



# City of Homer

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

Office of the City Clerk

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## Memorandum Agenda Changes/Supplemental Packet

TO: MAYOR ZAK AND HOMER CITY COUNCIL  
FROM: MELISSA JACOBSEN, MMC, CITY CLERK  
DATE: MAY 14, 2018  
SUBJECT: AGENDA CHANGES AND SUPPLEMENTAL PACKET

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### CONSENT AGENDA

**Memorandum 18-056** from Mayor Zak Re: Appointments of Larry Slone, Michael Haines, Paul Knight, Karin Marks, Chrisi Matthews, Barry Reiss, and David Derry to the HERC Task Force.

Written public comment

Page 3

### PUBLIC HEARING

**Ordinance 18-23(S)**, An Ordinance of the City Council of Homer, Alaska Alaska Accepting and Appropriating an FY 2015 State Homeland Security Program Reallocation Grant for an Amount not to Exceed \$51,912.00 to Replace Mobile Radios in the City's Radio Communication System and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Attachment to Memorandum 18-060 as backup

Page 7

### PENDING BUSINESS

**Resolution 18-041(S)**, A Resolution of the Homer City Council Amending the Fee Schedule under Port and Harbor Department and Port of Homer Terminal Tariff No. 1 to add a A \$5 **\$7.00** Parking fee **Impact Levy** for Vehicles and Trailers Utilizing the Small Boat Harbor Public Launch Ramp. Smith/**Port & Harbor Advisory Commission**.

Page 9

### RESOLUTIONS

**Resolution 18-046**, A Resolution of the City Council of Homer, Alaska, Providing Scoping Comment on the U.S. Army Corps of Engineers Regulatory Division Permit Application POA-2017-271 for the Proposed Pebble Project. Aderhold.

Written public comment

Page 13

**Resolution 18-048(S)**, A Resolution of the City Council of Homer, Alaska, awarding the 2018 Septic Tank Pumping Contract to the firm of Quality Septic, LLC of Eagle River, Alaska, in the amount of \$32,053 and authorizes the City Manager to execute the appropriate documents. Page 17

Memorandum 18-066 from Public Works Inspector as backup

Page 19

From: janie leask  
To: [Department Clerk](#); [Bryan Zak](#); [Donna Aderhold](#); [Heath Smith](#); [Shelly Erickson](#); [Tom Stroozas](#); [Caroline Venuti](#); [Rachel Lord](#)  
Subject: HERC Task Force  
Date: Sunday, May 13, 2018 8:47:01 AM

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Mayor Zak -

I looked at the packet for Monday's Council meeting and am writing to voice my concern regarding agenda Memorandum 18-056 from you re: Appointments of Larry Slone, Michael Haines, Paul Knight, Karin Marks, Chrisi Matthews, Barry Reiss, and David Derry to the HERC Task Force.

I personally don't have an issue with these individuals, but I do have a concern about the exclusion of a representative from the City Council and PARCAC on this Task Force.

The PARCAC's original recommendation to the Council was the task force include: one council person, one PARCAC member, one non-profit member, one private sector member, and one recreation user. They suggested additional membership could include a representative from the EDC, HAPC, library, hospital, realtors, and other community members.

At your April 23rd meeting, the Council discussed both the charge, the budget and the composition of the Task Force and unanimously passed resolution 18-036A which stated that "the Task Force will consist of seven members plus an advisory student member, no more than one member from the Homer City Council, no more than one member from the Parks, Art, Recreation and Culture Advisory Commission, and no more than three seats filled by non-city residents. . . . When considering appointments the Mayor and Council should take care to ensure a balanced task force that represents diverse points of view including members who have a strong interest in recreation, familiarity with non-profit management, a small business owner, and a familiarity with land development and real estate." At this meeting Council member Erickson made the comment that she appreciates the balanced membership outlined in this resolution.

If the PARCAC and the Council recommended both the Council and PARCAC have a seat on the HERC Task Force, why are you not including these slots as voting members of the HERC Task Force?

I believe in the public process and feel it's critical this

Task Force gets off on the right foot, that there's integrity in the process, that they will take an honest look at the questions the Council outlined, and there's no preconceived agenda .

