



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Memorandum

TO: Mayor Zak and Homer City Council
FROM: Katie Koester, City Manager
DATE: April 10, 2017
SUBJECT: April 24 City Manager's Report

Sales Tax Data

I am pleased to report sales tax returns in 2016 were up 4% or \$249,848 from 2016 budget. As you recall, the 2017 budgeted for a 5.5% sales tax increase from 2016 budget. If 2017 continues on the trend of up 1.5% from 2016, we will hit that mark.

	GF Sales Tax Revenue (excludes HAWSP)	% increase from 2016 budget
2016 Budget	\$6,144,316	
2016 Actual (unaudited)	\$6,394,164	4%
2017 Budget	\$6,481,188	5.5%

Comparing 1st Quarters

		% increase
1 st Quarter 2016	\$1,081,421	
1 st Quarter 2017	\$1,098,377	1.5%

Firewood for Sale in City Campgrounds

The PARAC and City Parks Division would like firewood to be available in our campgrounds. Having bundled firewood for sale at Mariner Beach, the Fishing Hole, and the Hornaday Park campgrounds would reduce the impact of campers scavenging the beach and wooded areas for firewood. The City Manager's office struggled with how to solicit participation for this opportunity and researched how other communities managed firewood sales. However, we did not want to get too far ahead of ourselves and create a process for an interest that does not exist. Thus far, we have not had anyone come forward interested in providing this service. If you know of anyone who would be interested in selling firewood, please have them contact the City Manager's Office to get the ball rolling.

Ice and Bait Machines

The City has entered into a short-term agreement with Alaska Ice, LLC to install an ice and bait machine at the harbor. Several locations were considered, however the top of Ramp 4 was chosen because it is the greatest distance from other "brick and mortar" businesses that sell bagged ice and bait. The City will

license these two machines, in one location, for 6-months. If the machines prove to be sufficiently profitable, we will consider a Request for Proposal for a long-term arrangement.

Total IFQ Landings & Pounds by Port report from NOAA.gov

Attached is a yearend report from NOAA on landings by port. Looking at the report and comparing Homer to the other bigger harbors in terms of landings and pounds, Kodiak beat us out by about 100,000 pounds but it took about an additional 120 landings to do it. What could that mean? The bigger loads came to Homer because it made sense to the vessels in terms of run time and fuel. Where we are falling short is in the black cod landings. This is likely due to the lack of processing and run time verses profit for the vessels. The Port and Harbor is hopeful that with transfer of ownership of Fish Factory to an international company this spring we could see an upswing in black cod landings in Homer.

Airport public comment

The Department of Transportation and Public Facilities is soliciting public comment on improvements to the airport facilities. See attached map and public notice.

Navy Ship to Visit Homer

The City of Homer will be welcoming the USS Hopper, a navy destroyer, to the Port April 28-1. The Chamber is arranging to have transportation and tour opportunities available for crew who will be spending some time on shore leave getting to know our beautiful City while they are here. Navy volunteers will also be helping in the community during their short stay. Please welcome these men and women to our community and take an opportunity to thank them for their service.

Enc:

Alaskan Command Press Release

Total IFQ Landings & Pounds by Port report from NOAA.gov

DOT Request for public comment on improvements at the airport

Alaskan Command

PRESS RELEASE

Alaskan Command Office of Public Affairs
9480 Pease Ave, Ste 304, Joint Base Elmendorf-Richardson, AK 99506-2150
Cmcl (907) 552-2341 DSN (317) 552-2341

Apr 4, 2017

U.S. Navy ships scheduled to visit Alaska for Exercise Northern Edge 2017

JOINT BASE ELMENDORF-RICHARDSON, Alaska – Arleigh Burke-class guided-missile destroyers USS Hopper (DDG 70) and USS O’Kane (DDG 77) and fleet replenishment oiler USNS Guadalupe (T-AO 200) are scheduled to participate in Exercise Northern Edge 2017 in the Joint Pacific Alaska Range Complex, May 1-12.

Hopper is scheduled to conduct a port visit to Homer, April 28-30, while O’Kane is expected to make a port visit to Juneau, May 12-14. While in port, hundreds of Sailors will have opportunities to participate in community service projects, experience local cuisine, sporting events and excursions, as well as explore Alaska’s culture and beauty on trips coordinated by morale, welfare and recreation. During Exercise Northern Edge 2015, approximately \$13 million was brought into the State of Alaska due to the additional military personnel, support contracts and port visit.

