



## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: April 3, 2019  
SUBJECT: April 8 City Manager Report

---

### **Port Expansion Project Update: New Large Vessel Moorage Facility**

With the positive results from the Planning Assistance to States (PAS) Study nearing completion, the Army Corps of Engineers require a letter of intent from the City requesting that they resume the 2004 general investigation for the Port expansion project in Homer. This formal request from the City will enable the Corps to ask that the project: (1) be accepted in their queue and (2) be introduced into their budget. At this time there are no financial commitments from the city with this request. However, when we move into this next phase of the study the city will have to commit to our share of the \$3 million dollar study cost. The original 2004 study was cost shared between 3 parties: 50% Corps, 25% City and 25% State. Work-in-Kind services provided by the City can be credited toward the City's share as long as those services occur after the agreement is signed and the study re-instated. The attached letter of intent will be resubmitted to the Army Corps of Engineers for 2019, allowing them to introduce and include the project in their upcoming budgeting process and re-engage with the state for the purpose of partnering and cost sharing on this very important project.

### **Kachemak Bay/ Fox River Flats Critical Habitat Update**

The Kachemak Bay/Fox River Flats Critical Habitat Area Plan update continues. Deputy Planner Engebretsen represents the City on this working group. Recent topics of discussion have included hazardous materials storage, such as fuel tanks on docks, and hatchery issues. The public has the opportunity to ask brief questions at the end of the meetings, but not to offer public comment. When a CHA plan is updated, public comments are solicited at specific times – unlike city business where people are invited to speak at any point along the way. When the draft plan is released, there will be a 30 day public comment. This allows everyone who wishes to comment the equal opportunity to participate. Very tentatively, the draft plan could be out in spring 2020.

### **Blue Line Awareness events a great success!**

More than 100 adults, children and a few pets gathered at the Elks Lodge in Homer on Saturday, March 30 to run, walk, and learn about Homer's tsunami safe zone.

In true emergency preparedness fashion, the success was due to a whole community effort. I want to extend a big thanks to everyone who came out for the events, and to all who helped with the Blue Line events.

- Print Works and Homer Electric Association helped produce the blue line signs and maps;
- Red Cross and Salvation Army volunteers greeted participants with hot coffee and emergency preparedness materials at the Elks Lodge;

- Volunteers from Wells Fargo Bank, Friends of the Homer Public Library, City Council, Kenai Peninsula College, Cook Inlet Keeper and the community cheered and encouraged participants from several blue line stations along the route, and then stayed on at the stations after the run to introduce citizens to Homer's tsunami inundation maps;
- Ulmers, Nomar and Homer Saw & Cycle generously donated Grab & Go backpacks as raffle prizes; and
- Kachemak Bay Running Club and Homer Police Department helped keep everyone safe on the route.

Finally, when you see Wayne Aderhold out and about, please thank him for his enthusiastic planning and logistical contributions. In Wayne's words, thanks to everyone's efforts around the community, our citizens are now more aware of where they stand (literally!) and are better prepared for future warnings.

### **2018 4<sup>th</sup> Quarter Report**

The fourth quarter financial report is completed in pre-audited status. There are a multitude of adjustments that are made during the audit process, so these reports should be viewed as preliminary until the audit is completed later this year.

The general fund fared well in 2018, primarily due to a bump in revenues and significant reductions in spending. There were a handful of positions that remained vacant through most of 2018 and this is one of the primary contributors to the decrease in expenditures (in comparison to the budget) for the general fund. Other factors include: conservative budget for liability insurance, snow removal, professional services and fuel/lube costs. All of these items are volatile and most are connected to seasonal fluctuations (ie. if winter is warm then fuel/lube and snow removal costs will be down).

The water and sewer fund finished 2018 close to its budgeted projections. There were some significant expenses that pulled the actuals above budget, but there were almost equal line items that came in under budget to offset the overages. These expenses included the ever increasing cost of chemicals for the water treatment plant and unexpected technical support to assist in the replacement of broken parts at the plant. There were also some management decisions made with the distribution of labor costs at the sewer plant, which explains the overage. However, this overage was offset within the sewer fund as the labor costs were redistributed.