If PARCAC and the City Council recommended both entities have a seat at the table, I believe they should and, in my opinion to do otherwise would taint the process right from the start and I don't believe the Council wants to do that.

Respectfully,

Janie Leask  
Homer resident

May 13, 2018

Mayor and City Council of Homer,

Greetings.

I am writing this letter to urge the Mayor and the City Council to add a city council member and a member of the Parks, Art, Recreation and Culture Advisory Commission to the HERC task force. I make this request because I think it very important that a representative from each of these two areas serve. I think it would be beneficial in a couple of ways.

First, having a PARCAC member on the task force would bring to the group a person who has a long history and knowledge of local recreation needs and usage and more specifically the HERC building usage. I think it would save a valuable time and effort in bringing the rest of the task group up to speed. This person could serve to quickly fill in areas of information for questions that will inevitably arise and for questions that may not arise but should be asked. A PARCAC member is an experienced person in group tasks and would add to the smooth running of their meetings.

Having a city council member on the HERC task force would help with the clarity of communication between the task force and the city council in both the information gathering process and in reporting the final product.

Neither of these additions would slow the efficiency and speed of the task force. It has instead, all the likelihood of enhancing efficiency and thoroughness of the work to be done. Please consider this when finalizing the membership of this group. A thorough and accurate assessment will be needed to satisfy the concerns of everybody involved.

Sincerely,

Holly S Van Pelt  
Homer resident



# Project Budget Details Report

2015 State Homeland Security Grant Program (SHSP) / SHSP

**Homer, City of**

Reported Category = ALL.    Reported Revision = 1 of 1.

PBD#	<u>Expense Category</u>	<u>Solution Area</u>	<u>Discipline</u>	<u>Qty</u>	<u>Budgeted Cost</u>	<u>PBD# Amt Spent</u>	<u>PBD# Balance</u>	
1	Equipment	Other	EMA	State				
<b>EHP</b>					Federal	<b>\$110,000.00</b>	<b>\$9,750.00</b>	<b>\$100,250.00</b>
<input checked="" type="checkbox"/> EHP					<b>Item:</b> Generator			
<b>Description</b> Purchase and install a backup generator and automatic transfer switch to the Homer Port and Harbor building								

2	Equipment	Interop.Commun	LE	State			
<b>EHP</b>					Federal	<b>\$26,874.21</b>	<b>\$26,874.21</b>
<input type="checkbox"/> EHP					<b>Item:</b> Mobile Radio System Replacement		
<b>Description</b> Purchase and installation of patrol vehicle mounted mobile radios for the Homer Police Department. This project will correct vulnerabilities identified in HPD's emergency response capability, the ability of emergency responders to establish and sustain field communications in support of mission operations. This is a continuation of an FY17 SHSP project							

<p>Adjusted Grant Award</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: right;">State</td> <td style="border: 1px solid black; width: 80%;"></td> </tr> <tr> <td style="text-align: right;">Federal</td> <td style="border: 1px solid black; text-align: right;"><b>\$136,874.21</b></td> </tr> </table> <p>Total Budgeted Allocated (Fed &amp; State)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; text-align: right;"><b>\$136,874.21</b></td> </tr> </table>	State		Federal	<b>\$136,874.21</b>	<b>\$136,874.21</b>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">PBD Total Allocations:</td> <td style="width: 20%; text-align: center;">State</td> <td style="width: 40%; border: 1px solid black;"></td> </tr> <tr> <td></td> <td style="text-align: center;">Federal</td> <td style="border: 1px solid black; text-align: right;">\$136,874.21</td> </tr> <tr> <td>Total Expenses:</td> <td style="text-align: center;">State</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td></td> <td style="text-align: center;">Federal</td> <td style="border: 1px solid black; text-align: right;">\$9,750.00</td> </tr> <tr> <td>Summary Balance:</td> <td style="text-align: center;">State</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td></td> <td style="text-align: center;">Federal</td> <td style="border: 1px solid black; text-align: right;">\$127,124.21</td> </tr> <tr> <td colspan="3" style="padding-top: 20px;">PBD Non-Budgeted Funds:</td> </tr> <tr> <td></td> <td></td> <td style="border: 1px solid black; text-align: right;"><b>\$0.00</b></td> </tr> </table>	PBD Total Allocations:	State			Federal	\$136,874.21	Total Expenses:	State			Federal	\$9,750.00	Summary Balance:	State			Federal	\$127,124.21	PBD Non-Budgeted Funds:					<b>\$0.00</b>
State																														
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	Federal	\$127,124.21																												
PBD Non-Budgeted Funds:																														
		<b>\$0.00</b>																												





