



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

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Memorandum

Agenda Changes/Supplemental Packet

TO: MAYOR CASTNER AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: JANUARY 27, 2020
SUBJECT: AGENDA CHANGES AND SUPPLEMENTAL PACKET

COMMITTEE OF THE WHOLE

Written public comments. Page 3

REGULAR MEETING

CONSENT AGENDA

Memorandum 20-015, from City Manager Re: Adopting Council Initiated 2020 Priorities.

Written Public Comments. Page 5

Ordinance 20-07, An Ordinance of the City Council of Homer, Alaska Amending the Capital Budget and Authorizing the Expenditure of up to \$100,000 in Pass Through Funds for Repairing Damage to the Deep Water Dock. City Manager/Public Works Director.

Memorandum 20-017 with revisor corrections. Page 7

Resolution 20-012, A Resolution of the City Council of Homer, Alaska Reopening the Homer Accelerated Water and Sewer Program for Citizen Initiated Special Assessment Districts Under HCC 17.02.040, Directing the Planning Commission to Provide Input on Criteria for Evaluation, and Scheduling a Worksession for Council to Provide Input on Appropriate Metrics for the Fiscal Health of the Fund. Mayor/Lord.

Proposed Amendments from Councilmember Aderhold. Page 8

ANNOUNCEMENTS / PRESENTATIONS / REPORTS

Mayor's Report

Juneau Travel Report Page 9

Melissa Jacobsen

To: Katie Koester
Subject: RE: Monday meeting...

From: tonyneal@popsiefishco.com <tonyneal@popsiefishco.com>
Sent: Sunday, January 26, 2020 3:34 PM
To: Ken Castner <kencastner@ci.homer.ak.us>; Katie Koester <kkoester@ci.homer.ak.us>
Subject: Monday meeting...

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Hi Ken, Hi Katie, heads up: I plan to speak at audience time at the Committee of Whole meeting Monday. Make my request public. If you wish to copy this to Council , in the info packet laydown, fine with me, I prefer that. I want one of you to simply write the Borough and reconfirm that City did not approve the vacation of that drainage easement and that it cannot be vacated by the Borough by ignoring the City and for the Borough to abandon their attempts to dismiss and ignore the City.

It should be just unacceptable to Council and City to let the Borough Assembly have the final word on what the City of Homer decided.

But a wrinkle is that despite the Council vote not to approve, the City of Homer, through Public Works, joined the appeal in support of the easement vacation, thus clearly validating the Borough's move to dismiss Council's decision as not important.

So, who's running City of Homer? Council and Manager? Or, Public Works?

A further wrinkle is that Borough initially approved the vacation on the strength of "recommendation of HAPC". If this goes to appeal, we will prove that HAPC approved the vacation on the basis of a meeting that did not include the legally required public hearing and public notice and did include ex-parte information from Public Works that we will prove is 100% false, a slander of title, a cover up for the fact that alteration of a public right-of-way was conducted without the legally required permit, and not for public benefit but for individual profit.

Your letter will cancel the Appeal and the need to air all that , saving us and the City a lot of expense.

Thanks,

Tony Neal

907-299-2351

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From: [Mary Griswold](#)
To: [Melissa Jacobsen](#)
Subject: Memo 20-015 Adopting Council Initiated 2020 Priorities
Date: Thursday, January 23, 2020 6:51:30 PM

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(Please include in the CC supplemental packet)

From: [Mary Griswold](#)
Sent: Thursday, January 23, 2020 6:47 PM
To: carolinevenuti@ci.homer.ak.us ; donnaaderhold@ci.homer.ak.us ; heathsmith@ci.homer.ak.us ; JoeyEvensen@ci.homer.ak.us ; mayor@ci.homer.ak.us ; rachellord@ci.homer.ak.us ; StormHansen-Cavasos@ci.homer.ak.us
Subject: Memo 20-015 Adopting Council Initiated 2020 Priorities

That is an ambitious collection of projects you are taking on this year. I will follow many of them with great interest, but Clarifying the Election Code championed by Smith and Aderhold has particular immediate interest for me. I thought the recent election contest was an excellent process and I was very impressed with the investigation report. However, I was puzzled and disappointed when I read the 10.28.2019 Special Meeting agenda and sat in agitated suspense waiting to hear how the discussion would unfold.

NEW BUSINESS

a. Consideration of Investigative Report and Determination of Validity of the October 1, 2019 Election Contest submitted by Tom Stroozas contesting the Residency of Storm Hansen-Cavasos.

Then, ADERHOLD/VENUTI MOVED TO SUSTAIN THE COUNCIL'S CERTIFICATION OF MS. HANSEN-CAVASOS' ELECTION. After discussion, the motion passed 4-1.

