



City of Homer

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Memorandum

Agenda Changes/Supplemental Packet

TO: MAYOR PRO TEMPORE LORD AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: FEBRUARY 24, 2020
SUBJECT: AGENDA CHANGES AND SUPPLEMENTAL PACKET

COMMITTEE OF THE WHOLE

City Facilities – Old and New

Map with Potential New Public Works Locations Page 3
Written public comments Page 4

REGULAR MEETING

ANNOUNCEMENTS / PRESENTATIONS / REPORTS

AML Travel Report – Councilmember Lord Page 7

PUBLIC HEARINGS

Ordinance 19-47(S-2), An Ordinance of the City Council of Homer, Alaska, Repealing Homer City Code 2.76 Economic Development Advisory Commission, Requiring Economic Finding to Accompany Recommendations from City Commission, Establishing an Official Mayoral Appointment to the Kenai Peninsula Economic Development District Board of Directors City of Homer Seat and ~~Encouraging Appointment of Task Forces to Address Timely Community Issues~~ **Creating an Annual Process for the City to Review and take Action on Prioritized Economic Development Issues**, and Amending Homer City Code 2.58.020 Creation of City Boards and Commissions to Delete (e) Economic Development Advisory Commission. Lord/Venuti.

Written public comment Page 22

CITY MANAGER'S REPORT

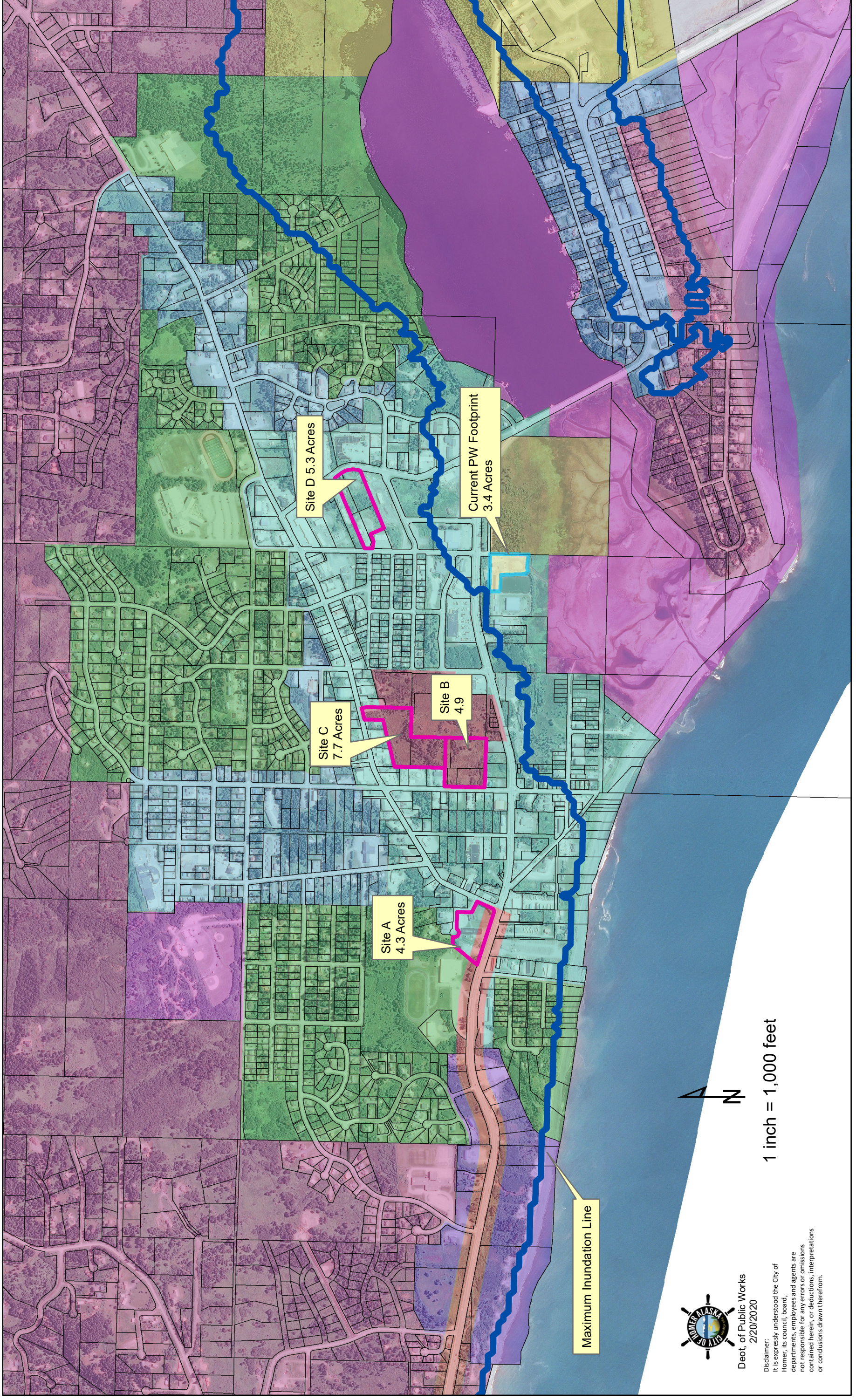
City Manager written report Page 23

RESOLUTIONS

Resolution 20-021, A Resolution of the City Council of Homer, Alaska Urging the Alaska State Board of Fisheries to Strongly Support the Alaska Salmon Hatchery Program Owing to the Multitude of Benefits it Provides. Evensen.

Excerpt from (2018) Economic Impact of Alaska's Salmon Hatcheries, a McDowell Group Study, as backup
Page 26

Written public comment
(link to view attachments- https://www.cityofhomer-ak.gov/sites/default/files/fileattachments/city_council/meeting/54851/kbay_attachments.pdf)
Page 27



Dept. of Public Works
2/20/2020

1 inch = 1,000 feet

Disclaimer:
It is expressly understood the City of Homer, its council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or deductions, interpretations or conclusions drawn therefrom.

POTENTIAL NEW PUBLIC WORKS LOCATIONS

From: [Mary Griswold](#)
To: [Melissa Jacobsen](#)
Subject: Fw: New Public Works site
Date: Friday, February 21, 2020 10:15:28 AM
Attachments: [Map Book Page 113 and 126 \(1\).pdf](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

(please include for 02.24.2020 CC committee of the whole supplemental)

From: [Mary Griswold](#)
Sent: Friday, February 21, 2020 9:57 AM
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 ; rachelord@ci.homer.ak.us ; StormHansen-Cavasos@ci.homer.ak.us ; cmeyer@ci.homer.ak.us
Subject: New Public Works site