1 CITY OF HOMER  
2 HOMER, ALASKA

3 Smith/  
4 **Port & Harbor**  
5 **Advisory Commission**

6 **RESOLUTION 18-041(S)**

7  
8 A RESOLUTION OF HOMER CITY COUNCIL AMENDING THE FEE  
9 SCHEDULE UNDER PORT AND HARBOR DEPARTMENT AND PORT  
10 OF HOMER TERMINAL TARIFF NO. 1 TO ADD A \$5 **\$7.00** PARKING  
11 **FEE IMPACT LEVY** FOR VEHICLES AND TRAILERS UTILIZING THE  
12 SMALL BOAT HARBOR PUBLIC LAUNCH RAMP

13  
14 WHEREAS, Land on the spit is a valuable resource; and

15  
16 WHEREAS, Boat trailers require substantial use of this resource when parked; and

17  
18 WHEREAS, It is common place for municipalities to charge for parking as a revenue  
19 source; and

20  
21 WHEREAS, Boat trailer parking fees will increase the Port and Harbor Enterprise Fund,  
22 thus enabling it to achieve its financial goals and fund growth projects; **and**

23  
24 **WHEREAS, The parking fee will be implemented as soon as practical after staff has**  
25 **implemented the necessary changes for signage and paperwork. The parking levy will be**  
26 **implemented as soon as practical after staff has implemented the necessary changes for**  
27 **signage, re-formatted the payment systems, received approval in writing per the**  
28 **contract agreement made with Fish and Game, and given notice to our launch ramp**  
29 **customers for two weeks prior to implementing the new levy.**

30  
31 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council amends the City of  
32 Homer Fee Schedule under Port and Harbor Department fees as follows:

33 PUBLIC LAUNCH RAMPS:

34 Vessels shall be charged \$13.00 per day **plus a \$5.00 per launch parking fee (parking fee is**  
35 **valid for 7 days following a launch)** to launch from the public launch ramps from April 1  
36 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to  
37 the reserved stall only, not for other boats owned by the same individual.)

38  
39  
40 **Launch ramp customers will be charged \$13.00 per launch plus a \$7.00 per launch levied**  
41 **parking impact fee. Parking Assessment is valid for up to seven (7) consecutive days, after**  
42 **which vehicles, boats, trailers must be removed from all port and harbor property for a**  
43 **minimum of 24 consecutive hours in order to be eligible to resume parking anywhere on**  
44 **public property on the Homer Spit.**

45  
46 Vessel owners or operators may obtain a seasonal permit for \$130.00 ~~plus a \$50.00 parking~~  
47 ~~fee~~ entitling a specific vessel and owner to launch from April 1 through October 15. (Reserved  
48 stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for  
49 other boats owned by the same individual.)

50  
51 **Vessel owners or operators eligible to obtain a seasonal load and launch permit for**  
52 **\$130.00 are now obligated to pay an additional parking impact levy of \$70.00 at the time**  
53 **of purchase ~~parking assessment~~. Permit entitles a specific vessel and owner to launch**  
54 **from April 1 through October 15 (Reserved Stall lessees are exempt for the boat assigned**  
55 **to and registered to the reserved stall only, not for other boats owned by the same**  
56 **individual.)**

57 **Parking assessment is valid for up to seven (7) consecutive days, after which vehicles,**  
58 **boats, trailers must be removed from all port and harbor property for a minimum of 24**  
59 **consecutive hours in order to be eligible to resume parking.**

60  
61 BE IT FURTHER RESOLVED that the Port of Homer Terminal Tariff No. 1 is amended as  
62 follows:

63  
64 **RULE 12 – VEHICLE PARKING**

65 12.01. VEHICLE ACCESS LIMITED ON DOCKS – It shall be unlawful for any person to operate  
66 any vehicle within the Port area except for the purpose of loading or discharging freight or  
67 passengers, or while actually engaged in the performance of necessary duties which require the  
68 presence of such vehicle on Port property. Any vehicle shall be under the constant attendance of  
69 the operator and subject to the rules in this Tariff. It shall be the duty of such operator to  
70 immediately remove such vehicle from the wharf or pier upon the completion of the transaction  
71 of necessary business. The Harbormaster has the authority to remove any vehicle in violation of  
72 this rule at the sole expense of the owner and may be refused further access to any Port property  
73 at the discretion of the Harbormaster.