The enterprise fund (Port and Harbor) basically broke even for 2018 in regards to actuals matching budgeted expectations. The revenue for the harbor is extremely volatile and that explains why some areas we are over-projecting and others we are under on. The primary over-budgeted items for harbor expenditures are electricity at the Fish Dock and the manner in which the bond payment is booked (this will be addressed during audit). These overages are almost equally offset by significant cost savings measures.

### **International City Manager Association (ICMA) Western Region Conference Trip Report**

I had the privilege of attending the ICMA Western Region Conference in Reno, Nevada mid-March. The theme of the conference this year was innovation. I particularly enjoy this conference as it brings together City Manager's from across the west coast in an intimate (relative to the national conference where there are thousands of us!) setting that really allows for the exchange of ideas and best practices. These are the cities of California, Washington and Oregon and many of them have been able to move through issues that we are still struggling with. Ironically, a lot of the communities are dealing with the perils of prosperity with job growth outpacing housing (especially in the Silicon Valley area).

### West Coast Leadership Meeting

As a board member of the Alaska Municipal Management Association, I attended the Western Region Leadership meeting where we discussed what measures different associations are taking on to grow the profession, support managers, and promote diversity. Seventy-eight percent of ICMA members who are chief executive officers are male and the average age is 56. The Alaska Association is working on a mentorship program and a new manager orientation to help forward these goals. As a state, we struggle with inexperienced members being thrown into a management role with little to no experience in small villages and towns.

### Sessions on Innovation

The conference was structured to promote outside-the-box thinking and encourage organizations to promote creativity within employees through structured exercises, some of which I will be able to incorporate into staff meetings. Creating a culture of innovation can be as simple as awarding employees for innovation that improves services or reduces cost (for example, in 2018 we had a wastewater operator come up with innovative ways to reduce electricity consumption at pressure reduction stations which saved public dollars). It also can be incorporated into the evaluation process, asking employees what they did differently this year and what new ideas they have for the City.

ICMA staff Xavier Huges presented on how local government can effectively incorporate technology to solve problems and serve constituents. A couple of interesting examples were tiny robots that are geocoded and deposited into wastewater systems that are engineered to detect opioid levels in the wastewater. From this technology, public officials can determine where outbreaks of opioid abuse are highest and deploy public health resources. Another interesting use of technology was by police departments who use drones with cameras that auto deploy when gunshots are detected to survey the scene by camera, gathering evidence in the critical minutes right after a crime occurs. During the break out session, I had the opportunity to speak to the presenter about scaling innovation to a small community like Homer (where, thank goodness, we don't have a use for drones triggered by gunshot). One of his suggestions was to develop a gift authority in City Code where organizations could work with the city free of charge on emerging technology. He also suggested ways to use GIS data to visualize trends in the community that will help policy makers. These are initiatives that have so much potential, but take a tremendous amount of capacity and resources to get off the ground. I am hopeful that one day during my tenure we will be able to implement more technological resources to aid in: a) visually detecting trends and analyzing data and b) creating a more user friendly and transparent platform for managing the budget and sharing information with the public. These are goals that are not too far away, but first we have to focus on doing the basics really well before we improve upon them with innovations and technology upgrades.

### Public Safety

With Police and Fire being core services many municipalities provide, there is always a session on public safety. Of course larger municipalities struggle with right sizing their force and developing formulas to aid in this – I don't need a formula to tell me that having 2 officers on at all times to provide backup is a goal we should be striving towards. Nevertheless, there is always good information shared like what level of training do we need in our EMS responders? (Hint: it should be based on the complexity of the calls). ICMA will be publishing a book on trends in volunteerism that I will be waiting for as we struggle with declining trends in volunteerism within HVFD.

