

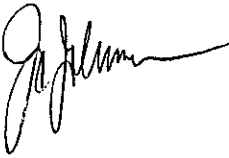
Office of the City Clerk

Jo Johnson, CMC, City Clerk
Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, Deputy City Clerk I



491 E. Pioneer Avenue
Homer, Alaska 99603
(907) 235-3130
(907) 235-8121
ext: 2224, 2226, or 2227
Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM – AGENDA CHANGES/SUPPLEMENTAL PACKET

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL
FROM: JO JOHNSON, CMC, CITY CLERK 
DATE: FEBRUARY 15, 2011
SUBJECT: AGENDA CHANGES AND SUPPLEMENTAL PACKET

VISITORS

Lobbyists – Legislative Bill Report Page 1

ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

Mayor Hornaday's Report of AML Winter Legislative Session Page 9

RESOLUTIONS

Resolution 11-017, Main Street Intersection Improvements

Public Comments Page 13

Resolution 11-020, Capital Improvement Plan and Capital Project Legislative Priorities Amendments Page 17

Resolution 11-021, Homer Coordinated Transportation Program

Public Comments Page 33

RECOMMENDATION:

Voice consensus to changes under Agenda Approval.

Fiscal Note: N/A

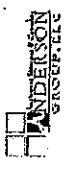
| Hearing | Bill No. | Short Title | Prime Sponsor | Comte Refs. | Status | Status Date | Last Action | Bill Summary |
|-------------------------------|--------------|---|---------------|-------------|--------|-------------|-----------------------|--|
| | <u>HB 12</u> | Workers' Compensation Advisory Council | Olson | FIN,L&C | (H)L&C | 1/18/11 | Referred to Cmte | Abolishes the Medical Services Review Committee and establishes a Workers' Compensation Advisory Council. Outlines methodology for selecting members, establishes term length for members, and sets basic parliamentary procedure for the proposed committee. Resides in DOL. |
| | <u>HB 13</u> | Workers' Compensation: Medical Fees | Olson | FIN,L&C | (H)FIN | 2/14/11 | Passed (H)L&C 2/14/11 | Establishes a fee schedule for workers' compensation medical payments and sets parameters for how the board will formulate the proposed fee schedule. Geographical cost differentials is considered. |
| | <u>HB 20</u> | Personal Use Fishing Priority | Stoltze | FSH, RES | (H)FSH | 1/18/11 | Referred to Cmte | Requires that, when the harvest of a stock or species is limited to achieve a management goal, the Board of Fisheries shall place restrictions on all other fisheries before restricting personal use fisheries. |
| | <u>HB 29</u> | Public Retiree Medical Benefits Coverage | Millett | L&C,FIN | (H)L&C | 1/18/11 | Referred to Cmte | Amends current law by ordering that preventive health services benefits provided to a person receiving retiree medical benefits may not be less than the preventive health services medical benefits provided to the active members of the respective system. |
| H-TRA THURS 2/17/11 1:00PM | <u>HB 30</u> | Dedicated Transportation Fund/Public Transportation | P. Wilson | TRA,FIN | (H)TRA | 1/18/11 | Referred to Cmte | Proposes major changes to fee payment structure of the Transportation Infrastructure Fund. Removes some fees that are currently paid into the fund and moves those fees to the State General Fund. Establishes a new methodology for determining what percentage of fees collected through vehicle rental, aviation fuel, harbor, and other transportation fees gets paid into the State Transportation Infrastructure Fund. |
| | <u>HB 31</u> | Transportation Infrastructure Fund Appropriation | P. Wilson | FIN | (H)FIN | 1/18/11 | Referred to Cmte | Appropriates \$1 billion general fund dollars to the State Transportation Infrastructure Fund - contingent upon an amendment to the constitution (before April 1st, 2013) that establishes the TI as a dedicated fund in the Alaska Constitution. |

City of Homer

| Hearing | Bill No. | Short Title | Prime Sponsor | Cmte Refs | Status | Status Date | Last Action | Bill Summary |
|---------|--------------|---|---------------|------------|--------|-------------|------------------|--|
| | <u>HB 32</u> | Oil and Gas and Gas Only Leasing | Millett | RES,FIN | (H)RES | 7/18/11 | Referred to Cmte | Amends existing oil and gas lease law for the Cook Inlet Basin. Establishes a 180 day maximum period for notification of successful bidders on State leases, changes lease requirements for fields with prior drilled but not produced wells, and changes to royalty share for Cook Inlet region gas and oil development. |
| | <u>HB 34</u> | Candidates Ineligible for Boards Doogan and Commissions | | STA,JUD | (H)STA | 7/18/11 | Referred to Cmte | Adds new law that establishes limits on State commission and board membership applicants who were recent candidates for elective state, local or federal office. Prohibits service on a State board or commission if a person was a candidate for local, federal or state office during the preceding year. |
| | <u>HB 40</u> | Municipal Property Tax Exemption | Kawasaki | CRA,FIN | (H)CRA | 7/18/11 | Referred to Cmte | Increases the allowed municipal residential property tax exemption from \$20,000 to \$100,000.00. An increase in the exemption still requires local ordinance ratification. |
| | <u>HB 41</u> | Municipal Residential Property Taxes | Petersen | CRA,FIN | (H)CRA | 7/18/11 | Referred to Cmte | Allows a local governments to classify residential property by type and then exclude or partially exempt one or more types of residential property from local property taxations. Partial exemptions limit raised to \$50,000. |
| | <u>HB 52</u> | Notice Municipal Selection of State Land | Millett | CRA RES | (H)CRA | 7/18/11 | Referred to Cmte | Amends current law to include notification procedures for municipalities that select occupied State land for conveyance. |
| | <u>HB 57</u> | Bicycle Program | Seaton | TRA,FIN | (H)TRA | 7/18/11 | Referred to Cmte | Creates new law that allows for municipal and nonprofit sponsorship educational campaigns that promote the benefits of safe bicycle use as a mode of transportation. Also orders the State DOT to include the administration of State funds for that purpose. |
| | <u>HB 59</u> | Commercial Fishing Loan Act | Seaton | FSH,FIN | (H)FSH | 7/18/11 | Referred to Cmte | Allows commercial fisherman to apply for new loans under the Commercial Fishing Loan Act and receive interest rate deductions of up to 2% if the borrower uses at least 50% of the proceeds for quality improvements or energy efficiency upgrades. Law requires that improvements and upgrades must be manufactured in state to qualify for this program. |