I expected to see an action item on the agenda to overturn the 10.14.2019 certification of Hansen-Cavasos's election.

(Resolution 19-074, A Resolution of the City Council of Homer, Alaska Certifying the Results of the City of Homer Regular Election held October 1, 2019 to Elect Two Councilmembers and Decide one Proposition), approved 6-0.

If the council had been split 3-2 either way on their willingness to seat Hansen-Cavasos after the election contest, neither a motion to sustain nor to defeat Hansen-Cavasos's election would have passed. This is not reasonable and is why I contend that since the council previously certified the election including Hansen-Cavasos, the motion should have been to overturn her eligibility, which in this case would have been defeated 1-4. If the council had

previously only certified Evensen pending the investigation of Hansen-Cavasos's eligibility, then the motion at the special meeting would have been to certify her election.

We are fortunate the council passed the affirmation of its previous decision, but it would have been messy if it had not. I hope you agree that this voting process is important to clarify. I also look forward to other considerations you develop to clarify the Election Code.



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Port and Harbor

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Memorandum 20-017

TO: MAYOR AND CITY COUNCIL
THROUGH: CITY MANAGER KATIE KOESTER
FROM: BRYAN HAWKINS HARBORMASTER
DATE: JANUARY 18, 2020
SUBJECT: DEEP WATER DOCK FENDER REPAIR

On November 19-2019 a vessel collided with our Deep Water Dock and damaged one of the dock fender units. The vessel owner was contacted as well as his insurance company. A claim was filed and a local marine surveyor was engaged by the insurance company to oversee the claim. The city issued a task order to R&M Consulting one of our term contract engineering firms to represent the cities interests and oversee the repair project. A survey of the damage will be completed this week and from that a plan will be formed based on the extent of the damage and how the repairs will be done. At this time it is difficult to come up with a cost estimate as we do not know the full extent of the damage but I estimate it will be less than \$100,000 but more than \$25,000.

Ordinance 20-07 authorizes the city to pay contractors for the repair labor and materials. The city will be fully reimbursed by the vessel owner's insurance company.



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Memorandum

TO: Mayor Castner and Homer City Council

FROM: Councilmember Aderhold

DATE: January 27, 2020

SUBJECT: Proposed Amendments to Resolution 20-012

Amendment 1:

Replace lines 50-52 with the following text: WHEREAS, Altman & Rogers Co. found, and management concurred, that when the Water and Sewer Utility Fund was converted from an Enterprise Fund to a Special Revenue Fund in 2010, the beginning balances for the Utility Operations and HAWSP funds were incorrectly reported and recommended a transfer of \$3.1 million from Utility Operations into HAWSP to properly reflect balance, which was accomplished by Ordinance 19-58; and

Amendment 2:

Replace line 78 with the following bullet text: The current method for establishing HAWSP SADs is first come first served, tracked by the Clerk's office. Is this the most appropriate method or should a different method be employed?

Typos (revisor corrections):

1. Once the SAD acronym is defined, it should be consistently used throughout the resolution. I found it spelled out on lines 28, 30/31, 37, and 40.
2. Line 47: the company name should be Altman & Rogers Company.
3. Line 54: HAWSP on this line has an extra "S".



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Memorandum

Date: January 27, 2020

To: Homer City Council and Files

From: Ken Castner

Subject: Juneau Travel Report

I flew to Juneau on Monday, January 20th to join the mayors of many other coastal towns, and the staff of the Alaska Municipal League, in stressing the need for ferry service that had been suspended in September, and not scheduled to resume until mid-May.

We divided into two groups and met with many state legislators. Most understood the need to get vessels back into service earlier in the spring. Separate from the group meetings, I also had opportunities to speak to Senator Stevens, Representative Vance and Representative Edgmon.

The group also delivered individual testimony to the House Transportation Committee. Press coverage from that event is attached.

We had fairly extensive visits with Mary Siroky (DOT) and Ben Stevens (Governor's office). Both were interested in long-term solutions and seemed satisfied with the current reductions in service. Ms. Siroky later provided us with a status report of the vessels (also attached).

On Thursday, I met with Rear-Admiral Bell of the United States Coast Guard. There are, if I remember correctly, 11 CG bases in Alaska. Most are not connected by road. Kodiak's base is the largest CG base in the United States. We discussed his concerns and established some connections to the Legislature.

Then the Alaska Airlines flight was late; I missed the last flight to Homer; got back Friday, and watched the joint meeting of the House and Senate fail to gather enough votes to override the Governor's veto of the \$5mm appropriation for increased 2020 ferry service. The next hope is for an expedited supplemental budget (unlikely to be expedited – currently looks like \$300mm from the Governor) or an emergency appropriation (has enough votes in the House and Senate but not enough to be veto-proof).