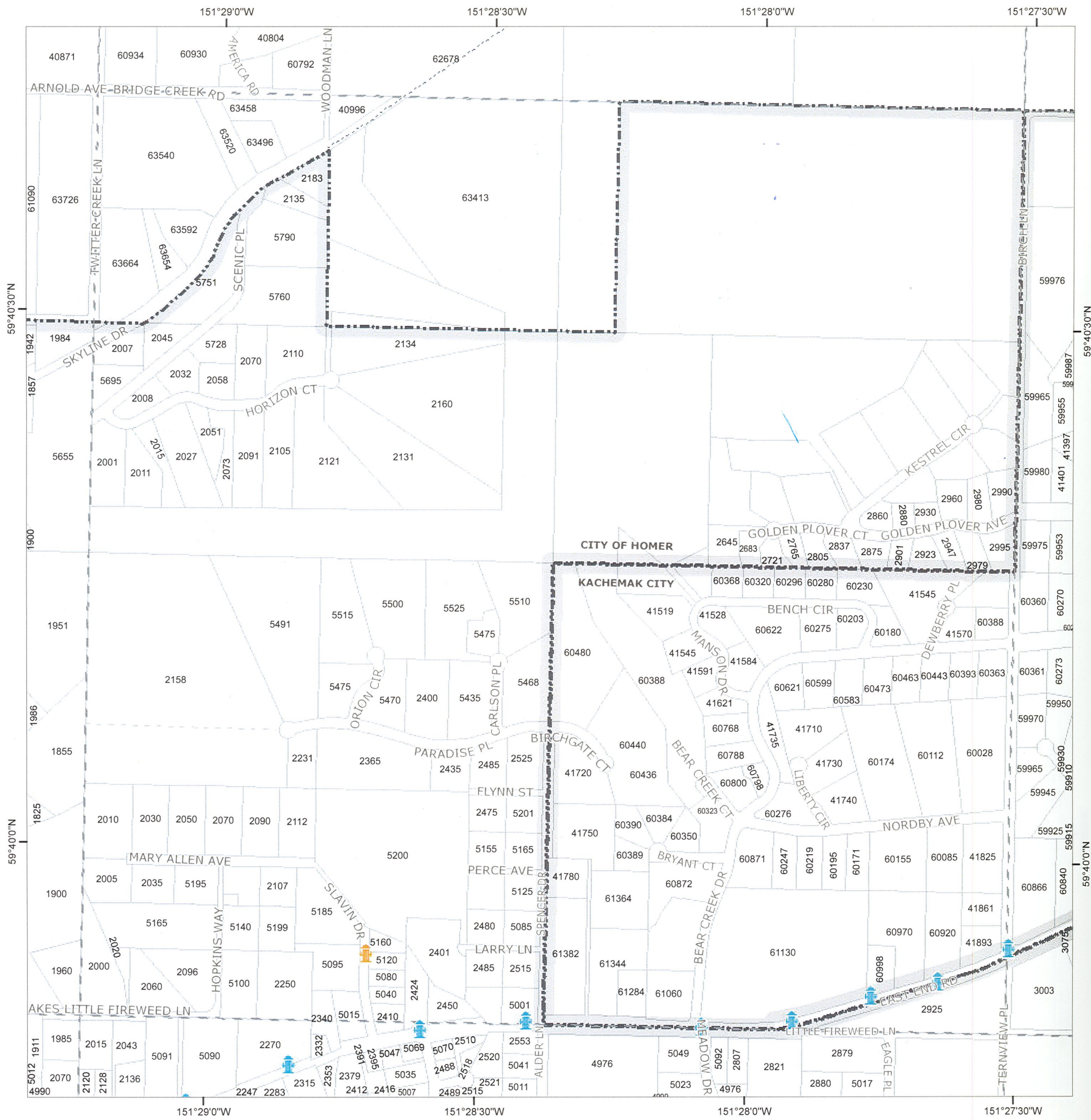
I attended the PW site tour and agree it's time for a new complex. However, I recommend locating the new facility outside the downtown core. This area is more suitable for business activity. It is not too inconvenient for PW customers or employees to drive a short distance from downtown Homer.

Mike Arno has developed property off East End Road at Ternview Place. He is selling 1-acre lots for between \$96,000 and \$98,000 (assessed at about \$86,500). The city could purchase 5 adjacent lots in the newest development at a reduced rate per lot. These lots have electricity, gas, water and sewer. Arno also has a 4.3-acre lot at the bottom of the subdivision for \$239,000, listed with Story Real Estate (parcel number 17908064). This lot has rough access along Spruce Lane, but no amenities.

Captain Bruce Flanigan LLC is selling his 4.69-acre lot at 2925 East End Road, bordered by Little Fireweed and Ternview Place (parcel number 17412009). This is the former Rollins transportation museum, cleared and filled with Spit dredge spoils. The listing price is about \$1.2M. it is assessed at \$275,300, not taking into account the refurbishment. A PW facility would be compatible with surrounding development.

There may be other larger parcels available outside the Homer core to investigate, but they are getting harder to find. It would be prudent to purchase a parcel soon.

The Map Book pages are attached. The Flanigan lot is at the bottom right of Page 113. The Arno lots are in the upper left 40-acre parcel across from #4911. The KPB online mapping shows the recent subdivision. The first row of 8 lots are mostly sold and some developed. There are two rows of eight 1-acre lots below that in a new subdivision, which to my knowledge are all for sale. The 4.3-acre lot is below that, north of Spruce Lane.



MAP INFORMATION

**Homer, Kachemak City and Vicinity
Fire and Emergency Services**



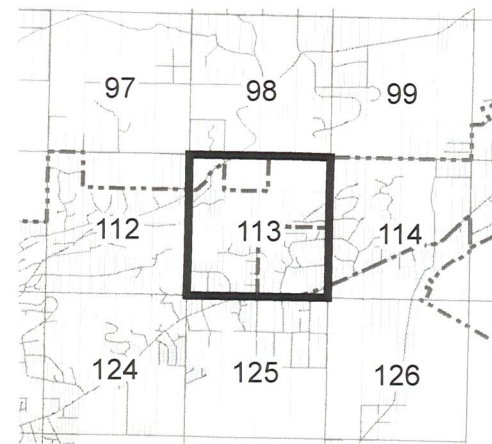
0 300 600 Feet

Map Date: 10/18/2017



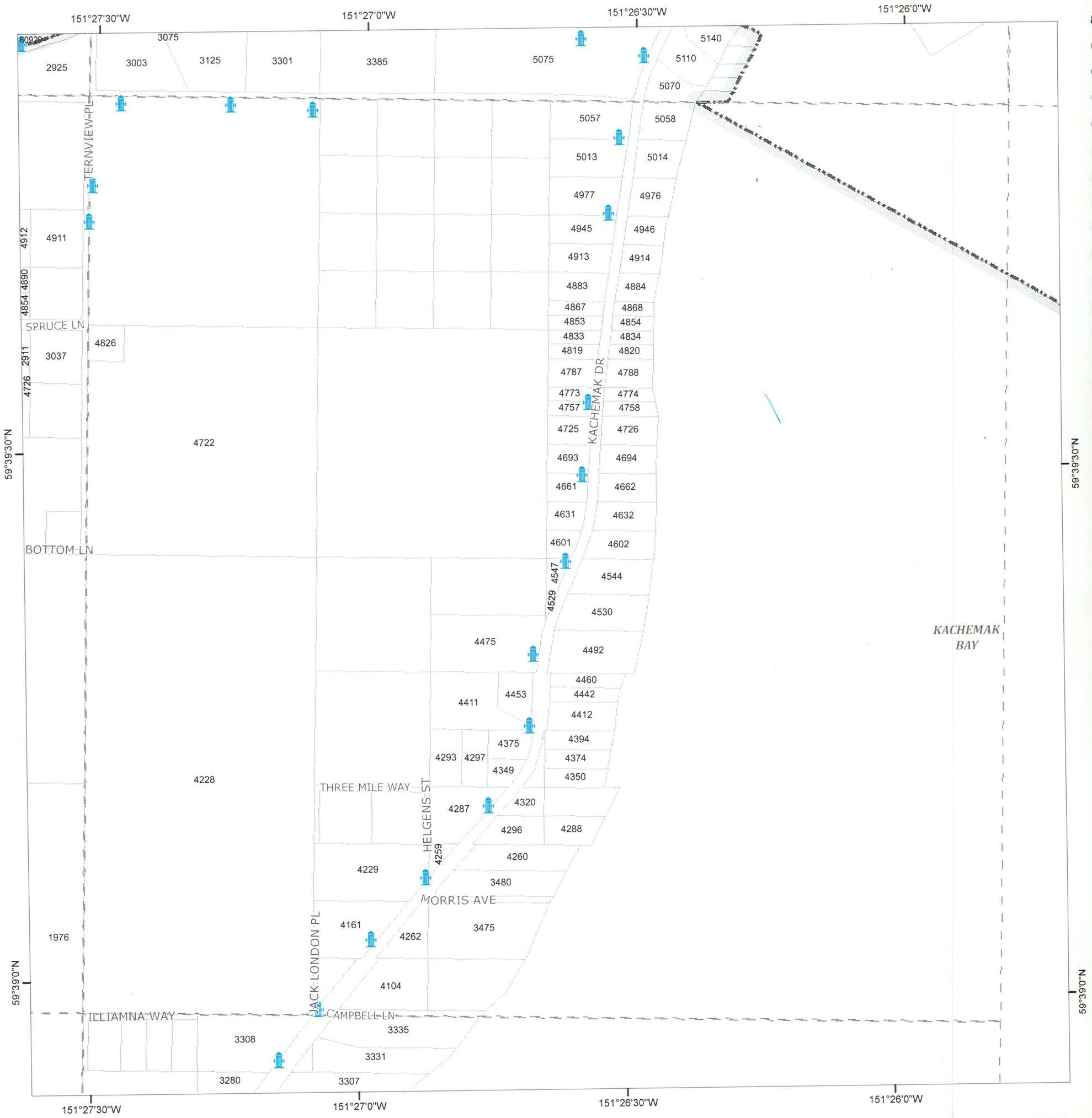
T06S-R13W SECTION 10

LOCATOR MAP



LEGEND


- 1 Mileposts
- ▲ River Miles
- Hydrant
- Trails
- Hydrography
- Lot Lines
- Parcels
- City Limits