74  
75 12.02. STORAGE OF VEHICLES – It shall be unlawful for any motor vehicle to be stored on any  
76 wharf unless such vehicle shall first have been drained of all gasoline or other liquid petroleum  
77 products, except at such places as the Harbormaster may designate.

78  
79 12.03. VEHICLE WARNING LIGHTS/ALARMS – Maintenance or vehicles working on piers or in  
80 Terminal yards, when moving or stationary, in working areas shall display an operating overhead  
81 warning light. All maintenance vehicles shall be equipped with backup alarms.

82  
83 12.04. VEHICLE ACCESS TO VESSEL – Access to a berthed vessel by taxi, van, bus or other  
84 vehicle shall not be granted by the vessel without permission of the Harbormaster or designee.

85

86 12.05. SPEED LIMIT ON PORT PROPERTY – Any person operating a vehicle on any wharf area,  
87 within any transit shed, warehouse, marine terminal area, or in any other area where cargo is  
88 handled, shall not operate at a greater rate of speed than ten (10) miles per hour, unless otherwise  
89 posted. During cargo handling or other operations, no person shall operate a vehicle at such speed  
90 or in any manner so as to endanger life, limb or property.

91  
92 12.06. PARKING OF VEHICLES – It shall be unlawful for any person to leave or park a vehicle  
93 upon any portion of any City property outside of designated parking areas or without the  
94 permission of the Harbormaster. The Harbormaster shall erect and maintain appropriate signage  
95 giving notice that no parking is allowed in restricted areas. Parking of motor vehicles, other than  
96 motor vehicles that are cargo, shall be permitted only in those areas designated for such parking.  
97 Vehicles are only permitted on wharf areas with the permission of the Harbormaster.

98  
99 12.07. PARKING LIMITS – Parking of motor vehicles in areas designated for parking shall be  
100 for the time limits specified and posted for those areas. The parking of motor vehicles in areas in  
101 which parking is prohibited or the parking of motor vehicles in areas designated for parking  
102 beyond the time limits specified are subject to ticketing and towing or impound in accordance  
103 with applicable law.

104  
105 12.08. PARKING FEES (SHORT TERM) – Parking fees are to be collected at Ramp 1, Ramp 2,  
106 Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day). Parking fee is \$5 per calendar  
107 day. Posted parking time limits will be established and enforced as per Homer City Code.

108  
109 12.09. **PARKING FEES -VEHICLES WITH BOAT TRAILERS (7 DAYS) – The City owns and**  
110 **provides access to 7 day public use parking for vehicles with boat trailers. Persons with**  
111 **vehicles and boat trailers using the load and launch ramp are obligated to pay a \$7.00 levied**  
112 **parking impact fee at the time of load and launch pass purchase. Persons purchasing a**  
113 **season Load and Launch pass are similarly obligated to pay a \$70.00 levied parking impact**  
114 **fee.**

115  
116 12.010. LONG TERM PARKING PERMITS – Vehicles over 20’ are not eligible for long term parking  
117 permits.

- 118 a. Seasonal permits for day use parking (Ramps 1-4): \$250.00.  
119 b. Long Term parking permits required for vehicles 20’ or less parked in excess of seven (7)  
120 consecutive 24-hour days.  
121 c. Long Term parking annual permit fee for vessel owners paying annual moorage in the Homer  
122 Harbor: fee \$100.00.  
123 d. Long Term parking annual permit (January 1st through December 31st): fee \$200.00.  
124 e. Monthly parking permit for vehicles less than 20’: fee \$70.00 for 30 consecutive days.  
125 f. Monthly parking permit for non-commercial vehicles over 20’: fee \$85.00 for 30 consecutive days  
126 in a portion of Lot 9 only.  
127 g. Long term parking will be enforced year around.  
128 h. Parking lot restrictions for long term parking, May 1 through October 1, as  
129 depicted on harbor map (Resolution 11-036(A)).