### Cannabis Lessons Learned from the West Coast

Another fascinating topic that west coast communities have experience in is the regulation of legal marijuana sales. I took copious notes here! Most of the communities regulate marijuana to a higher degree than Homer, which instead relies on the State to do most of the regulation and enforcement; this comes with significant costs in planning, permitting, and drug enforcement. It was common to have a limit on the number of facilities permitted as a matter of public policy. Managers cautioned that there is a tremendous amount of money in this business and to be prepared for every trick and maneuver for businesses to try and gain an edge. In some communities the pressure and lobbying on individual councilmembers became so intense that they had to remove Council from the decision making process. It will be interesting to see if that type of big business makes it to Alaska; as to date it seems that Homer's permits have been for more small scale operations. Nearly all communities had a separate tax that they levied on marijuana sales, and spent a fair amount of resources shutting down illegal operations (medical marijuana establishments that sold to the general public, for example). ICMA has some great resources on managing the emerging cannabis industry that I would be happy to share with Councilmembers if they are interested.

Of course some of the best conversations happen in the halls and after sessions as I get the opportunity to ask specific questions on how to give effective direction to support the leadership team, how to navigate incorporating more professional development and training, and what to look for in high-level positions to guarantee the right fit. I can't tell you how valuable gaining this sense of perspective and soaking up the advice of my colleagues is. I really appreciate Council supporting my attendance at professional conferences – it makes me a better manager, gives me perspective, and reinforces my role in your process and how I can help you achieve your goals. Thank you.

Enc:

April Employee Anniversaries

Letter of Interest to Army Corps RE: Large Vessel Harbor Expansion

Blue Line Photos

2018 4<sup>th</sup> Quarter Report

CPV tax letter to KPB



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Katie Koester  
DATE: April 8, 2019  
SUBJECT: April Employee Anniversaries

---

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

<b>Joe Young,</b>	<b>Public Works</b>	<b>12</b>	<b>Years</b>
<b>Rick Pitta,</b>	<b>Police</b>	<b>10</b>	<b>Years</b>
<b>Travis Brown,</b>	<b>Port</b>	<b>7</b>	<b>Years</b>
<b>Erica Hollis,</b>	<b>Port</b>	<b>7</b>	<b>Years</b>
<b>Jean Hughes,</b>	<b>Public Works</b>	<b>4</b>	<b>Years</b>
<b>Jaclyn Arndt,</b>	<b>Fire</b>	<b>3</b>	<b>Years</b>



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

September 24, 2018

Alaska District Corps of Engineers  
ATTN: CEPOA-PM-C, Mr. Bruce Sexauer  
2204 3rd Street (Bldg 2204)  
JBER, AK 99506-1518

Re: Homer Port and Harbor: New Large Vessel Moorage Facility

Dear Mr. Sexauer,

Please accept this letter as a formal request from the City of Homer to resume work with the Corps of Engineers on a Navigational Improvement Feasibility Study to dredge and build a new large vessel moorage facility at Homer's Port & Harbor.

Homer's Port & Harbor is a regional port, serving the needs of commercial vessels operating across southcentral and western Alaska in the maritime industrial, marine transportation and commercial fishing industries. Over time, demand has outgrown Homer harbor's ability to safely and efficiently serve this fleet. Certain sizes of commercial vessels can't access the port and harbor due to depth limits and configuration of the harbor entrance. Those that can find harbor moorage at capacity. Homer annually turns large vessels away that are seeking moorage in our small boat harbor due to their overall size, draft, or that fact that our systems are working beyond capacity and we simply lack the space.

The City has identified a new large vessel harbor as its highest priority capital project to (1) meet the current and future need of our large vessel fleet, (2) address overcrowding and associated navigational safety concerns and high maintenance costs in Homer's small boat harbor, and (3) support emerging regional and national economic opportunities such as Cook Inlet the Cook Inlet Oil & Gas industry, a possible LNG export plant in Nikiski, and the opening of the Arctic for transportation and resource development.

High demand combined with favorable changes in cost drivers (new local sources of more competitively priced building materials and an in-water option for disposal of dredge material) prompted the City and Corps to continue the general investigation from 2009 utilizing a Section 22 Planning Assistance to States Program grant.

We understand that after a positive Section 905(b) Analysis and the development of a Project Management Plan, the City will be asked to enter into a Feasibility Cost Sharing Agreement (FCSA) with the Corps to share the costs of a feasibility-level study. The City is aware that the FCSA is cost-shared (50 percent Federal and 50 percent local funds), and that all of the local share can be in-kind services. This letter is a statement of intent, not a binding contract.