KACHEMAK BAY

MAP INFORMATION

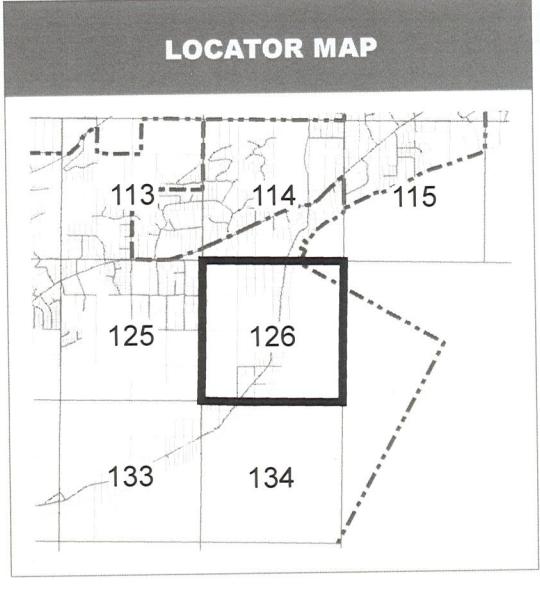
**Homer, Kachemak City and Vicinity
Fire and Emergency Services**



0 300 600 Feet

Map Date: 11/8/2017

T06S-R13W SECTION 14



LEGEND

1	Mileposts
▲	River Miles
🔥	Hydrant
---	Trails
—	Hydrography
- - -	Lot Lines
□	Parcels
⊞	City Limits

**Juneau Trip Report, Alaska Municipal League Winter Conference
February 18-20, 2020****Rachel Lord**

Last week was a whirlwind of meetings and presentations, all revolving around the state's fiscal picture, municipal priorities statewide, and the City of Homer's capital priorities. I'll provide a general overview of the meetings I attended, and I'm also including the presentation given by Legislative Finance Director Pat Pitney to AML on Wednesday. It was by far the highlight for me at AML, and I hope you'll find it informative! I was also attending legislative meetings with the Board of Directors for the Alaska Association of Harbormasters and Port Administrators (AAHPA), whom I work for as their sole employee. The AAHPA met with the new Derelict Vessel Coordinator for the Alaska Dept. of Natural Resources. The City of Homer deals regularly with derelict vessels in our harbor, and it's a positive step forward to have a point person at ADNR to work with on preventing and managing derelict vessels. With the AAHPA, we also advocated for the capital budget funding of the Municipal Harbor Matching Grant program. If the Governor's proposed \$5.5M remains in the legislature's budget, the City of Homer will be slated for 50/50 funds for anode replacement at the harbor.

Representative Louise Stutes We met with Rep. Stutes' staff to express our support for the Alaska Marine Highway system and to share the City's resolution of support for AMHS. We were informed of her work to introduce a bill (which was introduced on Thursday, HB249) to create a public corporation to run AHMS. It didn't sound hopeful to get that moved this session, but it will help to continue keeping the conversation at the forefront.

USCG Rear Admiral Bell Harbormaster Bryan Hawkins and the City Manager provided an update of the Large Vessel Harbor Expansion project, including the setting aside of \$750k by the City Council for our portion of the General Investigation study. We had a conversation about the USCG assets in Homer, and the Admiral supported the moving of the Hickory dock within a new breakwater. He provided some indication that we might get a letter of support, and we will continue to work with USCG to ensure that expansion plans include their needs and wants to the best of our ability. Bryan also discussed efforts to expand VHF coverage, and Admiral Bell was enthusiastic about that effort.

Governor's Chief of Staff Ben Stevens & ADOT Commissioner John MacKinnon This joint meeting focused on two topics, both concerning General Investigation Studies with the Army Corps: the Large Vessel Harbor Expansion project and Spit erosion. We primarily discussed the Large Vessel Harbor Expansion, including an update on the next steps and encouraging a continued partnership with the State. We shared that the City had set aside our \$750k, and we are looking for the State to continue their partnership to provide their \$750k (with \$250k/year over three years). While the Commissioner and Mr. Stevens were supportive of the project, you can imagine they got a bit cagey when it came to dollars. Stevens did note that there is increased attention on Alaska from a defense/military positioning perspective, and he also suggested looking into the new US ice breaker with Homer as a potential home port. On the topic of erosion on the Spit, we discussed a letter of support from ADOT for a General Investigation study with the Army Corps, with potential federal funding for a full three-year plan.

Representative Sarah Vance Rep. Vance continues to be supportive of the Large Vessel Harbor Expansion project, with the conceptual drawing hanging on the wall in her office. She was encouraged to hear there may be non-UGF (undesignated general funds) available through some cruise ship monies,

and she jotted down some notes to explore further. In terms of the overall budget picture, she continues to look to government efficiencies and increased fees as a solution. For more substantial solutions, she's looking to the people.

Senator Gary Stevens We provided our update of the Large Vessel Harbor Expansion project to Senator Stevens, and he expressed his support. We discussed the challenges currently facing the Senate in terms of working together, and also the Marine Highway.

Senator Peter Micciche Although he is not Homer's Senator, Bryan, Heath, and I met with Senator Micciche on Thursday afternoon to update him on our Large Vessel Harbor Expansion project after hearing that he was not aware of it. He appreciated the update, and asked for a white paper that summarized our project with strong examples of its regional/statewide importance. Bryan made a note of this, and we will be following up on this excellent suggestion from the Senator.

AML Presentations: On Tuesday, *AK Office of Management and Budget Director Neil Steininger* spoke at length about the policy-driven approach this year to the budget, noting that the budget document cannot drive sweeping policy change. We know that on the City-level, and I think there was general appreciation for the administration's change of course from last year. The presentation highlighted cost drivers for the budget, and noted that cost containment, structural changes through policy, and "major changes" approved by Alaskans will be needed to not completely deplete our savings by FY22. *Senator Lisa Murkowski* had a message of full support for the Alaska Marine Highway system (noting there's no federal fix to the problem), and encouraging responsible resource development in the Tongass National Forest. The evening *Legislative Reception* was well attended, with many Senators and Representatives in attendance as well as their staff. I had the opportunity to connect with fellow municipal representatives from the City of Seward and the Aleutians East Borough. On Wednesday, *Legislative Finance Director Pat Pitney* gave an excellent presentation that is included in this report. Legislative Finance creates a lot of documents that analyze the budget, and everything is available online: legfin.akleg.gov. On Thursday morning, *Governor Dunleavy* spoke to AML with a message of economic opportunities via resource development and increased local control. The Governor didn't spend much time on our current fiscal situation except to say that any big changes must have the support of Alaskans, and although we have challenges now we must look ahead to the future. He posed a number of questions to the room including "Are we willing to fight for an Alaska that has a balance – can we all give a little to get a lot?" (in terms of resource development) and "What do we want control over? What regulations are holding back economic development?" (in terms of local/municipal control). In the discussion following the Governor's talk and Q&A, AML members discussed concerns with the concept of local control when the state hasn't been particularly helpful in holding up their end of their responsibility (i.e. school bond debt reimbursement, community revenue sharing). Everyone was very thankful that the Governor, this year, came to AML. *Andrew Halcro, Director of the Anchorage Community Development Authority along with Shanna Zuspan from Agnew::Beck* gave a presentation on financing opportunities to help realize success for public private partnerships in development. All AML presentations are available on their website: <https://www.akml.org/conferences-events/past-conferences/>.