Northern Edge is a biennial training exercise conducted in the Joint Pacific Alaska Range Complex, which includes the area within the Gulf of Alaska, as well as land and airspace within the state.

Northern Edge includes participation from several commands, including Alaskan Command, U.S. Pacific Fleet, U.S. 3rd Fleet, Marine Corps Forces Pacific, U.S. Army Pacific, and others. The exercise is planned to involve approximately 200 aircraft at Joint Base Elmendorf-Richardson and Eielson Air Force Base, along with Hopper, O’Kane and Guadalupe.

Hopper and O’Kane are multi-mission surface combatants, capable of anti-air, anti-submarine, and anti-surface warfare missions. They operate independently or in support of carrier and expeditionary strike groups. They are homeported in Pearl Harbor, Hawaii.

Guadalupe is a Navy Military Sealift Command ship that supplies Navy surface combatant ships at sea, providing fuel, food, and other critical supplies that enable the fleet to remain at sea, on station and combat-ready for extended periods of time.

For more information, please contact Alaskan Command Public Affairs at 907-552-2341.

Total IFQ Landings & Pounds by Port

Port	Halibut		Sablefish	
	Vessel Landings	Pounds Landed	Vessel Landings	Pounds Landed
WASHINGTON				
BELLINGHAM	27	547,433	11	37,960
SEATTLE	***	***	***	***
ALASKA				
ADAK	***	***	***	***
AKUTAN	***	***	***	***
ATKA	***	***	***	***
CORDOVA	87	373,397	***	***
CRAIG	55	88,368	***	***
DUTCH HBR/UNALASKA	***	***	96	944,673
ELFIN COVE	***	***	***	***
FALSE PASS	***	***	***	***
HAINES	13	27,850	***	***
HOMER	347	2,571,717	89	498,209
HOONAH	***	***	***	***
HYDER	***	***	***	***
JUNEAU	210	1,002,969	***	***
KENAI	***	***	***	***
KETCHIKAN	60	152,379	***	***
KING COVE	***	***	***	***
KODIAK	483	2,657,962	217	2,875,644
PETERSBURG	357	1,368,213	***	***
PORT ALEXANDER	***	***	***	***
PORT PROTECTION	***	***	***	***
SAND POINT	***	***	***	***
SEWARD	353	1,914,724	355	4,441,899
SITKA	467	1,258,792	***	***
ST GEORGE	***	***	***	***
ST PAUL	***	***	***	***
TENAKEE SPRINGS	***	***	***	***
UNKNOWN	***	***	***	***
VALDEZ	***	***	***	***
WHITTIER	***	***	***	***
WRANGELL	***	***	***	***
YAKUTAT	230	663,740	***	***
ZA OTHER	***	***	15	754,082
Totals	3,431	16,754,134	1,606	17,891,062

Notes:

1. This report summarizes fixed gear IFQ landings reported by Registered Buyers. At sea discards are not included.
2. Halibut weights are reported in net (headed and gutted) pounds. Sablefish weights are reported in round pounds.
3. "Vessel Landings" include the number of landings by participating vessels ignoring IFQ harvest area. Each such landing may include harvests from more than one IFQ Permit Holder.
4. Landings at different harbors in the same general location (e.g. "Juneau, Douglas, and Auke Bay") have been combined to report landings to the main port (e.g., "Juneau").
5. "Vessel Offload" is the removal of fish from a harvesting vessel to (or by) a specific Registered Buyer on a particular date/time.
6. Due to over- or underharvest of TAC and/or rounding, percentages may not total to 100%.
7. Data are derived from initial data entry procedures and are preliminary. Future review and editing may result in minor changes.
8. Asterisks denote confidential data.



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

March 30, 2017

In Reply Refer To:
Homer Airport Safety Improvements
Project No.: CFAPT00144
No Historic Properties Affected

ATTENTION: This finding contains no (0) DOE(s)

Mayor Bryan Zak
2525 Sterling Hwy.
Homer, Alaska 99603

Dear Mayor Zak:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing a project to enhance safety at the Homer Airport. The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, on USGS Quad Map Seldovia C-4, Seward Meridian, at Latitude 59.64126, Longitude -151.48856, in Homer, Alaska (see Figure 1).