We further understand that preconstruction, engineering design and construction of any recommended plan carries a potential 80/20 cost share based on water depth.

I look forward to working with the Corps of Engineers on this important project. Thank you for your consideration of this request.

Sincerely,

CITY OF HOMER

A handwritten signature in blue ink that reads "Katie Koester". The signature is written in a cursive style with a large initial "K".

Katie Koester, City Manager

Photos from Saturday's Tsunami Blue Line Fun Run-Walk





Quarterly General Fund  
Expenditure Report  
For Quarter Ended December 31, 2018 (100%)

	<b>Adopted FY18 Budget</b>	<b>Actual As of 12/31/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b><u>Revenues</u></b>				
Property Taxes	\$ 3,264,974	\$ 3,470,694	\$ 205,720	106.30%
Sales and Use Taxes	6,474,133	6,620,042	145,909	102.25%
Permits and Licenses	28,588	46,514	17,926	162.70%
Fines and Forfeitures	22,154	15,980	(6,174)	72.13%
Use of Money	36,851	64,372	27,521	174.68%
Intergovernmental	697,355	658,651	(38,704)	94.45%
Charges for Services	594,808	559,277	(35,530)	94.03%
Other Revenues	-	28,518	28,518	100%
Airport	146,869	203,822	56,953	138.78%
Operating Transfers	1,189,764	1,189,764	0	100.00%
<b>Total Revenues</b>	<b>\$ 12,455,495</b>	<b>\$ 12,857,634</b>	<b>\$ 402,139</b>	<b>103.23%</b>
<b><u>Expenditures &amp; Transfers</u></b>				
Administration	\$ 1,040,613	\$ 1,009,930	\$ 30,682	97.05%
Clerks	713,141	668,353	44,788	93.72%
Planning	364,987	348,891	16,095	95.59%
Library	887,710	841,386	46,324	94.78%
Finance	668,649	630,034	38,615	94.22%
Fire	1,061,339	934,459	126,879	88.05%
Police	3,267,428	3,145,511	121,917	96.27%
Public Works	2,558,787	2,399,405	159,382	93.77%
Airport	211,494	188,330	23,163	89.05%
City Hall, HERC	179,019	152,863	26,156	85.39%
Non-Departmental	94,000	94,000	-	100.00%
<b>Total Operating Expenditures</b>	<b>\$ 11,047,164</b>	<b>\$ 10,413,162</b>	<b>\$ 634,002</b>	<b>94.26%</b>
Transfer to Other Funds				
Leave Cash Out	\$ 161,373	\$ 161,373	\$ 0	100%
Debt Repayment	-	-	-	-
Energy	10,703	10,703	-	100%
Adjusting Entries	-	-	-	0%
<b>Total Transfer to Other Funds</b>	<b>\$ 172,076</b>	<b>\$ 172,076</b>	<b>\$ 0</b>	<b>100%</b>
<b>Total Transfer to Reserves</b>	<b>\$ 1,236,255</b>	<b>\$ 1,536,255</b>	<b>\$ (300,000)</b>	<b>124%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 12,455,495</b>	<b>\$ 12,121,493</b>	<b>\$ 334,002</b>	<b>97.32%</b>
<b>Net Revenues Over (Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ 736,141</b>		

These numbers are preliminary and are subject to our annual audit.

Quarterly Water and Sewer Fund Expenditure  
Report  
For Quarter Ended December 31, 2018 (100%)