Ways to follow along with what's happening in Juneau

Gavel to Gavel: KTOO live streams all (I think?) of the Committee meetings and Floor sessions for the Legislature. You can watch on TV or stream online. For the schedule and archives:

<https://www.ktoo.org/gavel/schedule>

Akleg.gov: On the Legislature's website, you can enter any bill number in the top search bar to bring up everything about it (including the schedule for hearings, documents like letters of support/opposition etc. that have been submitted, presentations, supporting documents, fiscal notes, amendments). At akleg.gov you can also find all of the legislators, bills they've sponsored/co-sponsored, meeting and floor session schedules and agendas, and past meeting audio and video. <http://akleg.gov/>

Bill Tracking VIA Text Message! Text a bill number (ex: HB1) to **559-245-2529** to enroll in text alerts from the legislature. You will receive an enrollment confirmation and instructions on how to stop receiving the alerts.

State Fiscal Overview

Alaska Municipal League
February 19, 2020



Legislative Finance Division

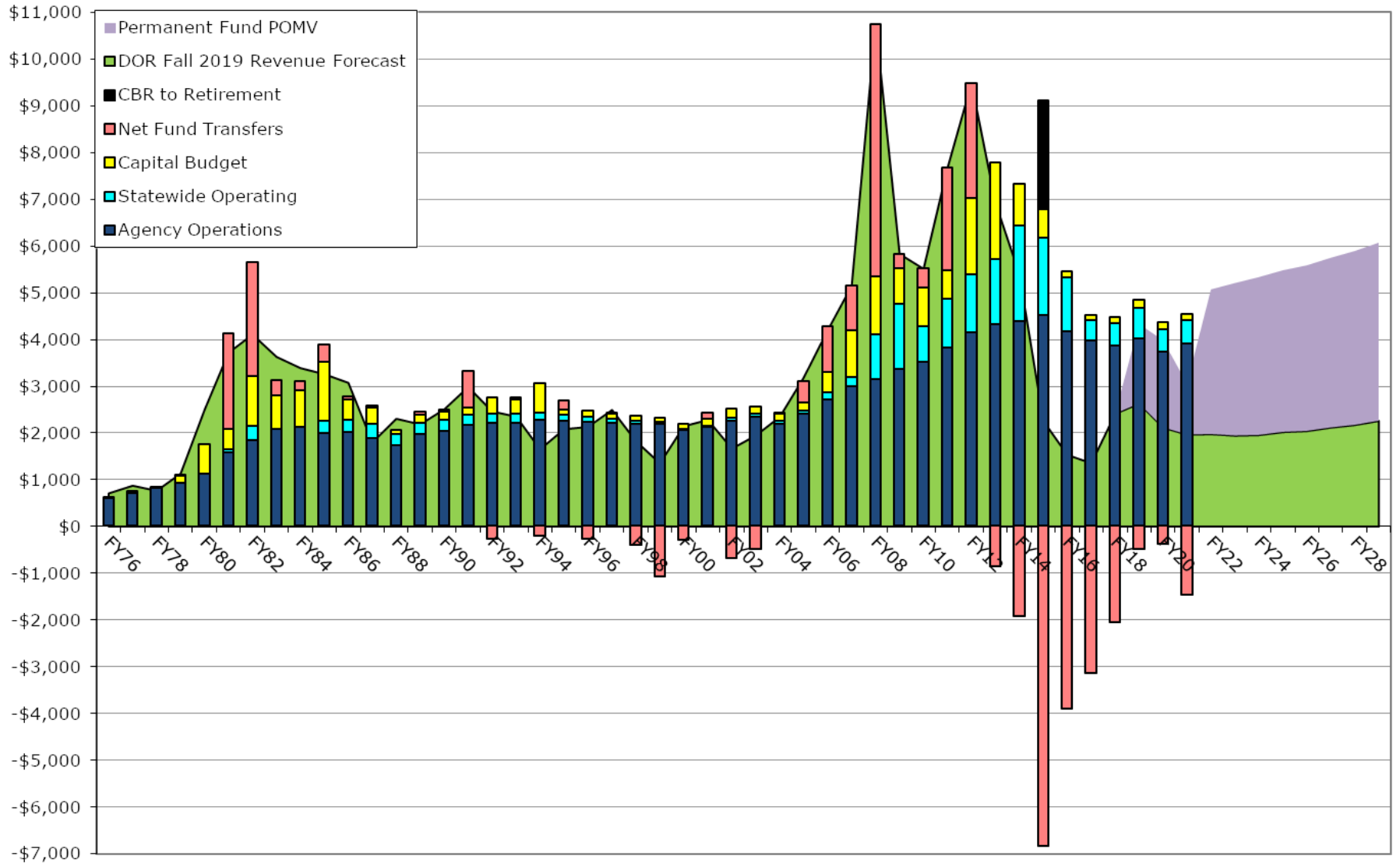
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Where have we been?