City of Homer

| Meeting | Bill No. | Short Title | Prime Sponsor | Cmte Res | Status | Status Date | Last Action | Bill Summary |
|-------------------------------|----------|--|---------------|-----------------|--------|-------------|------------------|---|
| | HB 84 | Police & Firefighter Death Benefits | Millett | L&C, FIN (H)L&C | (H)L&C | 1/18/11 | Referred to Cmte | Adds a one-time \$100K occupational death benefit payment, in addition to pension payments, to qualifying survivors of peace officers and firefighters. |
| | HB 85 | Mixing Zones / Sewage Systems | Seaton | FSH, RES | (H)FSH | 1/18/11 | Referred to Cmte | Requires the DEC to collect publicly available data on water pollution in mixing zones, prohibits certain mixing zones in freshwater spawning areas; and requires a public comment period for certain sewage system or treatment works modifications. Defines spawning species and certain mixing zones. |
| | HB 86 | Ban Mixing Zones in Spawning Areas | Gara | FSH, RES | (H)FSH | 1/18/11 | Referred to Cmte | Bans mixing zones for lakes, streams, rivers, or other flowing fresh water in an area of anadromous fish spawning or resident fish redds. Defines species affected. Includes two exceptions: existing municipal systems (with conditions) and a suction dredge or mechanical placer mine (with conditions). |
| | HB 90 | Municipal Property Tax Exemptions | Neuman | CRA, FIN | (H)CRA | 1/18/11 | Referred to Cmte | Increases the municipal property tax exemption on residential property from \$150K to \$200K for property owners whose gross household incomes meet defined levels based on federal poverty standards. |
| | HB 95 | Seat Belt Violation Secondary Offense | T. Wilson | TRA, JUD | (H)TRA | 1/18/11 | Referred to Cmte | Changes current administrative regulation by making seatbelt requirement laws for passengers a secondary violation; meaning that a peace officer may not stop a vehicle to determine compliance with law unless there is probable cause for the stop for another observed primary violation. |
| H-ENE THURS 2/17/11 3:00PM | HB 103 | Power Project, Alaska Energy Authority | Governor | ENE, FIN | (H)ENE | 1/18/11 | Referred to Cmte | By request of Governor: transfers certain positions from AIDEA to the Alaska Energy Authority; establishes the Railbelt energy fund and sets appropriation policy for the fund; increases appointment terms for AEA board members; expands powers of AEA to include construction of energy projects. |
| | HB 106 | Coastal Management Program | Governor | RES, FIN | (H)RES | 1/18/11 | Referred to Cmte | Extends the termination date of the Alaska coastal management program to January, 2017; reviews activities under the Alaska coastal management plan; and amends the effective date of section 22 of current law. |



| Hearing | Bill No. | Short Title | Prime Sponsor | Committee Refs. | Status | Date | Last Action | Bill Summary |
|--------------------------|----------|---|---------------|-----------------|-----------------|---------|---|--|
| | HB 119 | AIDEA: Procurement; Projects | Governor | EDT, FIN | Await Transmitt | 2/10/11 | Await transmittal services, professional services, and construction for the Alaska Industrial Development and Export Authority; relating to the definition of 'own' for the economic development account; relating to the definitions of 'development project', 'plant', 'facility', and 'project' for the Alaska Industrial Development and Export Authority; and providing for an effective date. | |
| | HB 121 | Loan Funds: Charters / Mariculture / Microloan | Governor | FSH, RES, FIN | (H)FSH | 1/24/11 | Referred to Cmte | An Act that establishes the commercial charter fisheries revolving loan fund, the mariculture revolving loan fund, and the Alaska microloan revolving loan fund. |
| H-RES MON 2/14/11 1:00PM | HB 123 | Clean Water Fund: Linked Deposits | Seaton | RES, FIN | (H)RES | 1/26/11 | Referred to Cmte | Expands the authority of the Alaska clean water fund by establishing a linked deposit loan program that provides a source of low-interest financing for eligible municipalities, persons and organizations. |
| | HB 124 | Security for Injunction | Millett | L&C, JUD | (H)L&C | 1/25/11 | Referred to Cmte | Requires persons commencing action against or seeking a delay on a project on state or private land to provide security equal to 10% the value of the project. |
| H-L&C MON 2/14/11 3:15PM | HB 130 | Residential Sprinkler Systems | (H)L&C | CRA, L&C | (H)L&C | 2/10/11 | Await transmittal to next cmte | Sets public-notice minimums and guidelines for home rule and general law municipalities wishing to change local building code requirements to include adding sprinkler fire protection systems to new single family and duplex construction. |
| | HB 131 | Community and Transportation Advisory Board | Munoz | TRA, FIN | (H)TRA | 1/28/11 | Referred to Cmte | Establishes and sets appointment provisions for a new "Alaska Community and Public Transportation Advisory Board." Orders the DOT, along with the newly established board, to prepare a comprehensive long-range plan for public transportation. Enumerates the powers of the newly established board. |
| | HB 135 | PERS: Membership; Payments to Retiree Organizations | Keittala | L&C, FIN | (H)L&C | 1/31/11 | Referred to Cmte | Adds to existing law by allowing members of a retirement organization, who are currently receiving retirement benefits under PERS/TRS/JRS, to have either monthly or yearly dues deducted directly from their PERS/TRS/JRS payments and paid directly to the representing organization. |

City of Homer

| Meeting | Bill No. | Short Title | Prime Sponsor | Cmte | Refs | Status | State Date | Last Action | Bill Summary |
|-------------------------------|---------------|---|---------------|---------------|--------|--------|------------|------------------|--|
| H-FSH THURS 2/17/11 5:00PM | <u>HB 140</u> | Appropriation: Community Quota Entity Loan Fund | Austerman | FIN | (H)FIN | | 2/8/11 | Referred to Cmte | Executes a special general fund appropriation of \$45 million into the proposed Community Quota Entity Loan Fund (HB141); sets contingencies and adds an effective date. |
| H-FSH THURS 2/17/11 5:00PM | <u>HB 141</u> | Loans to Community: Quota Entities/Permits | Austerman | FSH, FIN | (H)FSH | | 2/8/11 | Referred to Cmte | Establishes the Community Quota Entity Loan Fund and sets an effective date; directs principal and interest payments on certain existing loans to the newly established fund; and offers restrictions of fund use. |
| | <u>HB 142</u> | Presumption AGIA Project is Uneconomical | Chenault | FIN | (H)FIN | | 2/8/11 | Referred to Cmte | Creates a rebuttable presumption under existing AGIA law by codifying July 15th, 2011 as a deadline for the receipt of firm transportation commitments by TransCanada; requires that any requests for FY2013 reimbursement under current AGIA statutes be sustained by evidence of sufficient credit support for financing of the project and predicted costs of transportation at 100% load factor. |
| | <u>HB 151</u> | Police & Firefighter Death Benefits | Dick | L&C, FIN | (H)L&C | | 2/9/11 | Referred to Cmte | Adds to existing law by allowing spouses of fallen police officers and fire fighters between 1961 and 1976 to be eligible for benefits under AS 39.35.430. Does not allow for retroactive payments. |
| H-TRA THURS 2/17/11 1:00PM | <u>HJR 4</u> | Constitutional Amendment: Transportation Fund | P. Wilson | TRA, JUD, FIN | (H)TRA | | 1/18/11 | Referred to Cmte | Proposes to amend that State of Alaska constitution by creating a Transportation Infrastructure Fund. |
| S-RES SAT 2/19/11 10:00AM | <u>SB 24</u> | Sport Fishing guides: Board; Licenses | McGuire | RES, FIN | (S)RES | | 1/19/11 | Referred to Cmte | Establishes a Sport Fishing Guide Services Board, establishes duties and powers of the proposed board, and defines those professions subject to board authority. |
| | <u>SB 25</u> | AIDEA Participation in Energy Projects | McGuire | L&C, FIN | (S)L&C | | 1/19/11 | Referred to Cmte | Expands the ability for participation of the Alaska Industrial Development and Export Authority in energy related products. Increases the bonding authority and proposes other changes to laws affecting the AIDEA. |
| | <u>SB 26</u> | Fee/Tax Exemption for Certain Vehicles | McGuire | STA, FIN | (S)STA | | 1/19/11 | Referred to Cmte | Exempts vehicles powered solely by electricity or compressed natural gas from state and municipal vehicle registration fees. |

