor Advisory Commission Strategic Plan & Goals for 2022-2023
C. Sales Tax Reminder Flyer for Short Term Vacation Rentals
D. City Manager’s Report for April 11, 2022
E. City Manager’s Report for April 25, 2022
F. EDC 2022 Calendar

Vice Chair Brown noted and facilitated discussion on the informational materials provided. She commented that she will be out of town for the May 23rd meeting and requested a volunteer to give the EDC report; Commissioner Person agreed to give that report.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Economic Development Manager Engebretsen and Deputy City Clerk Tussey thanked the commission; had no further comments.
BENTZ/HIGHLAND MOVED TO ADOPT STAFF REPORT 22-33 AND RECOMMEND APPROVAL OF CONDITIONAL USE PERMIT 22-03 TO CONSTRUCT A SINGLE FAMILY DWELLING IN ADDITION TO THE EXISTING SINGLE-FAMILY DWELLING AND DUPLEX STRUCTURE AT 1678 STERLING HIGHWAY WITH FINDINGS 1 THROUGH 10 AND THE FOLLOWING CONDITIONS: CONDITION 1: INSTALL APPROVED COMMUNITY WATER AND SEWER SERVICE TO THE STRUCTURES; CONDITION 2: OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC 21.59.030 AND THE CDM; AND CONDITION 3: DUMPSTER SHALL NOT BE VISIBLE FROM THE STREET OR SHALL BE SCREENED ON THREE SIDES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

**PLAT CONSIDERATION**

**PENDING BUSINESS**

**NEW BUSINESS**

A. Memo from Public Works Director, Jan Keiser, P.E., Re: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation and Road Repair

Chair Smith introduced the item by reading the title and deferred to Public Works Director/City Engineer Keiser.

Ms. Keiser spoke to her written memo and proposal to request that the City Council authorize the expenditure of Homer Accelerated Roads and Trails (HART) funds to accelerate the development of non-motorized transportation routes and road repair. She provided a summary and history of the following programs:

- Create new Non-Motorized Transportation Opportunity Program
- Create Pavement Restoration Program
- Enhance existing Small Works Drainage Repair Fund
- Enhance existing Small Works Road Repair Program
- Enhance existing IDIQ Contract for Road Repair with East Road Services
- Enhance existing Small Works Trails Maintenance Fund

Ms. Keiser requested the commission’s support for these programs. She explained the ordinances representing the appropriations will have their first reading at the May 9th City Council meeting, with the second reading and public hearing scheduled for May 23rd.

HIGHLAND/BENTZ MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Commissioner Chiappone requested clarification on the definition difference between trails and paths/sidewalks. Ms. Keiser stated a sidewalk is equal to a path which is related to a road, while a trail could cut through a forest. The main difference is that paths/sidewalks can be funded by HART Road funds while trails can be funded by the HART Trails fund; there are two different funds.
Chair Smith inquired if there was much of a cost difference between the two. Ms. Keiser explained how it’s dependent on the nature of the trail and the four categories of trails; some trails are ADA accessible and may not be any different in cost to a path. But there is a significant difference between a trail and a paved sidewalk.

Commissioner Barnwell clarified with Ms. Keiser a project cost discrepancy for Program I. She commented how the initial cost estimate of $750,000 changed to $1.5 million after a more formal assessment was completed.

Commissioner Barnwell inquired if there was any cost sharing from this pavement restoration budget with the Alaska Department of Transportation and Public Facilities (ADOT&PF), who manages many of the roads in Homer. Ms. Keiser explained the City’s only role in State road projects is to look at the utilities that are impacted by those projects, which we pay for. In response to follow-up questions from Commissioner Barnwell, Ms. Keiser described how limited the City’s role is with ADOT&PF projects, how late in the development process the City is brought into project communications, and what she means by the term developer when discussing cost estimating.

Commissioner Venuti requested clarification on the term “frost boil”. Ms. Keiser described how they are caused by the sub-grade freezing then thawing, and how they are fixed.

Commissioner Highland inquired if there was any way the City could talk to ADOT&PF about building a detached bike path or wider shoulder along East and West Hill Roads during their improvement projects. Ms. Keiser reiterated the struggles the City has been experiencing trying to get suggestions included in the State’s project plans. Commissioner Highland questioned if making calls to Senator Gary Stevens to aid with improving those communications with the State would help.

Commissioner Bentz commented that it was great to see this implementation and financial road plan laid out so they can see where the funds are, and that it will help with their long-term vision for transportation in general. It is an incremental step in improving not just our non-motorized transportation infrastructure but also investing into prevention for future damage, especially with drainage.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

B. Staff Report 22-34, Comprehensive Plan
   i. Supplement Memo to SR 22-34: Trails & Sidewalks in Code

Chair Smith introduced the item by reading the title.

City Planner Abboud explained the information he provided that gives background to the non-motorized transportation plan issue so that all commissioners may have a similar understanding to use as a basis for addressing the subject, particularly when working on the Comprehensive Plan.

Chair Smith opened the floor for questions or discussion. He inquired if there was a way to get the cart in front of the horse in regards to the Stormwater Plan and its development in conjunction with these motorized and non-motorized development projects. Public Works Director/City Engineer Keiser shared the different actions Public Works is currently taking to make some of those drainage plans
Memorandum

TO: Mayor Castner and Homer City Council
THROUGH: Rob Dumouchel, City Manager
FROM: Mike Illg, Recreation Manager
DATE: May 20, 2022
SUBJECT: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-Motorized Transportation and Road Repair

The City of Homer Parks, Art, Recreation & Culture Advisory Commission held a recent public meeting on Thursday, May 19, 2022 and reviewed information regarding the proposed Strategies for Deploying HART Road/Trails Funds to Accelerate Non-Motorized Transportation and Road Repair. Public Works Director Keiser was in attendance and provided informative and clarifying answers regarding proposed Ordinances 20-25, 20-26, 20-27 and 20-28. The PARCAC Advisory Commission unanimously agreed to recommend these ordinances to the City Council for approval.

Requested Action: Approve ordinances and authorize the City Manager to execute the appropriate documents.