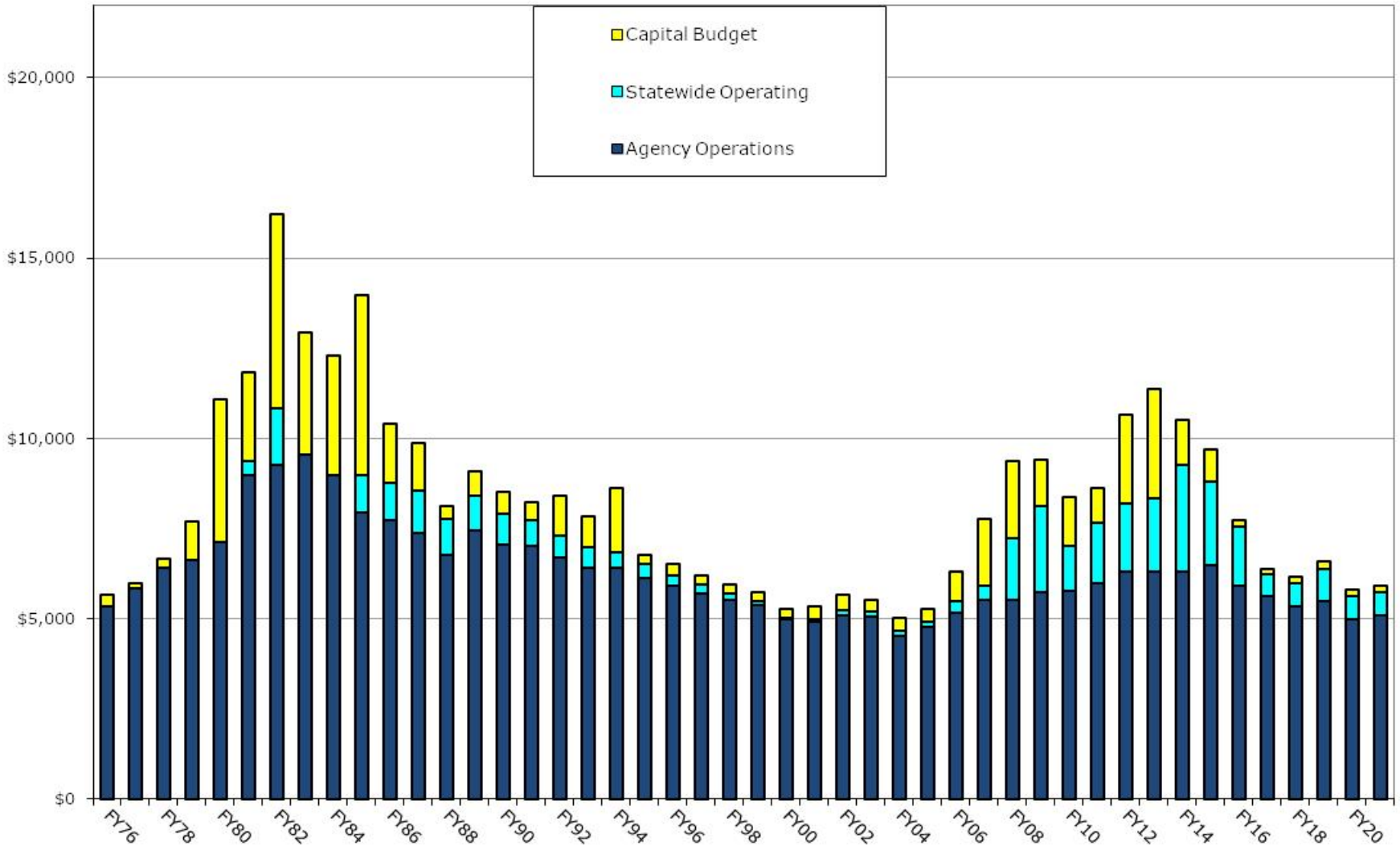
2

- Oil prices and UGF revenue began declining in FY13 and plummeted by FY15
- Traditional UGF revenue has declined from \$9.5B in FY12 to \$1.5B by FY16
- UGF budget has declined 44% - \$7.8B to \$4.4B
- Budget deficits have averaged \$2.6B
 - Nearly half (44%) of the UGF Budget each year

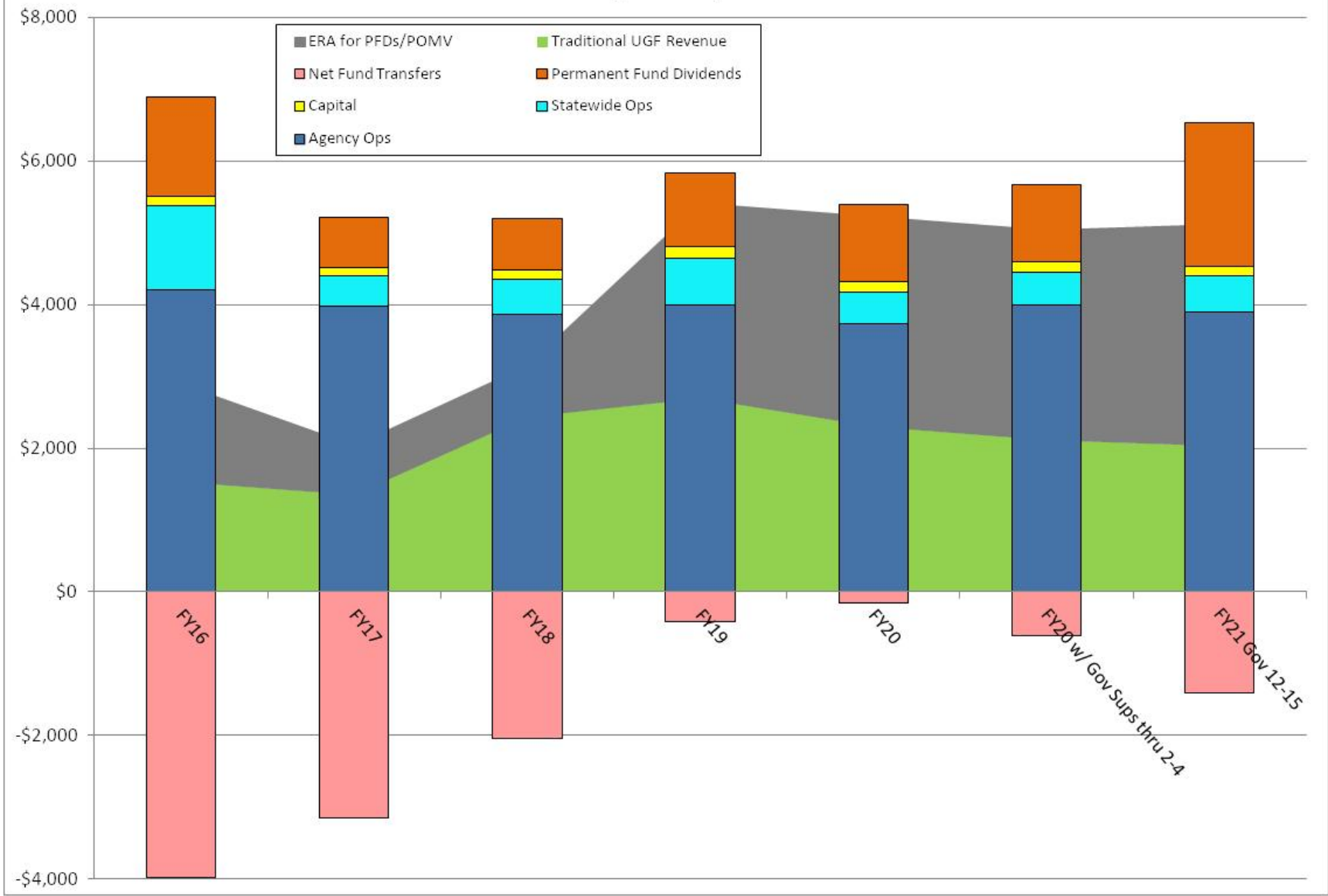
Unrestricted General Fund Revenue/ Budget History (\$ millions)



Real Per Capita Unrestricted General Fund Revenue/ Budget History (2019 dollars Per Person)