| Hearing | Bill No. | Short Title | Prime Sponsor | Comte Refs | Status | Status Date | Last Action | Bill Summary |
|--------------------------------|--------------|--|---------------|---------------|--------|-------------|------------------|---|
| | <u>SB 37</u> | Transportation Infrastructure Fund | J. Thomas | TRA, FIN | (S)TRA | 1/19/11 | Referred to Cmte | Creates a State Transportation Infrastructure Fund; includes language for an initial \$1 billion deposit into the fund; defines what currently collected fees by DOT are to be appropriated to the fund; and provides for an effective date of the fund. |
| S-L&C TUES 2/15/2011 1:30PM | <u>SB 38</u> | Police & Firefighter Death Benefits | Meyer | L&C, FIN | (S)L&C | 1/19/11 | Referred to Cmte | Adds a one-time \$100K occupational death benefit payment, in addition to pension payments, to qualifying survivors of peace officers and firefighters. |
| S-RES WED 2/16/11 3:30PM | <u>SB 42</u> | Power Project; Alaska Energy Authority | Governor | RES, FIN | (S)RES | 1/19/11 | Referred to Cmte | By request of Governor, transfers certain positions from AIDEA to the Alaska Energy Authority; establishes the Railbelt energy fund and sets appropriation policy for the fund; increases appointment terms for AEA board members; expands powers of AEA to include construction of energy projects. |
| | <u>SB 45</u> | Coastal Management Program | Governor | CRA, RES, FIN | (S)RES | 1/19/11 | Referred to Cmte | Extends the termination date of the Alaska coastal management program to January, 2017; reviews activities under the Alaska coastal management plan. |
| | <u>SB 56</u> | Delay Sunset of Coastal Management Program | (S)FIN | CRA, RES, FIN | (S)CRA | 1/27/11 | Referred to Cmte | Extends, by one year, the termination date of the Alaska Coastal Management Program; establishes procedures for evaluation of agency programs and activities; sets new termination date of the ACMP. |
| | <u>SB 57</u> | Municipal Property Tax Exemptions | Menard | CRA, FIN | (S)CRA | 1/27/11 | Referred to Cmte | Increases the local property tax exemption for seniors from 150K to 200K and sets a deadline of Sept 1st of each year for the Commissioner of Revenue to determine if the State will fully fund the increased exemption amount by reimbursing the municipalities. |
| | <u>SB 65</u> | AIDEA: Procurement; Projects | Governor | L&C, FIN | (S)L&C | 2/10/11 | Referred to Cmte | An Act relating to the procurement of supplies, services, professional services, and construction for the Alaska Industrial Development and Export Authority; relating to the definition of 'own' for the economic development account; relating to the definitions of 'development project', 'plant', 'facility', and 'project' for the Alaska Industrial Development and Export Authority; and providing for an effective date. |

City of Homer

| Meeting | Bill No. | Short Title | Prime Sponsor | Comte Refs | Status | Status Date | Last Action | Bill Summary |
|--------------------------------|--------------|--|---------------|-----------------|--------|-------------|------------------|--|
| S-L&C TUES 3/15/2011 1:30PM | <u>SB 67</u> | Loan Funds: Charters / Mariculture / Microloan | Governor | L&C, FIN (S)L&C | | 1/27/11 | Referred to Cmte | An Act that establishes the commercial charter fisheries revolving loan fund, the mariculture revolving loan fund, and the Alaska microloan revolving loan fund. |
| | <u>SB 75</u> | PERS Membership Payments to Retiree Organizations | J. Thomas | STA, L&C (S)STA | | 1/31/11 | Referred to Cmte | Adds to existing law by allowing members of a retirement organization who are currently receiving retirement benefits under PERS/TRS/JRS, to have either monthly or yearly dues deducted directly from their PERS/TRS/JRS payments and paid directly to the representing organization. |
| | <u>SB 81</u> | Public Retiree Medical Benefits Dependents | Davis | L&C, FIN (S)L&C | | 2/8/11 | Referred to Cmte | Amends current law by establishing that dependent coverage medical benefits provided to a person receiving retiree medical benefits may not be less than the dependent coverage medical benefits provided to active members of the respective system. |

2 11 11

Summary of Juneau Trip 2 7- 2 10 11 Mayor Jim Hornaday

Enclosed is ~~appointment~~ calendar. We concentrated on the gas line. We don't know the effect of the closure of the LNG plant. We also pushed the dock expansion and utilizing cruise ship revenues. At the mayors' and other AML meetings there was real concern expressed about law suits, attorney fees, and other costs of litigation, and administrative proceedings. Real concern over federal regulation. Legislators concerned the governor spent all the money, but there will be increases from the legislature. Paul Seaton has some new ideas about the fish tax issue, but Rep Thomas who supported the last go round was not optimistic. We also did some work on roads as well as port and harbor with the new DOT commissioner. Met the lobbyist and she attended meetings with us. Probably the most possible productive meeting was with Budget Director Karen Rehfield. The word is she has the governor's ear on the capital budget. The capital budget starts in the Senate, so we hope Sen. Stevens will get our projects in and then Rep. Seaton can help in the House. The operating budget starts in the House, so we the hope the reverse works.

ALASKA CONFERENCE OF MAYORS

217 Second Street, Suite 200
Juneau, Alaska 99801
907-586-1325
FAX 463-5480
AML1@ptialaska.net

**ALASKA CONFERENCE OF MAYORS
AGENDA
TUESDAY, FEBRUARY 8, 2011
1:15 P.M
TREADWELL ROOM
BARANOF HOTEL~JUNEAU, ALASKA**

Call to Order

Welcome & Introductions

Approval of Agenda

Approval of Minutes (November 16, 2010)

Financial Report

Presidents Report

Speakers:

Karen Rehfeld – Office of Management & Budget – 2:00 p.m.

Randy Ruaro – Office of the Governor (TBD)

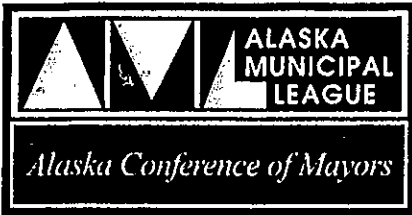
Mayor's Issue Discussion

Community Updates

Topics for Next Meeting

Comments

Adjournment



217 Second Street, Suite 200 • Juneau, Alaska 99801
 Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

**Alaska Municipal League Winter Legislative Conference
 February 8-10, 2011
 Baranof Hotel, Juneau, AK**

1. air mail
2. 30 tax
3. Permitting issues
 water resources
 roads - pavans
 air quality
4. Wild Lands
5. Paid members v. ambr.
6. PLT
7. Truck receipts - Rds & Schools
8. Over reaching

Tuesday, February 8, 2011

~~8:00 - 11:45a.m. AML Board Meeting~~
~~1:15 - 4:00 p.m. Alaska Conference of Mayors Meeting~~
~~1:00. - 5:00p.m. AK Municipal Management Assoc. Board Meeting~~

Treadwell Room
 Treadwell Room
 Gastineau Suite

Wednesday, February 9, 2011

~~8:00 a.m. Breakfast~~
~~8:30 - 11:45 a.m. Legislative Meeting
 2011 Statewide Priorities Discussion~~
~~12:00 - 1:15 p.m. Lunch~~
~~1:30 - 4:00 p.m. Legislative Meeting Cont.
 2011 Federal Priorities Discussion~~
~~5:30 - 7:00 p.m. AML Legislative Reception~~

Treadwell Room
 Treadwell Room
 Treadwell Room
 Treadwell Room
 Treadwell Room

Thursday, February 10, 2011

8:30 - 10:30 a.m. Gourmet Breakfast with State Commissioners
 10:30 Visit with your Legislators

Treadwell Room

Jo Johnson

From: Eileen Mullen [islandvr@gmail.com]
Sent: Friday, February 11, 2011 8:38 AM
To: Jo Johnson
Subject: Traffic

Dear City clerk,
Please forward these comments onto the city council:

The positive things of having a traffic circle on the Main street bypass is that pedestrians will have a better chance of surviving a street crossing because the traffic circle reduces the speed of an oncoming vehicle.

A traffic circle is a much smoother, safer way to turn especially coming from the uphill side if it is an icy road. People automatically slow down for an approach instead of braking at the last moment and sliding through a stop light.