	<b>Adopted FY18 Budget</b>	<b>Actual As of 12/31/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b>Revenues</b>				
Water Fund	\$ 2,037,962	\$ 2,030,693	\$ (7,269)	99.64%
Sewer Fund	1,797,681	1,799,912	2,231	100.12%
<b>Total Revenues</b>	<b>\$ 3,835,643</b>	<b>\$ 3,830,605</b>	<b>\$ (5,038)</b>	<b>99.87%</b>
<b>Expenditures &amp; Transfers</b>				
<u>Water</u>				
Administration	\$ 181,131	\$ 172,345	\$ 8,786	95.15%
Treatment Plant	533,568	579,991	(46,423)	108.70%
System Testing	55,803	56,177	(374)	100.67%
Pump Stations	112,329	105,573	6,756	93.99%
Distribution System	303,669	304,278	(610)	100.20%
Reservoir	45,944	49,187	(3,243)	107.06%
Meters	184,333	155,271	29,062	84.23%
Hydrants	184,290	181,170	3,120	98.31%
<u>Sewer</u>				
Administration	\$ 161,679	\$ 150,236	\$ 11,443	92.92%
Plant Operations	572,039	595,980	(23,941)	104.19%
System Testing	66,006	67,454	(1,447)	102.19%
Lift Stations	186,021	169,305	16,716	91.01%
Collection System	270,471	272,617	(2,145)	100.79%
<b>Total Operating Expenditures</b>	<b>\$ 2,857,284</b>	<b>\$ 2,859,584</b>	<b>\$ (2,299)</b>	<b>100.08%</b>
Transfer to Other Funds				
Leave Cash Out	\$ 19,960	\$ 19,960	\$ -	100%
GF Admin Fees	484,119	484,120	-	100%
Debt Repayment	-	2,018	(2,018)	100%
Other	43,398	43,398	-	100.00%
<b>Total Transfer to Other Funds</b>	<b>\$ 547,476</b>	<b>\$ 549,496</b>	<b>\$ (2,018)</b>	<b>100.37%</b>
Transfers to Reserves				
Water	\$ 136,215	\$ 136,215	\$ -	100%
Sewer	294,667	294,667	-	100%
<b>Total Transfer to Reserves</b>	<b>\$ 430,882</b>	<b>\$ 430,882</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 3,835,643</b>	<b>\$ 3,839,962</b>	<b>\$ (4,318)</b>	<b>100.11%</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ (9,357)</b>		

**These numbers are preliminary and are subject to our annual audit.**

Quarterly Port and Harbor Fund Expenditure  
Report  
For Quarter Ended December 31, 2018 (100%)

	<b>Adopted FY18 Budget</b>	<b>Actual As of 12/31/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b>Revenues</b>				
Administration	\$ 527,240	\$ 542,126	\$ 14,886	102.82%
Harbor	2,730,986	2,804,507	73,521	102.69%
Pioneer Dock	364,326	326,707	(37,619)	89.67%
Fish Dock	549,740	591,532	41,792	107.60%
Deep Water Dock	280,500	263,149	(17,351)	93.81%
Outfall Line	4,800	4,800	-	100.00%
Fish Grinder	12,000	7,975	(4,025)	66.46%
Load and Launch Ramp	135,000	122,501	(12,499)	90.74%
<b>Total Revenues</b>	<b>\$ 4,604,592</b>	<b>\$ 4,663,297</b>	<b>\$ 58,706</b>	<b>101.27%</b>
<b>Expenditures &amp; Transfers</b>				
Administration	\$ 640,497	\$ 747,747	\$ (107,249)	116.74%
Harbor	1,254,684	1,227,938	26,746	97.87%
Pioneer Dock	63,635	55,989	7,645	87.99%
Fish Dock	568,602	586,486	(17,884)	103.15%
Deep Water Dock	95,841	102,118	(6,277)	106.55%
Outfall Line	6,500	2,781	3,719	42.79%
Fish Grinder	22,000	30,797	(8,797)	139.99%
Harbor Maintenance	406,102	380,529	25,573	93.70%
Main Dock Maintenance	39,589	34,347	5,241	86.76%
Deep Water Dock Maintenance	50,089	50,260	(172)	100.34%
Load and Launch Ramp	85,482	68,317	17,165	79.92%
<b>Total Operating Expenditures</b>	<b>\$ 3,229,520</b>	<b>\$ 3,287,310</b>	<b>\$ (54,289)</b>	<b>101.79%</b>
<b>Transfer to Other Funds</b>				
Leave Cash Out	\$ 57,636	\$ 57,636	\$ (0)	100%
Debt Service	-	-	-	0%
GF Admin Fees	558,336	558,336	-	100%
Other	402,628	402,628	-	100%
<b>Total Transfer to Other Funds</b>	<b>\$ 1,018,600</b>	<b>\$ 1,018,600</b>	<b>\$ (0)</b>	<b>100.00%</b>
<b>Transfers to Reserves</b>				
Administration	\$ -	\$ -	\$ -	-
Harbor	-	-	-	-
Pioneer Dock	300,692	300,692	-	100%
Fish Dock	6,262	6,261	-	100%
Deep Water Dock	-	-	-	-
Outfall Line	-	-	-	-
Fish Grinder	-	-	-	-
Load and Launch Ramp	49,517	49,517	-	100%
<b>Total Transfer to Reserves</b>	<b>\$ 356,471</b>	<b>\$ 356,471</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 4,604,591</b>	<b>\$ 4,662,380</b>	<b>\$ (54,289)</b>	<b>101.26%</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ 917</b>		