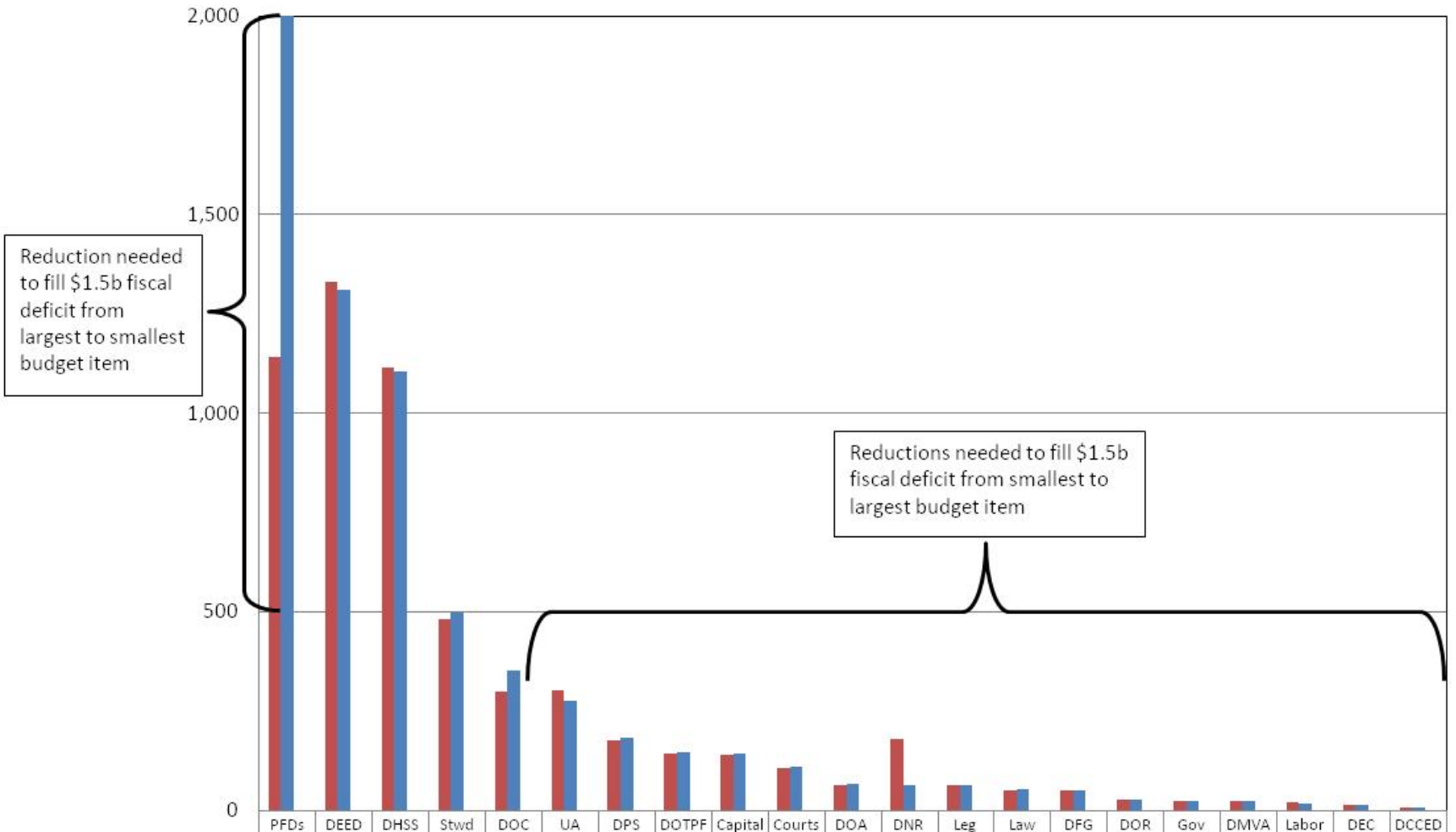


Unrestricted General Fund Revenue and Budget (\$ millions)



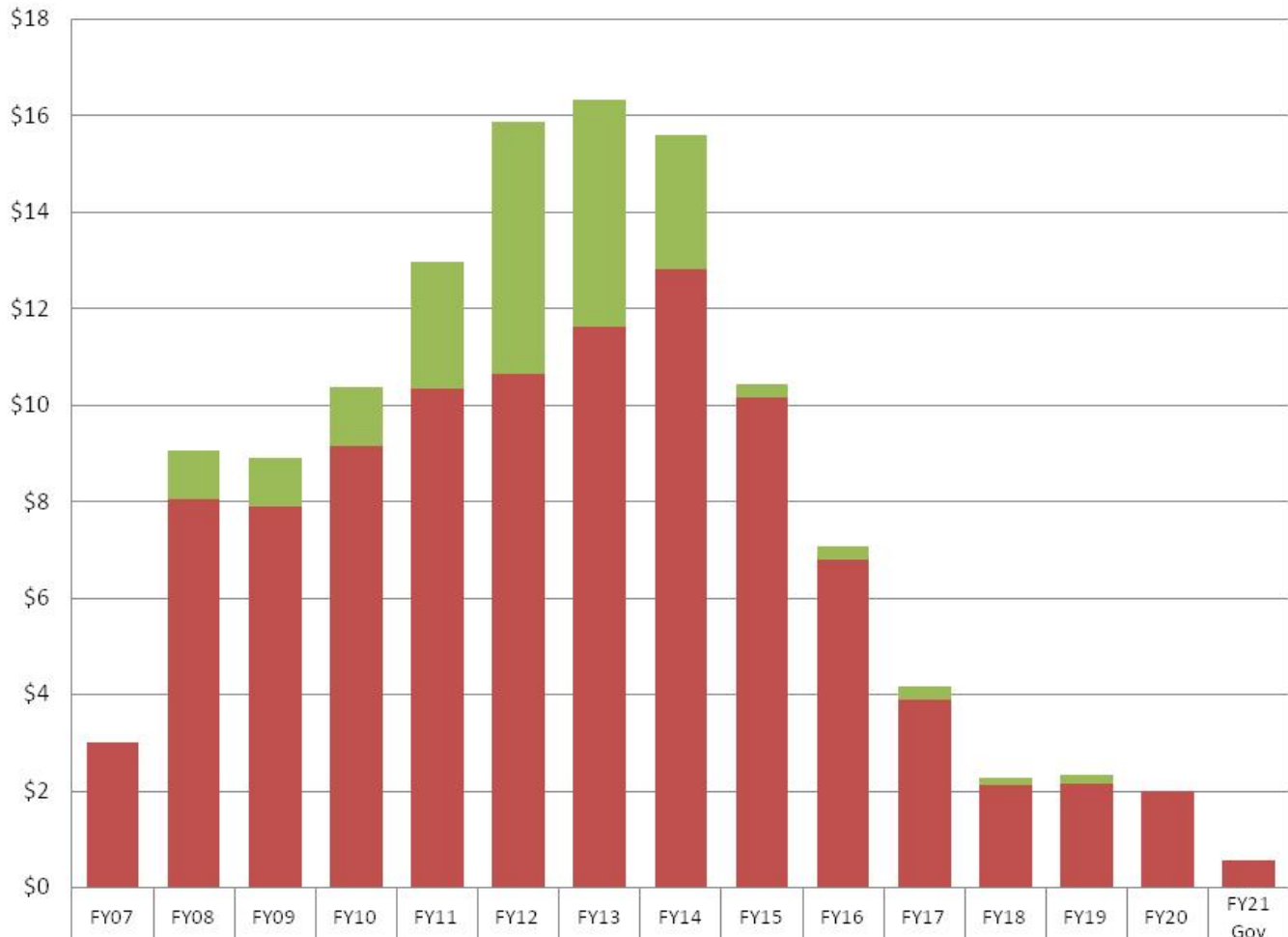
Swoop Graph - UGF Only

FY20 to FY21 Budget (Millions)



	PFDs	DEED	DHSS	Stwd	DOC	UA	DPS	DOTPF	Capital	Courts	DOA	DNR	Leg	Law	DFG	DOR	Gov	DMVA	Labor	DEC	DCCED
FY 20 Mgmt Plan+Gov Supps	1,140	1,330	1,115	480	300	302	176	142	141	107	65	180	64	51	51	26	24	23	21	15	9
FY21 Gov Budget	2,005	1,311	1,105	499	352	277	182	146	144	110	67	66	65	52	50	27	24	23	19	15	8
Cumulative Budget From Right	6,546	4,541	3,230	2,125	1,626	1,275	997	815	670	525	415	348	283	218	166	116	88	64	42	23	8

End-of-Year Reserves Balances (\$billions)



■ Statutory Budget Reserve Fund (SBR)	-	1.00	1.00	1.20	2.63	5.24	4.71	2.79	0.29	0.29	0.27	0.17	0.17	-	-
■ Constitutional Budget Reserve Fund (CBR)	3.02	8.06	7.90	9.17	10.35	10.64	11.62	12.81	10.15	6.79	3.90	2.11	2.15	2.01	0.57

Budget Activity for FY20

8

Last Session

- Governor proposed \$980 million UGF Operating budget reduction for FY20
- Governor proposed \$992 million increase to PFDs
- Legislature accepted \$146 million of Governor's proposed Operating budget reductions
- Governor vetoed an additional \$205 million from the Operating budget