I think a traffic circle will enhance the businesses in downtown area by making it easier to navigate in all directions.

Thank you for your consideration!
Eileen Mullen

Island Watch vacation rentals
235-2265

Jo Johnson

From: Bob Brant [bbrant@jaybrant.com]
Sent: Friday, February 11, 2011 2:12 PM
To: Jo Johnson
Subject: Consideration of Roundabouts vs Stoplight Intersections

Would you please forward this comment to the City Council re the Main Street / Bypass intersection planning.
Thank you.
bb

Council Members,

As many of us in Homer have had little interaction with traffic roundabouts, I hope our own experience might have some small relevance in your discussion and planning for the Bypass / Main Street Intersection Upgrades question.

We have been repeatedly visiting, for up to a month at a time, two very large combination commercial and residential developments the last 10-15 years. These developments are large enough to be comparable to Homer in size, population, and extent of commercial facilities with what appears to be much greater traffic flow. The developers for both "towns" choose to use roundabouts rather than stop lights for the busier intersections. We have always remarked at how the traffic keeps moving and we don't experience backups when traveling through the developments. Over the time span of many visits, we have traveled through these intersections at all hours of the day, still found the traffic flowed constantly and did not create back ups. The constantly moving traffic seems to be the essence of these roundabouts.

While we appreciate the added cost and complexity of converting Main and the Bypass to a roundabout intersection, we would encourage you to carefully assess the long term advantages of the roundabout to the citizenry. In our experience, and over a long period of time and population and traffic growth, we have seen roundabout intersections continue to work surprisingly well. Obviously whether we can afford to buy this apparently superior design is a very large question.

This is an important long term question to decide and one you know you'll be getting lots of feedback on. Thank you for volunteering to find the best solution.

Best wishes,

Pam and Bob Brant

Bob Brant
Jay-Brant General Contractors, LLC
460 Grubstake Ave
Homer, Alaska 99603

(907) 235-8400 x 112

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5866 (20110211)

The message was checked by ESET NOD32 Antivirus.

February 12, 2011

Homer City Council
491 E. Pioneer Avenue
Homer Alaska

SUBJECT: Main Street and Pioneer Avenue Intersection Improvements
Resolution 11-017

I understand your council will be discussing the potential for traffic improvements at the Main Street and Pioneer Avenue intersection. As part of that review, I would hope you would consider examining if a roundabout would be an appropriate configuration for this location.

Roundabouts can provide significant improvements in the following areas:

1. **Traffic Safety** – Roundabouts reduce the severity of vehicle crashes and reduce the amount of property damage involved in the crashes. The right angle type of crashes is substantially reduced, resulting in fewer injuries. The lower speed of collisions also reduces the amount of damage to the vehicles.
2. **Congestion** – Roundabouts provide for less vehicle delay time which improves traffic flow reducing congestion. This also helps to reduce the road rage effect as people sit waiting for a light to change when no one is coming.
3. **O and M costs** – The on-going costs to maintain a roundabout are less than the costs to maintain a traffic signal system when you consider the signal maintenance and operating costs
4. **Community Esthetics** – A properly designed and landscaped roundabout can improve the look and feel of the roadway area adding to the attractiveness of the area.

My traffic engineering experience in Anchorage for the past 25 years has shown that roundabouts that are properly designed/installed have major benefits over other potential actions. Thanks for considering my thoughts on this matter.

Respectfully,

Bob Kniefel
(907) 903-7505

Jo Johnson

From: Jim Levine & Sue Post [jlevine@alaska.net]
Sent: Monday, February 14, 2011 11:35 PM
To: Mary Wythe; Barbara Howard; Bryan Zak; David Lewis; Francie Roberts; Kevin Hogan
Cc: Department Clerk
Subject: Main Street intersection

To the Mayor and City Council-

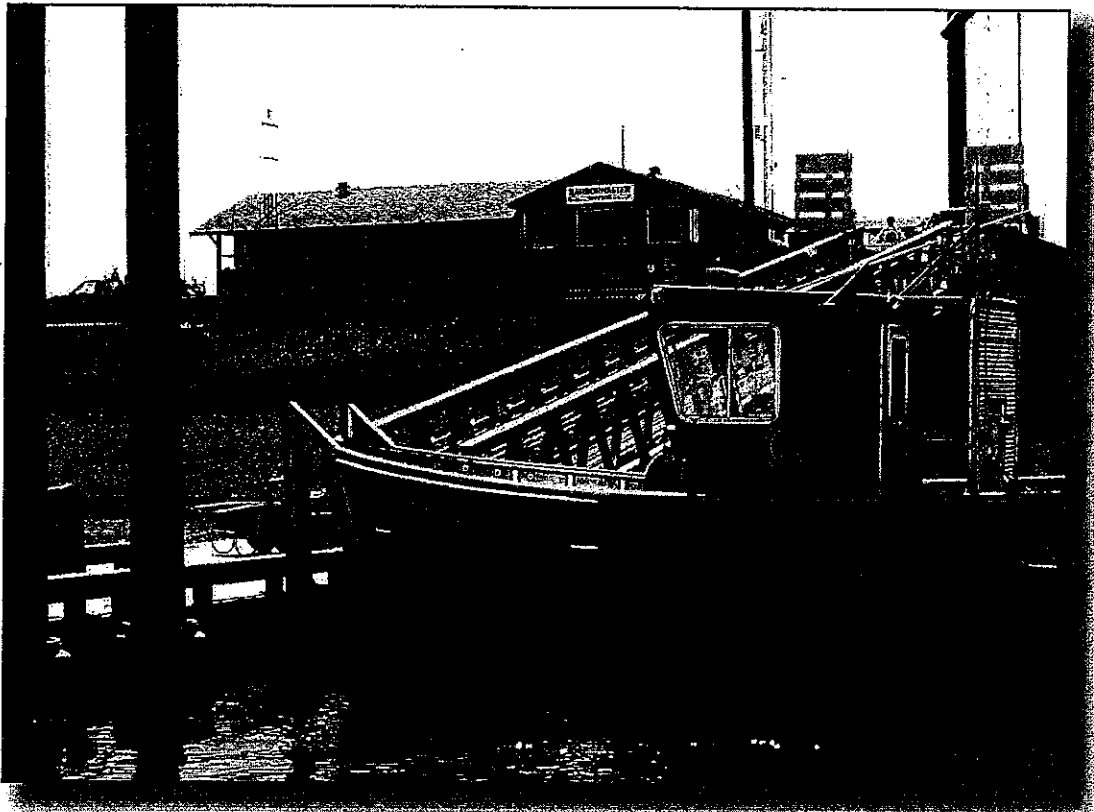
I will be unable to be at the meeting tomorrow night, but I see that there will be discussion on the intersection at Main Street and the Bypass. I know people feel strongly about both possibilities here- either a roundabout or a traffic light. I would like to speak up for the roundabout. I feel that would be a good intersection to introduce Homer to a roundabout. Most of the traffic is going straight on the Bypass there, and for vehicles coming to the roundabout from Main Street it would not be difficult to merge into the roundabout as the traffic is not that busy. I personally try to make it a point to go through the roundabouts in Anchorage on Dowling when I go up there, and have found them easy to use. I understand that it does cost more up front to build the roundabout, but less cost once it is built. I think this would be money well spent.

I remember when this discussion came up a few years ago and hearing so many of the pros and cons. It seems like some of the nay voices were due to safety or concern that people would not figure out how to use the roundabouts. In reality- the roundabouts are a much safer intersection than any traffic light would be, and a little education will go a long way in teaching folks the ins and outs (literally) of a roundabout. They occur in much of the world now- time to learn something new for some folks- and time to bring Homer into fashion.