- 130 i. Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations  
131 apply. Fines, \$25.00 per calendar day, provided that the fine for overtime parking in long term  
132 parking area will be limited to \$250.00 fine per calendar year, with \$200.00 of the fine credited  
133 towards the long term parking annual permit.  
134 j. Failure to pay violations will result in an additional \$25.00 fee per month and any other legal or  
135 collection fee authorized by law.  
136

137 **RULE 34 – SMALL BOAT HARBOR PUBLIC LAUNCH RAMP**

138 34.01. BOAT PUBLIC LAUNCH RAMP – The City owns and provides access to public launch  
139 ramps. The principal intended use of the LAUNCH RAMP is the launch and recovery of small, boats  
140 on trailers. An authorized subsidiary use is the incidental, noncommercial, loading or unloading of  
141 goods, supplies or materials. **Rate for a single launch is \$13.00 plus the addition of a \$7 levied**  
142 **parking impact fee for a total of \$20.00(see also 12.09); a season pass covering April 1 to October**  
143 **15 is \$130.00 with the addition of a \$70 levied parking impact fee for a total of \$200.00(see also**  
144 **12.09).** The person who is obligated to pay the fee for using the load and launch ramp must make  
145 the ticket verifying payment available upon request, or display the seasonal permit on the port  
146 side of the permit holder’s vessel. There is a \$20.00 per hour fee for vessels that are left unattended  
147 on the Launch Ramp and are blocking ramps. Reserved stall holders are exempt from launch fees  
148 for the vessel assigned to and registered to the stall only, not for other boats owned by the same  
149 individual. At the Harbormaster’s discretion, reasonable restrictions may be placed on the use of  
150 the public launch ramp.  
151

152  
153 PASSED AND ADOPTED by the Homer City Council this \_\_\_ day of \_\_\_\_, 2018.

154  
155 CITY OF HOMER

156  
157 \_\_\_\_\_  
158 BRYAN ZAK, MAYOR

159 ATTEST:

160  
161 \_\_\_\_\_  
162 MELISSA JACOBSEN, MMC, CITY CLERK

163  
164 Fiscal note: Port and Harbor Parking fees

Patricia Cue  
LTC (USA Retired)  
PO Box 745  
Homer, AK 99603

May 3, 2018

Program Manager  
US Army Corps of Engineers  
Regulatory Division  
PO Box 6898  
Joint Base Elmendorf Richardson, AK 99506-0898

Sir/Madam:

I am writing this comment in response to the Scope of Impacts on the proposed Pebble Mine. I oppose the building of a large scale mine at the headwaters of Bristol Bay. This letter questions the social and economic impacts to the Kenai Peninsula if the proposed Pebble Mine is approved. The No Action alternative is the alternative that I support which is no mine.

There are numerous studies that detail the social and economic impacts from resource extraction industries. Many of the studies are divided into different categories such as waste management issues, impacts to biodiversity and habitat, and poverty alleviation and wealth distribution. Has Northern Dynasty detailed the mines impact on these issues? Is there baseline data available to determine impacts of the mine in relationship to these issues? Has Northern Dynasty provided baseline data on the health of the communities that are going to be impacted by the proposed Pebble Mine? The Environmental Impact Statement (EIS) must include baseline data on the health of the community with regard to economic health, baseline level of educational attainment, social problems such as suicide, crime, homelessness, violence and substance abuse and education strain. It should assess the cultural impacts resulting from the mine. How will this mine impact the multi-generational customs associated with living a region dependent on strong salmon fisheries and wild game?

The ecotourism industry across the Inlet includes trout fishing, wildlife viewing and sport fishing. This economy has a synergistic relationship with economies on the Peninsula that serve the same population of Alaska Native peoples. Has the proposed Pebble Mine assessed the impact on sport fishing, outdoor recreation companies, the hospitality sector, restaurants and tourist shops? What will be the impact to Homer particularly how will Pebble compensate the Homer for the cost of upgrading the deep water dock? How will the increase in marine vessel traffic impact Kachemak Bay, Cook Inlet and the already flourishing fishing industry? These impacts will include individuals involved in the fishery such as deckhands, dockworkers, marine vessel technologies and "Wild Salmon" industries?