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Coastal communities relate ferry woes to House lawmakers

Posted by Jacob Resneck, CoastAlaska | Jan 22, 2020



Cordova Mayor Clay Coplin testifies to the House Transportation Committee on Tuesday, Jan. 21, 2020 on the lack of winter ferry service to Prince William Sound. (Photo by Jacob Resneck/CoastAlaska)

Officials from a dozen coastal communities traveled to Juneau to voice support for [Alaska's beleaguered ferries](#).

They were invited by House lawmakers who held [Tuesday's hearing](#) — the first day of the legislative session — to galvanize support for the Alaska Marine Highway System.

0:00 / 3:11

They each testified at the Capitol in-person. Though few had arrived on a ferry to get there.

“There is zero northbound service out of Sitka this winter — none,” Rep. Jonathan Kreiss-Tompkins (D-Sitka) said. He added the only way to get his vehicle to the capital for the legislative session was to put it on a southbound ferry to Petersburg where it sat for a few days. A friend transferred it at 3 a.m. to a Juneau-bound boat.



LATEST | NEWSCAST



Community Calendar

Today

Monday, January 27

- Child Find Preschool Screening
- Library Teen Advisory Board After
- Winter Clothing Collection
- 6:00am Lap Swim
- 9:00am Art Show
- 9:00am Tots Gym
- 12:10pm Yoga
- 12:15pm Open/Lap Swim
- 3:00pm Specialty Swim
- 3:40pm Teen Counseling Clu
- 5:00pm Open Swim
- 6:00pm Rugby
- 6:00pm Open Soccer
- 7:00pm Song Circle/Acoustic
- 8:00pm Floor Hockey

Tuesday, January 28

That’s because there are currently just two ferries the Matanuska and the Lituya – in service this month.

House Transportation Committee Chair Louise Stutes called the current state of the fleet “extremely alarming.”

“Four of our [mainliners are currently in mothball status](#) and a total of six out of 12 of Alaska Marine Highway System ferries are not in service because of disrepair, lack of maintenance or poor planning,” she said.

That was the backdrop of remarks from local officials. One by one, from Homer to Unalaska and points in between they testified over the hardships faced from severe cutbacks and long service gaps following last year’s \$43 million cut to state ferries.

Cordova Mayor Clay Koplin says Prince William Sound’s winter without service has been a struggle. And he warned that not running any ferries until the middle of May could cripple the port’s seafood economy. That includes the region’s \$10 million [Copper River sockeye salmon fishery](#).

“We appreciate the Alaska Marine Highway System, trying to work with the resources they have to provide service, but frankly, it’s not working,” he said.

Others testified to the committee that the ferries are the backbone of interlocking small economies that feed the rest of the state.

“It’s not like pumping oil through the pipeline where we keep track of that every day,” Homer Mayor Ken Castner said. “But the movement of goods and services and fish and tourists and things like that is amazing. And it really makes the coastal economy work and also makes the state economy work.”

A resolution from the Alaska Municipal League urged lawmakers not to wait until the end of session to inject more cash. It urges lawmakers to override [Gov. Mike Dunleavy’s veto of \\$5 million in additional ferry funding](#) approved last year by the Legislature.

Gov. Dunleavy’s proposed budget [envisions flat funding compared to last year](#). But it’s still more than \$40 million less than previous state ferry appropriations.

Rep. Louise Stutes (R-Kodiak) says lawmakers are working to make the case for full funding.

“My hope is that the administration finally hears its constituents and realizes that the ferry system is vital, not optional for our Alaskan way of life,” she said.

No one from the executive branch spoke during Tuesday’s hearing. Invited testimony was unanimous against the cost-cutting.

“I don’t think it’s wise to starve the chickens to death in an attempt to cut the price of eggs,” Kodiak City Councilman Terry Haines told the committee.

The governor’s office recently announced it was appointing a nine-person taskforce to digest recommendations from a recent economic reshaping report commissioned by the administration.

But the make-up of the [Alaska Marine Highway Reshaping Work Group](#) likely won’t be finalized until mid-February. And any recommendations from that group aren’t expected to be implemented for another two years.

8:15am	Parent Power Hour
10:30am	Sitka Sprouts
12:15pm	Open/Lap Swim
3:00pm	Geriatric Health...

- Buoy Observations
- Cruise Ship Calendar
- Inside Marine Wx
- Outside Marine Wx
- Sitka Ride Bus Schedule
- Sitka Tides
- Sunrise & Sunset
- The Moon and Stars
- Tsunami Center



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Quiet Drive – ended 10/6

Stephen Lawrie Portrait – ended 10/11

Raven Radio Raffle – ended 10/21

AMHS Vessel Status

1/22/20

LeConte (1974)

Status: Began scheduled, state-financed overhaul, October 1, 2019, which this year includes a detailed (every 5 year) steel hull and machinery survey. The estimated and budgeted cost of the overhaul required to maintain the Coast Guard Certificate of Inspection (COI) is \$1.4M. The current estimate on steel replacement is an additional \$4M. Total costs are estimated at approximately \$5.4 M to complete, with a completion date of mid-May 2020.