I do hope you will take DOT/PF advice and go with the roundabout. I think in the long run we will all be glad you did.

thank you-
Sue Post
235-7496

City of Homer State Legislative Request FY 2012 Capital Budget



The Port & Harbor Office, seen in the background of this photo, was constructed in 1983 from two older buildings. A new Port & Harbor Office has been identified as a need in the CIP since 1985.

New draft - Feb. 10, 2011

City of Homer
491 E. Pioneer Avenue
Homer, Alaska 99603
907-235-8121



City of Homer State Legislative Request - FY 2012

SEWER TREATMENT PLANT

BIO-SOLIDS TREATMENT IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. This problem will become more difficult to deal with after the local landfill (operated by the Kenai Peninsula Borough) is closed in 2013. Another problem with the sewer treatment plant is that during wet weather, the collection system delivers more wastewater than the plant is designed to treat.

This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

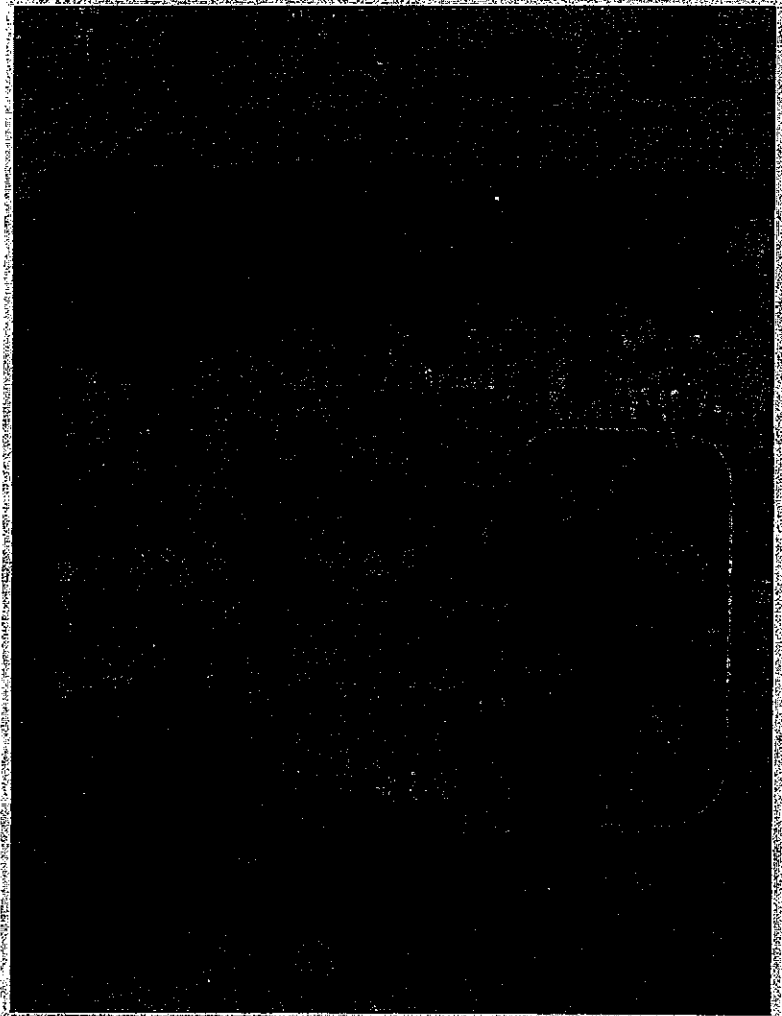
Schedule and Cost:

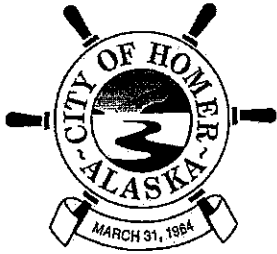
2011-2012 (Design)—\$524,500

2012-2013 (Construction)—\$4.72 million

FY 2012 STATE REQUEST: \$4,720,500

(City contribution: 10%=\$524,500)





City of Homer State Legislative Request - FY 2012

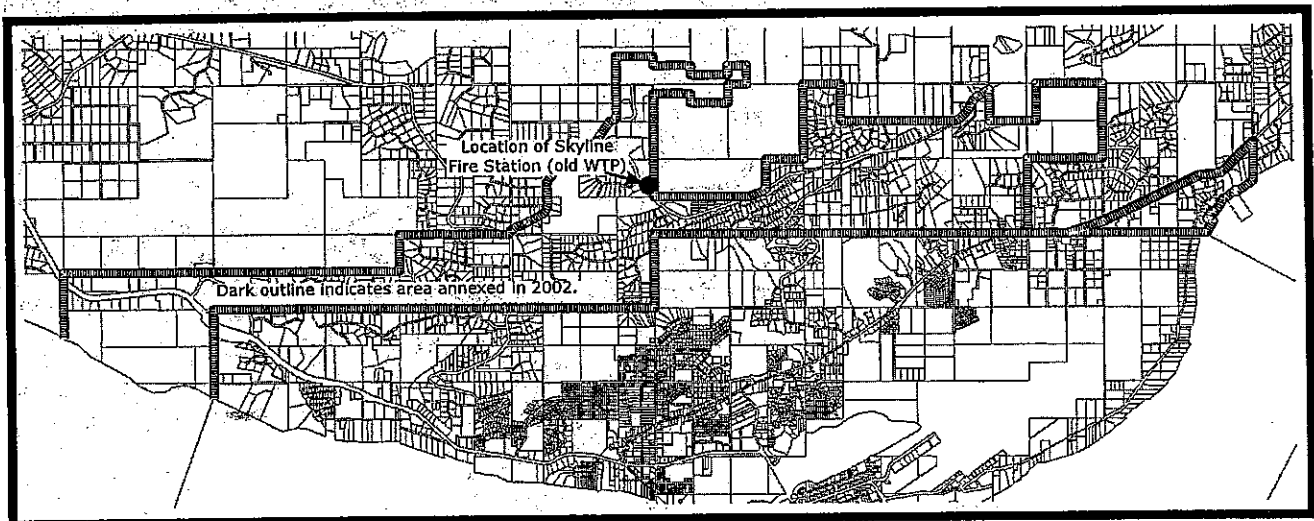
SKYLINE FIRE STATION

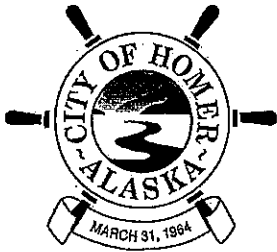
PROJECT DESCRIPTION & BENEFIT: This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

Schedule and Cost: 2011 (engineering and design)—\$150,000 2012 (construction)—\$1.2 M

FY 2012 STATE REQUEST: \$1,215,000

(City contribution: 10%=\$135,000)





City of Homer State Legislative Request - FY 2012

HARBOR FLOAT REPLACEMENT/ RAMP 3 GANGWAY & APPROACH REPLACEMENT

PROJECT DESCRIPTION & BENEFIT: This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats should be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for ADA improvements. The replacement ramp, at 100-feet long, will reduce the angle at low tide and thus meet ADA requirements, greatly increasing access to the harbor basin for individuals with disabilities. The ramp will also be covered to keep the walking surface snow and ice-free for year-round use. (Many other harbors in Alaska now include covered ramps.)

The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

PLANS & PROGRESS: The project has been discussed with Alaska DOT harbor division engineers to identify areas of greatest need, develop scope of work, and arrive at a preliminary cost estimate.