Other information not included in the application is the number and size of vessels that will be used during the construction phase. This information is necessary to assess impacts. What routes will vessels coming and going from the mine during the construction phase and operation? How often will vessels enter Kachemak Bay and the Homer Harbor during construction and operation? Again, depending on the answers to these questions, it is reasonable to expect that Homer Harbor will need to be modified. How? Who will pay for this?

According to the application, the proposed Pebble Mine will require 230 MW of power. Homer Electric provides approximately 75 MW to power the entire Kenai Peninsula. What are the need projections for 20+ years to show that there is enough gas supply for the existing railbelt plus the 230 MW demand from Pebble with the additional demands from Donlin Mine, Nikiski LNG fertilizer plant? How will Pebble address the peak demand challenges such as maintaining field pressure in mid-winter? Is there a field pressure projection at peak demand times with the new 230 MW added plus the pumping/compression from the new load on the west side of Cook Inlet? How much will Pebble use of the existing gas storage on the Kenai (CINGSA)? Pebble should be required to pay for this. If CINGSA is required to maintain pressure, how much will this cost? Pebble should be required to pay for this.

What will be the impacts to protected species from the construction of the natural gas pipeline? Of particular importance is the Cook Inlet Beluga Whale, the listed Northern Sea Otter, Humpback Whales. What will be the impacts to scallop beds and salmon?

There is a past history of pipeline leaks/cracks/corrosion in Cook Inlet (gas spill in 2017 caused by collision of rock with pipe). The winter conditions from surrounding ice resulted in months of delay in the repair of the pipeline. Has there been a needs assessment of the impact of spills? What are the mitigation plans? This includes the plan for a new pipeline under Lake Iliamna which addresses freezing conditions and impacts and habitat destruction.

What are the impacts to salmon and salmon habitat from the buried pipeline along the road? The roads planned for the construction and maintenance of the mine are going to be placed in very wet habitat requiring 222 culverts. What are the plans to avoid and/or stop spills? There needs to be a baseline impact assessment. Is buried pipeline included in the dredge and fill volume estimates? What will be the impact on these pipelines from an earthquake? How will these problems be mitigated?

What will be the impacts from the power plant? Will there be water temperature impacts resulting from cooling the post-combustion process? Is this water then put back into local streams and wetlands? Salmon are highly sensitive to water temperature. How will this effect spawning when water temperatures are already rising? There must be an assessment if water temperature impacts especially during critical times in the salmon life-cycle. Does Pebble have the water rights needed for this? Who does?

What will be the impact to the commercial fisheries? Has there been an assessment on impacts from heavy metal dust to salmon and salmon forage in streams and waters around the transportation corridor? Is there an impact to salmon traveling to a wide range of streams if heavy metals enter salt water at the dock site? What will be the impact to habitat related to the road construction with approximately 222 stream crossings? What will be the habitat damage and loss related to burying pipeline along the transportation corridor? What will be the impacts of contamination related to the discharge of ballast water at Amakdedori Creek? What will be the impacts of the loss of habitat at Amakdedori Creek? What will be the impact on the contamination resulting from spills from fuel and other chemicals? Again, how will these impacts be mitigated?

How many jobs are going to be lost? How much revenue from the fisheries industry will be lost? What are the broader impacts to the economy and ecosystem?

According to the Proposed Determination of the U.S. Environmental Protection Agency (EPA) Region 10 Pursuant to Section 404 (c) of the Clean Water Act, July 2014, the EPA Region 10 stated that it has underestimated the potential adverse effects on resources with the Bristol Bay watersheds from mining the Pebble deposit. Pebble Mine has brought forward no new information regarding the mines impact on Bristol Bay. Moreover, the EPA recognized the known compensatory mitigation techniques are unlikely to offset impacts of the nature and magnitude described in their proposed restrictions. Ultimately, the compensation methods proposed by Pebble including placement of instream structures, stream fertilization, and construction of spawning channels, have typically had only variable, local or temporary effects and were designed for us in degraded watersheds, or resulted in adverse, unintended consequences.