DOT&PF, on behalf of FAA, finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

FAA inspections of the Homer Airport in 2015 and 2016 revealed that several operational components (Taxiway B and E safety areas; primary and secondary wind cones/segmented circles; Runway 4 blast pad; perimeter fence; and Taxiway C configuration) do not conform to Federal Aviation Regulation Part 139 and the FAA Airport Certification Manual. The proposed project would enhance safety by addressing these components to conform to federal regulations.

The proposed project would include the following (see Figure 2 and Figure 3):

- Reconstruct safety areas on Taxiway B North and Taxiway E
- Replace and relocate the primary wind cone, segmented circle, and supplemental wind cone
- Replace perimeter fence
- Obliterate and regrade the Runway 4 blast pad to runway safety area (RSA) standards
- Revise Taxiway C configuration between Runway 4 and Taxiway D

- Clear and grub vegetation
- Geotechnical drilling

Material site selection will be left up to the Contractor. Accordingly, it will be the Contractor's responsibility to acquire all necessary permits and clearances for their chosen site(s). Disposal sites will also be the responsibility of the contractor. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

Area of Potential Effect (APE)

The APE for the proposed Homer Airport Safety Improvements project includes the anticipated construction boundaries, all located within the airport property (Figure 4). Because the scope of the work is consistent with the existing airport features, indirect impacts are not considered for the proposed project. Any indirect visual or auditory impacts would be minimal and temporary in nature, or limited to the construction period. Potential ground disturbing activities include clearing and grubbing, fence installation, wind cone and segmented circle relocation, and geotechnical drilling. All construction activities would be confined to the Homer Airport boundary.

The final decision of material sites and staging areas determination would be left entirely to the Contractor. As such, the potential material sites are not included in the APE. Materials and equipment would be transported using existing roadways and haul routes. No new haul roads would be constructed, and no additional ground disturbing activities like road expansion or compaction would take place for this project.

If the Contractor elected to use an undeveloped material site, contract language will require the Contractor to comply with FAA Environmental Orders which may include an environmental assessment, acquire all necessary permits and clearances for the site(s) and provide copies to DOT&PF and the Project Engineer prior to development. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

Identification Efforts

DOT&PF staff conducted a search of the Alaska Heritage Resource Survey (AHRS) database on November 16, 2016, to identify properties of historical, archaeological, and cultural significance within the study area. None were listed in the AHRS database.

Two previous Environmental Assessments (EA) for similar projects determined that the likelihood of encountering resources of historic or cultural significance is low. The 2005 EA for the Homer Airport Improvements project (#54744), which was completed for the Airport Master Plan, indicated that the State Historic Preservation Officer (SHPO) concurred with the finding of no historic properties affected on October 11, 2004. Additionally, an earlier EA for Homer Airport Improvements (#59444) and Homer Joint Use Terminal (#59786) also determined that there were no known sites or structures within the APE. The SHPO concurrence letter stated, "The State Historic Preservation Officer reviewed the proposed action and found it clear of cultural resource concerns." (Bittner, November 15, 1991).

Finding of Effect

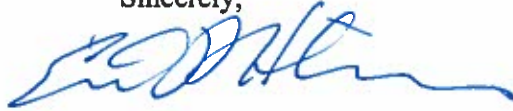
DOT&PF finds that no historic properties would be affected by the proposed undertaking, owing to the fact that 1) the majority of construction would occur on previously disturbed ground within the airport boundary and 2) the likelihood of encountering resources of historic or cultural significance is deemed to be low.

Consultation Efforts

Consulting parties that are being contacted with this finding are SHPO; Kenai Peninsula Borough; City of Homer; Cook Inlet Region, Inc.; Ninilchik Natives Association, Inc.; Ninilchik Traditional Council; the Seldovia Native Association; and the Seldovia Village Tribe.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence by mail, telephone at 907-269-0534 or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,