This Session

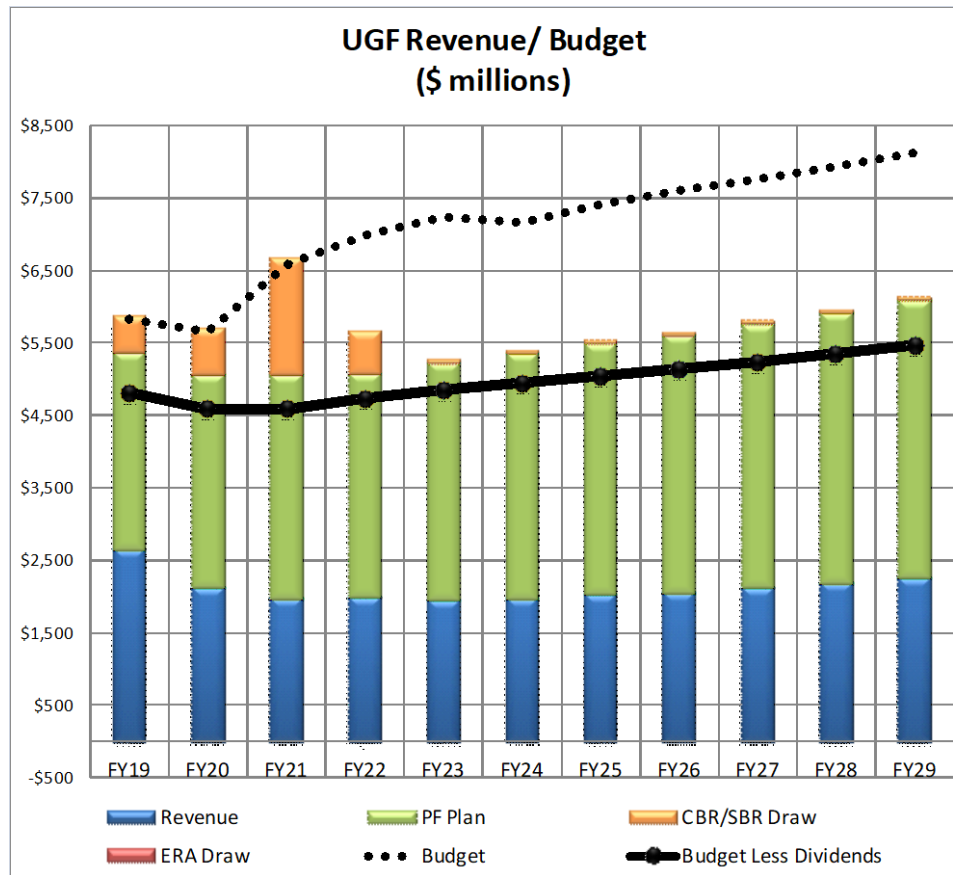
- Governor proposed \$270 million of supplemental UGF budget additions to the FY20 budget (\$264 million operating, \$5.7 million capital)
- Assuming Governor's supplemental requests the FY20 agency operations 0.1% below FY19, statewide items down nearly 30%

FY21

9

- Governor proposed \$178 million increase to the original FY20 Operating budget but after the FY20 supplemental requests the Governor's proposed FY21 budget would be a \$48 million decrease
- Governor proposed increase of \$865 million to PFDs over FY20

LFD Fiscal Model and Status Quo



Governor's FY21 Proposal as Status Quo

11

- Status quo scenario presented to show the magnitude of the fiscal problem. LFD is policy neutral regarding method of addressing
- CBR empty in FY22
- Out-year deficits range from \$1.8 - \$2 billion each year
 - Assuming Permanent Fund POMV draw limit is followed spending reductions and/or new revenue are required
 - Assuming Permanent Fund Earnings Reserve Account (ERA) is used to fill the deficit, for every \$1 billion used the annual POMV revenue stream drops \$50 million forever.

QUESTIONS?

12

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From: [Crisi Matthews](#)
To: [Melissa Jacobsen](#)
Subject: EDC comments for the Monday agenda for City Council
Date: Friday, February 21, 2020 12:28:40 PM

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In our Chamber Board Strategic Planning Meeting yesterday the importance of the economic development commission and small business administration support in Homer was discussed. Our liaison Jenny Carroll notified us that this item was on the agenda for Monday night. In working through our strategic plan as a Chamber we identified business support as an ongoing need in the community of Homer. Being that the Chamber of Commerce does not have direct representation with city Council, if the EDC was to be removed as a standing committee with the city of Homer I would (personally and not as a Chamber Board Member representing the Board) suggest that you appoint a new position to each other standing committee to serve as an economic development consultant to that committee. This could be people who already serve on the Chamber of Commerce or in a small business development role in order to help planning, parks and rec and Port & Harbor have a better understanding of how their directives as a commission directly affect the business enterprise and growth in Homer. This would eliminate a great deal of staff time managing a separate EDC as a standing committee and instead allow for business representation and feedback which seemed valuable sitting in as an audience member at port and harbor meetings. This would also facilitate the Chamber of Commerce being able to provide more assistance in this area to the City of Homer beyond the annual report and periodic director presentations.

Respectfully delivered on the go!
Crisi Matthews
907-299-8700



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Katie Koester, City Manager
DATE: February 24, 2020
SUBJECT: City Manager Report

Facility Tour Reminder

As a reminder, departments continue to be offering tours of City facilities. While open to the public, these are designed for Councilmembers to become familiar with the complex organization you are in charge of and the hardworking employees who provide City services. The next tour is this Friday from 12:15-1:15pm at the Sewer Treatment Plant and promises to be fascinating. Anyone can sign up online through the City's website.

Online map updates

Several web maps displaying public works and parks information are now accessible via an ArcGIS Online web link embedded in the City of Homer website. The Interactive maps display basic information regarding the city's water, sewer and road systems, the location and layout of city maintained campgrounds, and a detailed map of the Hickerson Cemetery. Unlike the previous PDF maps, the web maps provide an interactive, searchable platform that enhances spatial orientation and allows for easy information gathering through popups and search queries. ESRI's aerial imagery is used as the base-map (which is fairly up to date for Alaska standards) and is navigable to any extent, further enhancing user orientation and location finding. These features will be particularly useful in assisting with common inquiries fielded by public works staff. For example, with detailed parcel information and water and sewer main locations, PW maps can easily help prospective homebuyers evaluate vacant lots for water and sewer service; visitors to the cemetery can directly search out and navigate to the location of an interred person using web app tools, and campers can find which campsite may best suit their needs by interactively exploring the campground and greater vicinity.

Alaska Municipal League Trip Report

I traveled with Councilmembers Smith, Lord and Port and Harbor Director to Juneau the week of February 17th to participate in the Alaska Municipal League (AML) Legislative Fly-in and meet with state and federal officials. As usual, it was a fast paced whirl wind of a trip.

After a welcome address from Juneau Mayor Beth Weldon, AML spent the morning briefing members on bills in play that may be of interest to municipalities. Governor Dunleavy's proposal to place a spending limit on appropriations, and how certain details of that play out, will be an interesting issue to follow. Changes to Title IV, laws that govern alcohol sales, continues to be controversial after 7 years of Senator

Micchice working on rewrites. Many municipalities see it as a local control issue and are advocating a greater say in how many package store and liquor license a community can have. This is especially important for hub communities. Legislation that raises small amounts of revenue, notably gambling and increases to the Motor Fuel Tax, were really the only revenue generating measures currently before the Legislature, and it did not appear that given an election year that would change anytime soon. Homer will be following Rep. Stutes legislation, HB 246 that establishes the Alaska Marine Highway Corporation, similar to the Railroad. This is a long bill that probably won't see final passage this year but is a great discussion point as the Legislature struggles with how to bring stability to the Marine Highway System.

Over lunch Senators Micchice, Coghill and von Imhof addressed the group emphasizing the need for solutions and coming together – a refrain we have heard for some time. Senator von Imhof, Co-Chair of Senate Finance spoke of a 'four-point plan' for the budget, including how to use the Permanent Fund, details of which are laid out in SB 104 and SB 103. The Governor's relatively new Office of Management and Budget Director, Neil Steininger gave an informative and soft spoken overview of the Governor's budget and successfully avoided questions on policy.

Unfortunately we had to cancel our appointment with friend of the Peninsula Representative Chuck Kopp to hear Senator Murkowski speak to AML after addressing a Joint Session on the hill. Born in Ketchikan, Alaska, she empathized with how reductions to the Alaska Marine Highways System (AMHS) have crippled communities and reminded the group that solutions need to maintain eligibility for federal highway dollars, which constitute approximately 25% of AMHS operating dollars. I was able to follow up informally with Representative Kopp at the Legislative Reception held later that evening.