Cost: \$5.2 million (\$3.5 million for float replacement; \$1.7 million for Ramp 3 gangway and approach)

Schedule: 2011-2012 **FY 2012 STATE REQUEST: \$4,680,000** (City contribution: 10%=\$520,000)



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



City of Homer State Legislative Request - FY 2012

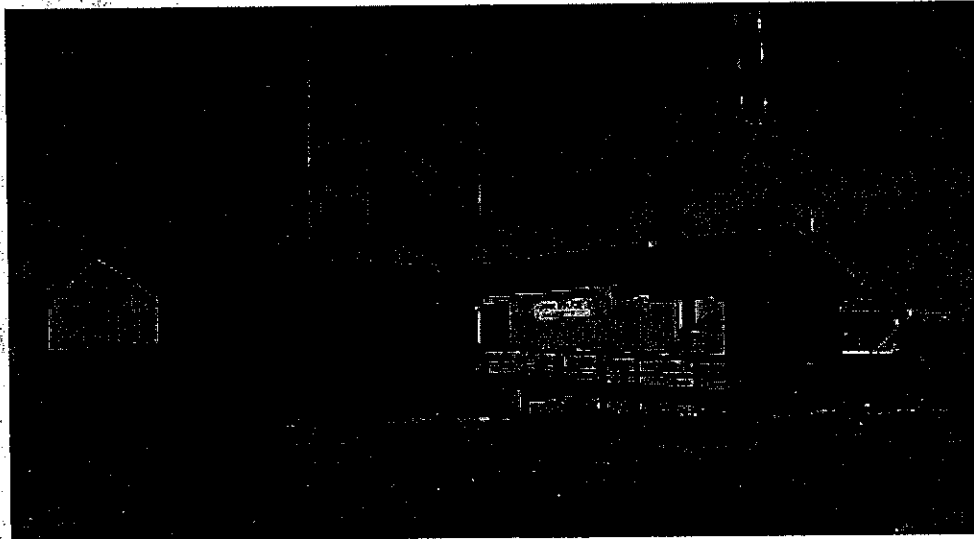
PORT & HARBOR BUILDING

PROJECT DESCRIPTION & BENEFIT: The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2011-12 (design)—\$375,000 2012-2013 (construction)—\$2,500,000

FY 2012 STATE REQUEST: \$2,587,500 (City contribution: 10%=\$287,500)



The current Port & Harbor building has never met codes for occupancy as an office building.



City of Homer State Legislative Request - FY 2012

FIRE ENGINE 4 REFURBISHMENT

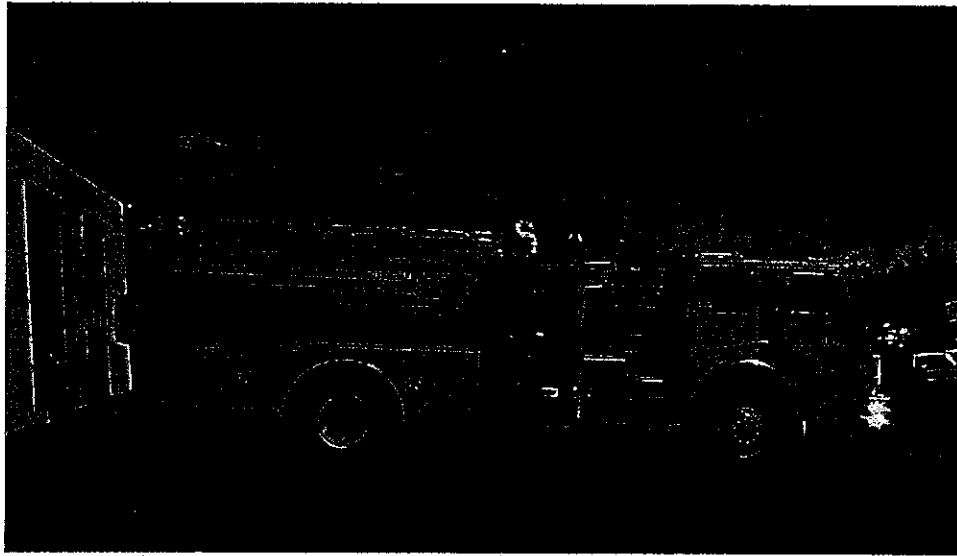
PROJECT DESCRIPTION & BENEFIT: With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

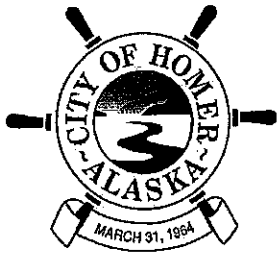
Cost: \$150,000

Schedule: 2011

FY 2012 STATE REQUEST: \$135,000

(City contribution: 10%=\$15,000)





City of Homer State Legislative Request - FY 2012

HOMER AREA NATURAL GAS PIPELINE

PROJECT DESCRIPTION & BENEFIT: The goal of the Homer Area Natural Gas Pipeline Project is to provide natural gas to Anchor Point, Homer, and Kachemak City from the North Fork field east of Anchor Point. The first phase of the project, construction of a pressure reducing station on North Fork Road and approximately 3600 feet of 8-inch plastic pipe into Anchor Point, will be completed by May 2011. Funding is now needed to extend the pipeline from Anchor Point through Homer and Kachemak City to Waterman Road. This transmission line will serve home and business needs enroute and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base buildout. Buildout of distribution lines to neighborhoods within Anchor Point, Homer, and Kachemak City will be a local responsibility. Natural gas is expected to provide significant cost savings to homeowners, businesses, and major institutions such as the hospital and public schools, as compared to fuel oil, electricity, or propane.

PLANS AND PROGRESS: The Alaska Legislature approved \$4.8 million for the Homer natural gas pipeline project in April 2010; however, Governor Parnell reduced the amount to \$525,000. The initial funding has been used to complete Phase 1 of the project. The Homer City Council has appointed a task force to evaluate the range of options for financing the cost of extending service lines to public buildings and neighborhoods within Homer city limits.

Schedule and Cost: Phase 1, 2010-11 - \$525,000 (completed); Phase 2, 2011-12 - \$10,053,000
FY 2012 STATE REQUEST: \$10.05 million





City of Homer State Legislative Request - FY 2012

ALTERNATIVE WATER SOURCE

NEW WATER SOURCE: Currently Homer's sole water source is the Bridge Creek Reservoir. Population growth within the city, increased demands for City water from residents outside city limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir.



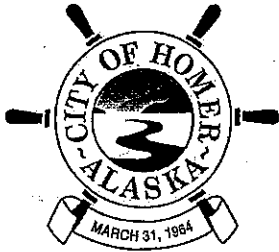
Clean drinking water is essential for public health and providing clean water is one of the core functions of government.

The City has been proactive in addressing the looming water problem by commissioning a new Water and Sewer Master Plan. Based on projected population growth, the plan recommends that Homer develop a new water source; utilizing, for example, an existing stream such as Twitter Creek, Diamond Creek, or Fritz Creek. Planning and design for this project needs to begin as soon as possible.

Schedule and Cost: 2011 (feasibility study)—\$750,000
2012-13 (design and permitting)—\$1 million
2013-14 (construction)—\$15 million

FY 2012 STATE REQUEST: \$16,525,000

(City contribution: \$225,000 toward project design)



City of Homer State Legislative Request - FY 2012

KAREN HORNADAY PARK IMPROVEMENTS, PHASE 1

PROJECT DESCRIPTION & BENEFIT:

Homer's popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. Phase 1 projects include parking and drainage improvements, upgrades to the playground, expansion and upgrade of the day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

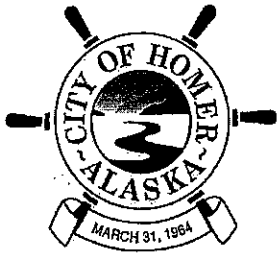
PLANS & PROGRESS: The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A).