Future plans: Operate the LeConte in Prince William Sound during summer 2020.

Aurora (1977)

Status: Currently docked in Ketchikan in a long term layup. The vessel is configured in a side by side mooring arrangement with the Malaspina, so as to get the most use out of the available dock space. Estimating overhaul and steel replacement would exceed \$5.4 M, therefore AMHS elected to repair the LeConte rather than the Aurora. The AMHS does not have the additional state capitol funds to overhaul and repair both the LeConte and Aurora.

Future plans: Vessel is currently located at Ward Cove Ketchikan in a long term layup, with a contractor providing vessel security and oversight of the vessels condition and reporting to AMHS management weekly.

Malaspina (1963)

Status: The Malaspina needed a minimum of 16 M dollars of steel work, along with overhaul costs, and still has its original engines, and given the current and future fleet make up, the decision to lay up the ship indefinitely was made.

Future plans: The ship is currently in a long term layup in Ward Cove Ketchikan. A contractor is providing security and oversight of the ship, and reporting the vessel condition to AMHS management weekly.

Columbia (1974)

Status: Vessel went into a cost-savings layup October 3, 2019, at the State owned AMHS South Berth in Ketchikan. The ship is also being used as a hotel ship to house vessel crews during their winter overhauls. Housing aboard the ship saves the state funds by not paying for landside hotels for those crews. The vessel is currently in dry-dock at Vigor Shipyard Ketchikan while consultants check its controllable pitch propeller system, and attempt to trouble shoot an engine vibration issue. The vessel has also commenced its annual COI inspections and maintenance. This vessel has \$32M worth of 5 year old engines with no known steel replacement needs. This vessel is the most costly to operate requiring a crew of 62.

Future plans: Management plans to operate the Columbia during summer 2020 with a crew of 49, down from a summer manning of 62 crew. This is possible if the passenger services crew numbers are reduced by closing the snack bar and providing all food service out of the dining room, and by adjusting passenger services duties and reducing the passenger carrying capacity of the vessel.

Kennecott (1998)

Status: Currently at Vigor shipyard undergoing its scheduled state-funded overhaul through April 15, 2020. No known significant major problems at this time.

Future plans: Serving cross gulf runs effective April 16, 2020, and continue to be a fleet in service vessel as operating funds allows.

Matanuska (1963)

Status: In revenue service as of December 2, 2019 after a re-power and major conversion bringing the ship up to current SOLAS standards. The project also included many additional upgrades along with hull and exterior painting, and steel replacement. The project took place at Vigor Shipyard Portland Oregon and took approximately 2 years.

Future plans: Continue to be one of the fleet in revenue service vessels as operating funds allow.

Tustumena (1964)

Status: In revenue service (Kodiak, Homer, Seldovia, Ouzinkie & Port Lions) through January 12, 2020. Scheduled for State-funded overhaul from January 15, 2020 to May 1, 2020. Management hopes for little discovery work, and an on time re- delivery.

Future plans: Continue to be one of the fleet in revenue service vessels as operating funds allow.

Lituya (2004)

Status: currently in Vigor Shipyard Ketchikan for its annual overhaul January 10, 2020 through January 24, 2020. The vessel has no anticipated major maintenance concerns at this time.

Future plans: Re-enter revenue service January 25, 2020, after overhaul and continue to be one of the fleet in revenue service vessels as operating funds allow.

Tazlina (2019)

Status: In revenue service (Juneau, Northern Panhandle and North Lynn Canal) as a day vessel from November 21, 2019, through January 21, 2020.

Future plans: Following the revenue service, the ship will proceed to Vigor shipyard Ketchikan to undergo its shipyard funded warranty work. The Tazlina will commence service in North Lynn Canal in March.

Hubbard (2019)

Status: Installation of the vessels forward starboard side vehicle door has commenced at Vigor Shipyard Ketchikan. The side door installation is planned to be completed by March 1, 2020.

Future plans: The Hubbard is currently not planned to provide service during the summer sailing schedule.

Fairweather & Chenega (2004 & 2005)

Status: Both vessels are in a long-term layup at Ward Cove in Ketchikan. Both vessel's security and oversight are being provided by a contractor, with reporting weekly to AMHS management. The Department is attempting to locate a Marine Broker in an attempt to sell both fast vehicle ferries. The Fast Ferries have now been positioned in a side by side layup configuration, so as to utilize the maximum amount of available dock space.

Future plans: Divestment of both vessels from the AMHS fleet.