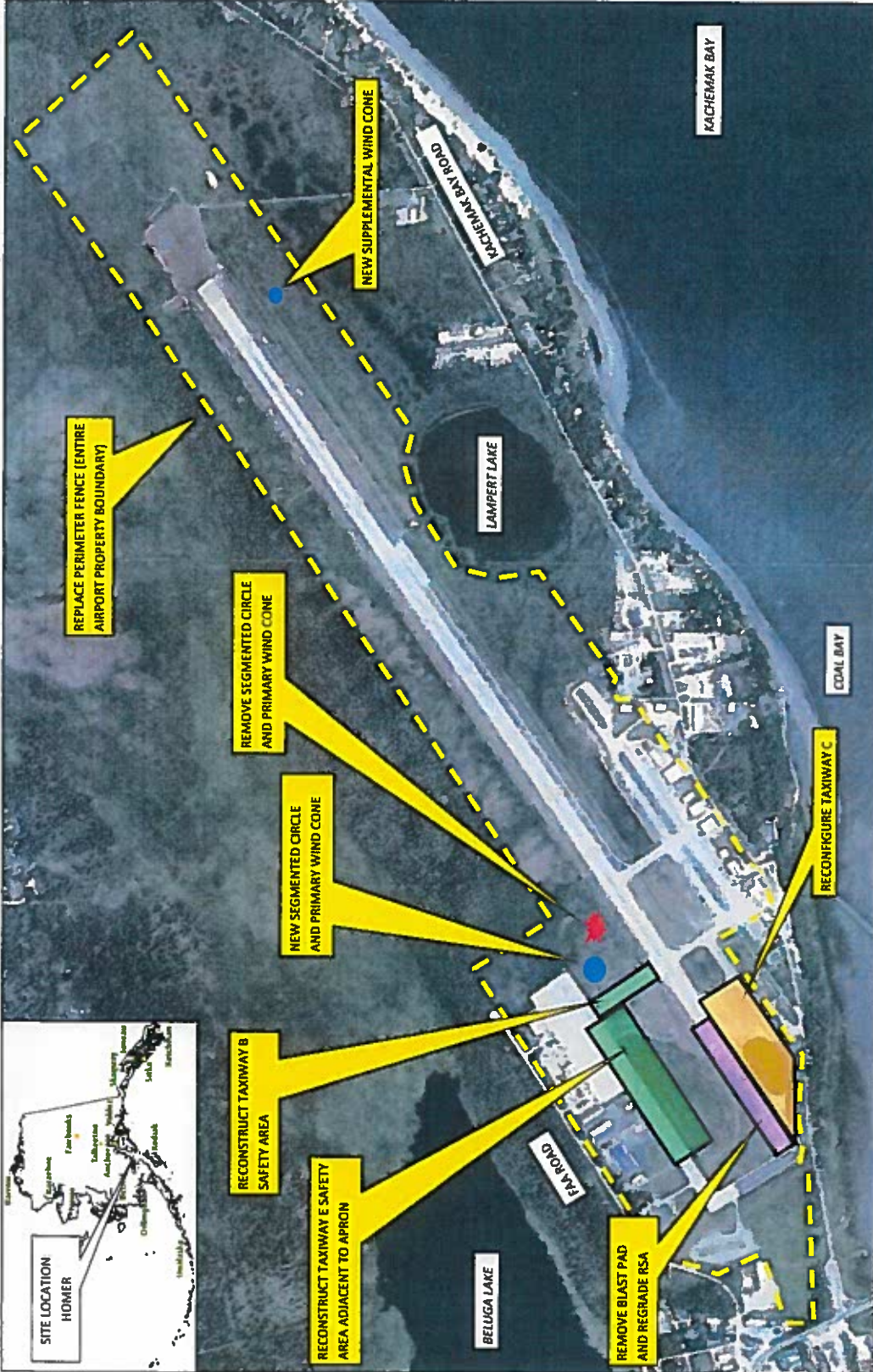
Erik D. Hilsinger
Cultural Resources Specialist

Enclosures:

- Figure 1: Location and Vicinity Map
- Figure 2: Homer Airport Improvements Plan View
- Figure 3: Proposed Test Hole Map
- Figure 4: Area of Potential Effect Map (APE)

Electronic cc w/ enclosures:

- Brian Elliott, DOT&PF (Central Region), Regional Environmental Manager
- Keith Gordon, FAA, Environmental Protection Specialist
- Leslie Grey, FAA, Anchorage Lead Environmental Manager
- Aaron Hughes P.E., DOT&PF (Central Region), Project Manager
- Kathy Price, DOT&PF Statewide, Cultural Resources Specialist
- Ryan Riddle, DOT&PF (Central Region), Environmental Team Lead