**These numbers are preliminary and are subject to our annual audit.**



## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

April 8, 2019

Mayor Charlie Pierce  
Kenai Peninsula Borough  
144 N. Binkley St.  
Soldotna, AK 99669  
*Delivered electronically*

SUBJECT: 2018 Cruise Passenger Tax Receipts

Dear Mayor Pierce:

I am writing to confirm that the City of Homer wishes to receive the 2018 Commercial Vessel Passenger Tax receipts from the Borough. It is our understanding that you will be sponsoring an ordinance that would make the Borough's share of these tax receipts for vessel landings in Homer available to the City. The City appreciates that and understands that the amount to be passed through for calendar year 2018 is \$35,815.

The City of Homer recognizes that these funds must be used for port and harbor improvements that directly benefit cruise ship passengers. The City agrees to comply with the provisions contained in AS 43.52.200 – 43.52.295 and former SB 256 and HB 310. It is the City's intention to apply 2018 funds from the Borough and the State to reimburse the Port and Harbor Enterprise fund for the construction of Ramp 2 restroom.

This project was recently completed (see attached images). Located at the center of the retail area on the Homer Spit and at the launching point for many recreational day trips, Ramp 2 is heavily used by cruise ship passengers when they are in port.

Using the funds in this manner has been previously approved by the Borough and the State. The City of Homer greatly appreciates the opportunity to pool these funds to be able to make meaningful improvements for passengers and leverage funds. In this project, the City's Commercial Passenger Vessel Tax funds leveraged Federal Land and Water Conservation Fund dollars for a 1:1 match. If cruise ship traffic remains constant, the City expects to have reimbursed the Enterprise for the CPV portion of Ramp 2 restroom by 2021.

Thank you in advance for your time and consideration. Please do not hesitate to contact me if you have any questions.

Sincerely,

Katie Koester  
City Manager

Enc: Ramp 2 Restroom Project Summary

Cc: Brenda Ahlberg, KPB Community and Fiscal Projects Manager

# New Ramp 2 Restroom Opens February 2, 2019

Public Works completed the final inspection of the new restroom on January 24, 2019. A punch list of work items was developed; these items will be completed in the next week. The restroom will be opened for public use early in February. Construction was completed by Beachy Construction, Homer, Alaska.



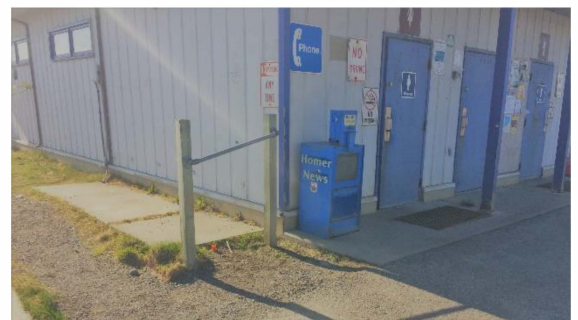
The City of Homer provided funding for the design. The construction of this project was funded by a Land and Water Conservation Fund grant (50%) and the City of Homer/Kenai Peninsula Borough Commercial Passenger Vessel (CPV) Tax Program grant funds (50%). The \$526,680 budget for the construction project was established by the City Council, actual construction costs totaled \$473,405.



The original restroom was built in 1974 and was 45 years old when demolished in August 2018.



Old Ramp 2 Restroom



The new restroom utilizes the existing foundation and utility connections, but new design efficiencies adds extra stalls, and reduces energy use and maintenance costs. Another important improvement is that the new facility is fully ADA accessible.