As human beings become more aware of the impact of resource extraction on wild places, Alaskans have a unique place in the history of humanity to voice their opposition to the destruction of the last wild salmon fishery. Our collective voices will not cease to object to this poorly planned and life altering mine.

I urge you to deny issuing the Permit for the construction of the Pebble Mine due to the adverse impacts on the social and economic structure on the Kenai Peninsula.

I attended the scoping meeting on Wednesday, April 11, 2018 in Homer, Alaska. In my opinion, the reason for withholding open public comment due to the anticipation of a large number of people is reprehensible in an open and democratic society. The proposed mine will eliminate tens of thousands of jobs, destroy the last remaining wild salmon fishery and negatively impact the community of Homer. The citizens of Homer and the surrounding communities will be impacted by the proposed Pebble Mine. A public comment hearing that listens to the people who live here is the least the U.S. Army Corps of Engineers can do to make this an open and fair process.

As mentioned earlier, this will be the first of several letters I plan on writing in opposition to Pebble Mine.

Respectfully Submitted,

Patricia Cue  
LTC (USA Retired)

cc: Alaska Senator Lisa Murkowski  
Alaska Senator Dan Sullivan  
Alaska Congressman Don Young  
Alaska Governor Bill Walker  
Alaska State Representative Paul Seaton  
Alaska State Senator Gary Stevens  
CEO Philip K.R. Pascall, First Quantum Minerals  
Michael Armstrong: The Homer News  
T. Wells: The Homer Tribune



**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 18-048(S)**

A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE 2018 SEPTIC TANK PUMPING CONTRACT TO A FIRM TO ALASKA QUALITY SEPTIC, LLC, OF EAGLE RIVER, ALASKA IN THE AMOUNT OF \$32,053 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was advertised in the Homer News on April 18 and 26, 2018, sent to two in-state plans rooms, and posted on the City of Homer website; and

WHEREAS, Bids were due May 9, 2018 and 3 bids were received; and

WHEREAS, Alaska Quality Septic, LLC of Eagle River, Alaska, was found to be the lowest responsive bidder; and

WHEREAS, This award is not final until written notification is received by the firm from the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the 2018 Septic Tank Pumping Contract to the firm of Quality Septic, LLC of Eagle River, Alaska, in the amount of \$32,053 and authorizes the City Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 14<sup>th</sup> day of May, 2018.

CITY OF HOMER

\_\_\_\_\_  
BRYAN ZAK, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: Account No. 200.504.5210 - \$32,053





## MEMORANDUM 18-066

To: Katie Koester, City Manager  
From: Jean Hughes, Inspector  
Date: May 09, 2018  
Subject: 2018 Kachemak City Septic Tank Pumping Contract  
AWARD RECOMMENDATION

On May 09, 2018, the City received three (3) bids for the tri-annual pumping contract for the variable grade effluent system (VGES) tanks in Kachemak City. The work involves the pumping and agitating of 133 septic tanks. The work takes place within a 100 day contract period. The Invitation to Bid was advertised in the Homer Tribune on 4/18/18 and 4/25/18.

The three bids received were from: Peninsula Pumping, Inc for \$33,792 (\$264 per tank); Homer Septic Services, LLC for \$33,250 (\$250 per tank); and Alaska Quality Septic, LLC for \$32,053 (\$241 per tank).

Fiscal Note- This work is paid through a portion of the customer's monthly sewer rate and funded under account 200.5210.504.

Recommendation- Award the City of Homer 2018 Septic Tank Pumping Contract to Alaska Quality Septic, LLC in the amount of \$32,053.

### History of Past Pumping Contracts

Year	Contract Amount	Tanks Pumped	Price per Tank	Contractor
1994	\$5,289.50	69	\$76.66	Homer Honey Bear
1996	\$5,962.00	75	\$79.50	Homer Honey Bear
1998	\$7,200.00	76	\$94.74	Homer Honey Bear
2000	\$6,950.00	82	\$84.76	Peninsula Pumping
2003	\$9,309.00	100	\$93.09	Moore-Quick Pumping
2006	\$18,000.00	116	\$155.00	Homer Septic Services
2009	\$30,000.00	126	\$238.10	Homer Septic Services
2012	\$33,655.00	127	\$265.00	Homer Septic Services
2015	\$35,510.00	134	\$265.00	Homer Septic Services