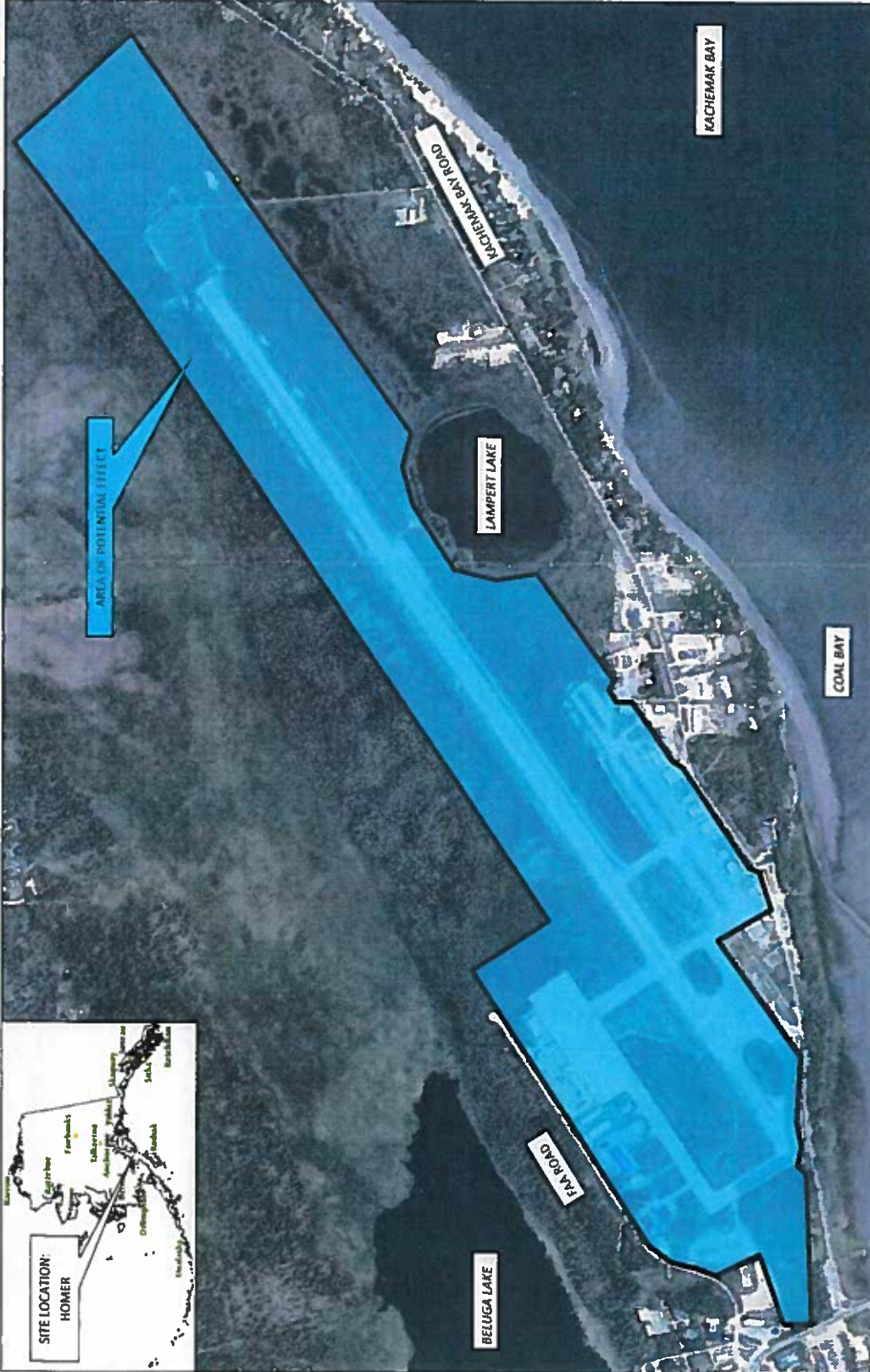
Aerial photo from Google Earth dated 12/30/2010.

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HOMER AIRPORT SAFETY IMPROVEMENTS
 PROJECT NO. CFAPT00144
 PROJECT AREA MAP
 STATE OF ALASKA

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 PRELIMINARY DESIGN AND
 ENVIRONMENTAL GROUP

FIGURE 2



Aerial photo from Google Earth dated 12/30/2010.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

HOMER AIRPORT SAFETY IMPROVEMENTS
PROJECT NO. CFAPT00144
AREA OF POTENTIAL EFFECT MAP
STATE OF ALASKA

FIGURE 4

Figure 3 - Proposed 2017 Test Hole Map
Homer Airport Safety Improvements
Project CFAPT00144

- Proposed Test Hole
- Proposed Pavement Core