Total Cost: \$700,000
Schedule: 2011-2013

FY 2012 STATE REQUEST:
\$395,000



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.



City of Homer State Legislative Request - FY 2012

HOMER INTERSECTION IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

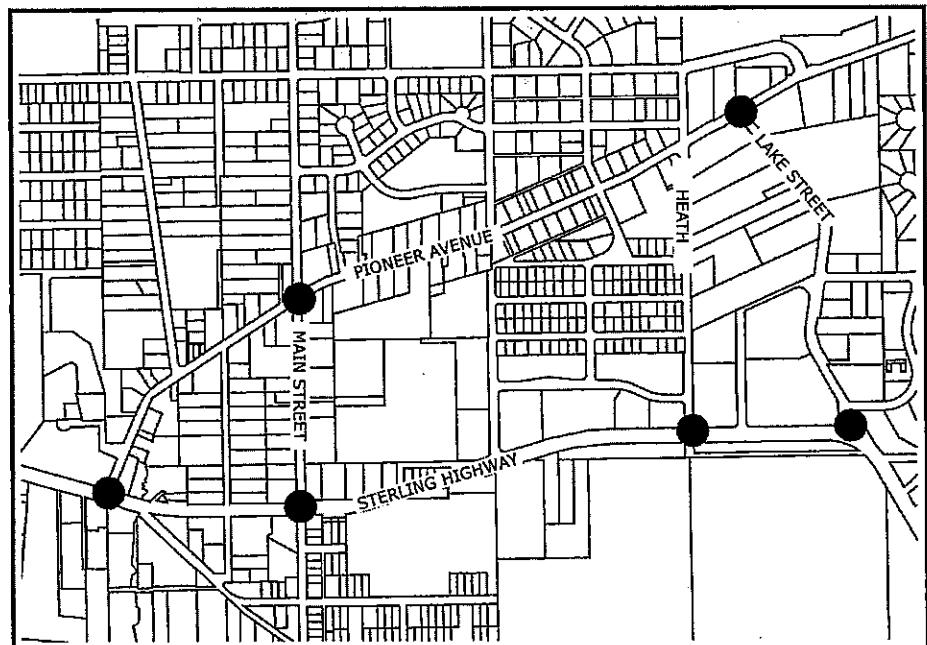
The study notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, "the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance."

Problem intersections and recommended improvements noted in the study are as follows:

| | |
|--|---|
| Sterling Highway and Lake Street | Roundabout or traffic signal now (Traffic signal was installed Dec. 2005) |
| Sterling Highway and Main Street | Roundabout or traffic signal now (Partial funding secured) |
| Sterling Highway and West Hill Road | Add left turn lanes now |
| Sterling Highway and Heath Street | Roundabout or traffic signal now |
| Pioneer Ave. and Heath Street | Roundabout or traffic signal now |
| Pioneer Ave. and Lake Street/East End Road | Roundabout or traffic signal now |
| Sterling Highway and Pioneer Ave. | Roundabout or traffic signal now |
| Sterling Highway and Kachemak Drive | Reevaluate in 2010 for roundabout or traffic signal |
| Pioneer Avenue and Main Street | All way stop before 2011; roundabout or traffic signal in 2011 |
| East End Road and Fairview Avenue | Turn lane improvements in 2011 |
| East End Road and East Hill Road | Reevaluate in 2010 for roundabout or traffic signal |

PLANS & PROGRESS: The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection.

FY 2012 STATE REQUEST:
\$10,000,000



ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.



City of Homer State Legislative Request - FY 2012

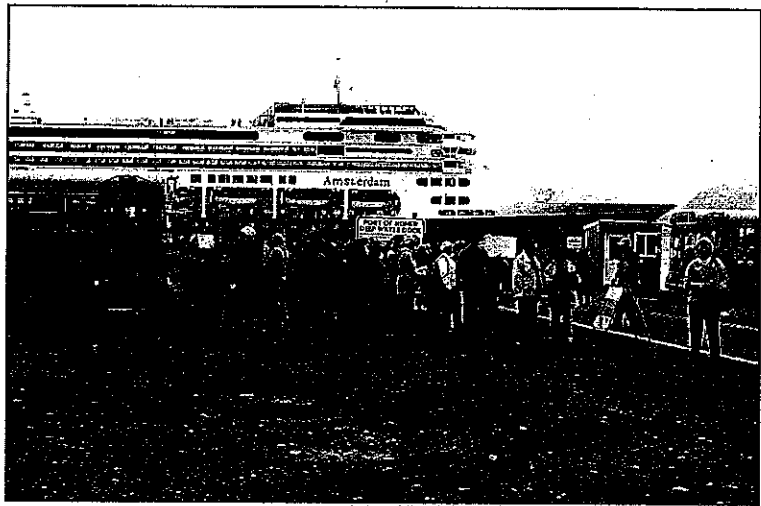
DRAFT

DEEP WATER/CRUISE SHIP DOCK: DOCKING &

UPLAND PASSENGER FACILITY IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: Classified as an Emerging Port for cruise-ship based tourism, the Port of Homer has seen a dramatic increase in cruise ship bookings in the last three years, from two ships in 2009 to nine in 2010 to fifteen scheduled for 2011. With the goal of encouraging this trend, the City of Homer has developed an Integrated Cruise Ship Enhancement Strategy aimed at utilizing state cruise ship head tax monies to maximize benefits of cruise ship tourism for both passengers and the Homer community. This project will implement key features of that strategy:

- Add docking fender, camel upgrade, and bollard upgrades to the Deep Water Dock (also known as the Cruise Ship Dock) (\$2.15 million). These upgrades will greatly facilitate docking maneuvers and help prevent damage to cruise ships.
- Modify the dock to eliminate bird nesting (\$600,000). The existing open I-beam construction of the Cruise Ship Dock creates ideal nesting sites for hundreds of seagulls, which in turn creates a huge problem with bird excrement and offensive odors. This problem will be largely eliminated by welding steel plates over the open I-beams, removing old fender brackets, and installing bird-deterrant spikes on dock support systems.
- Purchase a broom attachment for the Port forklift, to be used for cleaning the dock prior to cruise ship arrivals (\$10,000).
- Install a steel transition plate to bridge the gap between the dock and the dock trestle, for the full width of the trestle (\$20,000). Currently this gap creates a trip hazard for foot traffic, a particular problem for less agile passengers.
- Construct a guard house for security personnel that includes a public restroom (\$500,000).
- Construct a covered area for passengers waiting for ground transportation (\$50,000).
- Create a level, paved, and fenced staging area specifically for cruise ship passengers (separated from marine industrial uses) (\$100,000). The paved and marked surface will eliminate problems with dust and uneven/hazardous terrain that plague the area now and make it easier to direct passenger and vehicle/bus traffic. Signage will also help eliminate confusion in the staging area.
- Construct a paved ADA-compliant trail along the east side of the existing harbor and Outer Dock Road (4,000 feet). Include three pullout/view areas with benches and signage (\$425,000).
- Construct a paved parking area and covered shelter in the main commercial/retail area of the harbor for passengers embarking/disembarking from buses (\$100,000).
- Construct a paved trail from where the new Spit Trail ends (at End of the Road Park) to Coal Point, to include benches and signage at Coal Point and a restroom at End of the Road Park (\$950,000). The new trail will be utilized by passengers who disembark at either the Cruise Ship Dock or the Pioneer Dock (back-up cruise ship dock). Coal Point provides an outstanding overlook area for observing all the activities of the harbor, including those at the Fish Dock.
- Construct public restrooms with covered bus stops at two downtown locations (\$1 million).
- Include public art and landscaping features with some of the above projects to enhance the visitor experience (\$50,000).