Councilmembers Lord, Smith and I met with Representative Stutes' staff and expressed Homer's solidarity with Kodiak regarding AMHS. It was great to be able to provide her a copy of Resolution 19-079 "Considering Unacceptable the Reduction to Funding for the Alaska Marine Highway System in FY20..." After meetings on the hill, Port and Harbor Director Hawkins joined us at the Federal Building for a visit with Rear Admiral Bell. We were able to give him an update on the significant progress the Large Vessel Harbor has made and ask for Coast Guard support and participation as we entered into the feasibility, preliminary design and environmental phase. Admiral Bell agreed to send us a letter documenting Coast Guard's need for safe moorage in Homer, and we will be following up with him. He also talked about replacing the Naushon with a Small Boat Safety Detachment when she was decommissioned, a service that is greatly needed in Kachemak Bay and beyond.

The busy Tuesday ended with a Legislative reception where we were able to connect informally with many of the Legislators and their staff. When I worked in the capital building, I always recall the AML reception as a must go and attendance certainly reflected that sentiments have not changed in that regard.

Wednesday morning started off with a lineup of commissioners and deputy commissioners updating the group on everything from REAL ID implementation to the effect of cuts in ADOT maintenance budgets. Pat Pitney, the Legislative Director of Finance who replaced long serving David Teal when he retired and worked as Governor Walker's OMB Director, gave the Legislatures impression on the Governor's proposed budget and answered questions on the proposed solutions (or partial solutions, as seemed to be the consensus given it is an election year). After a lunch panel made up of leadership from the House, including Speaker Edgemon, we had our most important meeting of the trip with DOT Commissioner MacKinnon (ADOT) and Governor Dunleavy's staff, Ben Stevens regarding the Large Vessel Harbor and our ask for them to continue to be a partner with us by committing \$750,000 over three years to the General Investigation Study. Central Region DOT has suggested these funds come from Cruise Ship Passenger Vessel funds – which would require an appropriation by the Legislature. We were able to share the good news that progress has been

made on erosion on the Homer Spit as the Army Corps of Engineers is working on securing full federal funding for a General Investigation Study. We were able to secure a commitment for a letter of support for that project. Our afternoon rounded out with meetings with our local delegation (Rep. Vance and Sen. Stevens) where we shared with them the updates on the Large Vessel Harbor and the Homer City Council's response to Governor Dunvelay's solicitation for 'the Alaska we want.'

Thursday morning Alaska Municipal League was pleased by an appearance from Governor Dunleavy, the first time he has addressed the group after many invites. His presentation was light on details, but he was well spoken and used many illustrative metaphors, including asking if we wanted to look like Iceland or Venezuela in the future. He emphasized the importance of the Permanent Fund Dividend on Alaska's economy in the form of increased spending and how that positively effects government. After a 'deep dive' into economic development issues, AML wrapped up. Thursday afternoon I facilitated a strategic planning session for Alaska Municipal Manager's Association, Councilmembers Lord and Smith met with Senator Micchice on the Large Vessel Harbor and then began the struggle to get home given the massive storms covering all of Alaska last week. Some ended up in Seattle, others were stranded in Anchorage for days - needless to say it was a long journey for all and I am sure we are glad to be home.

Profile of Alaska's Salmon Hatcheries

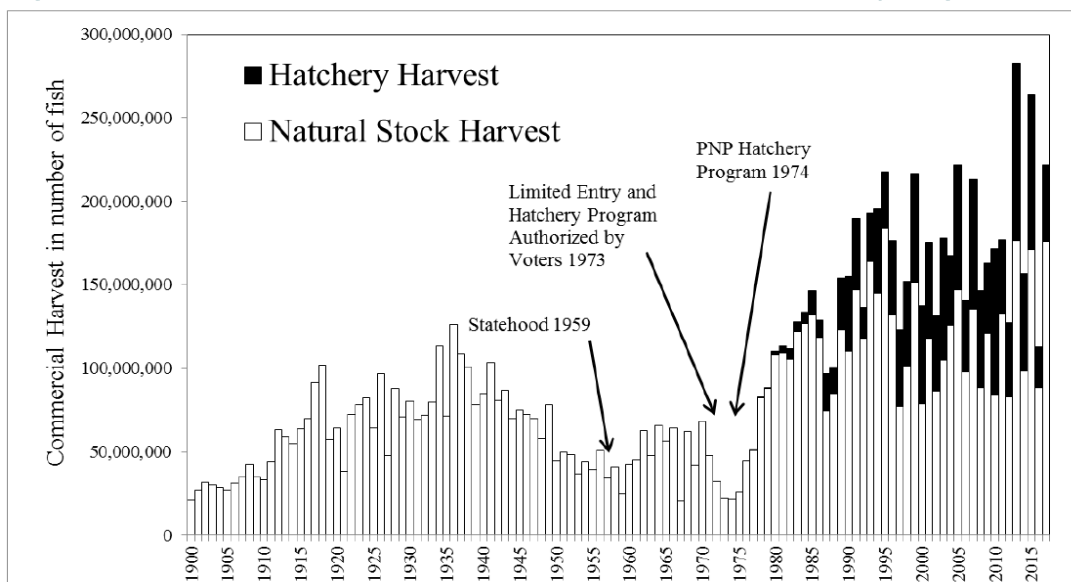
History

ADF&G's 2017 Alaska Salmon Fisheries Enhancement Annual Report describes the genesis and early history of our state's hatchery program:

Alaska's salmon hatcheries were developed in response to historically low salmon abundance in the early 1970s. In 1971, the Alaska Legislature established the Division of Fisheries Rehabilitation Enhancement and Development (FRED) within the Alaska Department of Fish and Game (ADF&G) for hatchery development. In 1972, Alaska voters approved an amendment to the state Constitution (Article 8, section 15), providing for an exemption to the "no exclusive right of fishery" clause, enabling limited entry to Alaska's state fisheries and allowing harvest of salmon for broodstock and cost recovery for hatcheries. In 1974, the Alaska Legislature expanded the hatchery program, authorizing private nonprofit (PNP) corporations to operate salmon hatcheries. Alaska's salmon hatchery program developed under this authority and was designed to supplement – not replace – sustainable natural production.

The ADF&G report also includes the following chart of wild and hatchery-origin commercial salmon harvests in Alaska, making the point that development of Alaska's hatchery program has coincided with the rebounding of Alaska's wild salmon populations and harvests to all-time highs.

Figure 1. Commercial Salmon Harvests in Alaska, Wild versus Hatchery-Origin, 1900-2017



Source: ADF&G 2017 Annual Enhancement Report.

Controls

Alaska's salmon hatcheries are required to be located away from major natural salmon stocks, to use local sources of broodstock, and to mark their releases so that fishery managers can distinguish wild stocks and manage them conservatively. Alaska's genetic policy for hatcheries also forbids breeding of hatchery fish for size or other specific traits and requires the use of large numbers of broodstock to maintain genetic diversity in hatchery-produced salmon. These controls are a hallmark of Alaska's approach to salmon hatcheries and are an essential component of the overall program's success.

From: [Kachemak Bay Conservation Society](#)
To: [Department Clerk](#)
Subject: Resolution 20-021
Date: Friday, February 21, 2020 5:31:53 PM
Attachments: [BOF Hatchery Committee Comments.pdf](#)
[Impacts of Fishery Enhancement In Kachemak Bay.pdf](#)
[HSRG-2004-Puget-Sound-WA-Coast-Report.pdf](#)
[Wild-Salmon-Advisory-Council-Report.pdf](#)
[Effects of Hatchery-Origin Pink Salmon On Ecosystems and Other Pacific Salmon An Annotated Bibliography .pdf](#)

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Kachemak Bay Conservation Society opposes Resolution 20-021 and we ask instead that the Council engage in a cost-benefit analysis of the Alaska Salmon Hatchery Program.

While hatcheries in Alaska may appear to benefit for some Alaskans, the extent of that benefit is a matter of scientific debate, given that there are studies indicating that hatchery systems are in fact less productive than wild systems. Research also indicates that hatcheries come at a heavy cost to fishers of herring, crab, shrimp, squid, and wild salmon.

Please consider the attached supporting documents.

Sincerely, Roberta Highland
President, Kachemak Bay Conservation Society

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