A stinky dock, rough unmarked parking lot, lack of weather protection, and general disheveled appearance at the Cruise Ship Dock uplands do not provide the best first impression of Homer.

Total project cost: \$5,955,000

Schedule: 2011-2013

FY 2012 STATE REQUEST: \$5,955,000



City of Homer State Legislative Request - FY 2012

MARINER PARK IMPROVEMENTS, PHASE 1

PROJECT DESCRIPTION & BENEFIT: This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities.

Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

Phase 2 improvements, to be undertaken in later years, will include fee camping sites and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

FY 2012 STATE REQUEST: \$877,500 (City contribution: 10%=\$97,500)



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



City of Homer State Legislative Request - FY 2012

FISHING LAGOON IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. While significant work was accomplished in 2010, the following improvements are still needed:

- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000.
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

Total cost: \$255,000

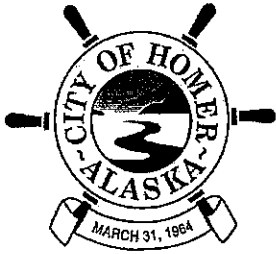
Schedule: 2011

FY 2012 STATE REQUEST: \$229,500

(City contribution: 10%=\$25,500)



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



City of Homer State Legislative Request - FY 2012

UPGRADE SYSTEM 5:

VESSEL SHORE POWER AND WATER

PROJECT DESCRIPTION & BENEFIT: This project will enhance marine-related commerce in Homer by providing upgrades to System 5, the large vessel float system in the Homer harbor. Specifically, the project will improve and add additional power pedestals to the system to provide adequate power for Homer's large vessel fleet. In addition, the project will install a year-round fresh water supply to the system in the form of a single standpipe on the main float close to the ramp. Upgrading the shower power system and providing year-round water can be expected to increase the number of vessels home-ported in Homer.

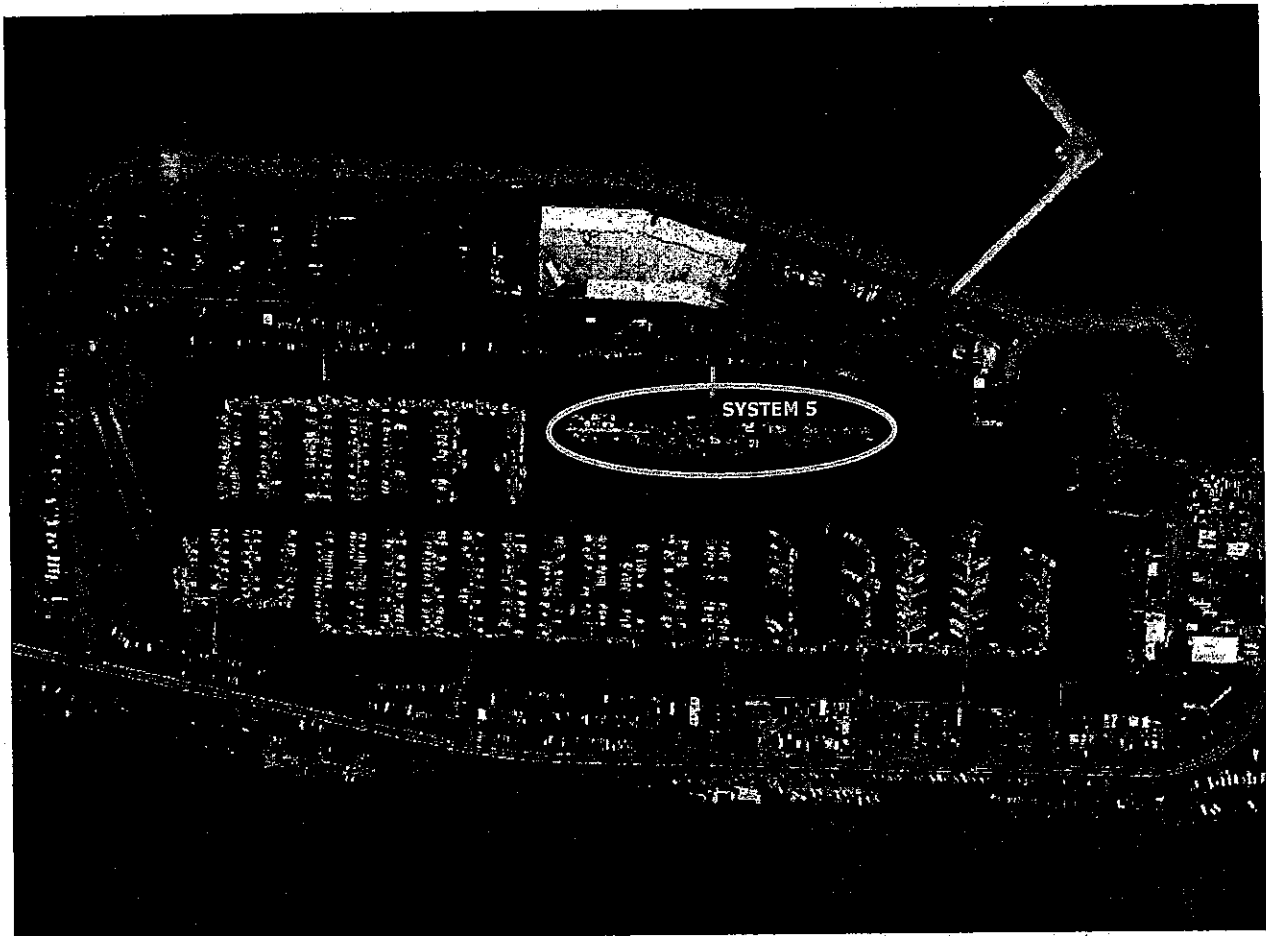
PLANS & PROGRESS: The Port and Harbor Director has met with a local contractor to discuss the project and get a preliminary cost estimate.

Cost: \$530,000

Schedule: 2011-12

FY 2012 STATE REQUEST: \$477,000

(City contribution: 10%=\$53,000)



Southern Kenai Peninsula
**Communities
Project**

2/11/11

re: resolution for public transportation

Dear Council Members,

I am writing to ask you to support a resolution that will be introduced at your 2/15/11 Council meeting, to extend public transportation on the southern peninsula through CARTS. A dedicated, local group has been meeting thoughtfully and has found a way to partner together, to pool existing resources efficiently. This ability to pool resources and also access new vans will make public transportation more available than it has ever been in our area, which to date has used vouchers, only for clients of specific agencies. Affordable transportation has been a longstanding need throughout our community, articulated well and prioritized among the top 12 local concerns, in the community health needs assessment that our Communities Project completed in '09. Our needs assessment was also accomplished in a collaboration--of over 30 organizations, working to improve overall health and quality of life in our community. Please take this opportunity to allow a motivated group to take this large step that will serve us all in increasing much-needed access to services in our community.

Sincerely,

Sharon Whytal, Project Coordinator
Southern Kenai Peninsula Communities Project
"proactive, resilient, innovative community"
Homer, AK
907-399-4027
www.skpcommunitiesproject.net

4300 Bartlett Street,
Homer, Alaska
www.skpcommunitiesproject.net
907-399-4027

Steering Committee

The Center
Nina Allen
Carol Barrett

CICADA
Jeanette Desimone

Homer Public Health
Center
Bonnie Betley

Kachemak Bay Campus,
Kenai Peninsula
College
Carol Swartz

Kachemak Bay Family
Planning Clinic
Michelle Waneka

SVT Health Center
Beckie Noble
Emiley Faris

So. Peninsula Hospital
Bob Letson
Derotha Ferraro

Sustainable Homer
Kyra Wagner

Anne Walker
Community Resident

Project Coordinator
Sharon Whytal

*Proactive,
resilient,
creative,
innovative
community*

