



City Council
September 26, 2016
Monday

Worksession 4:00 p.m.
Committee of the Whole 5:00 p.m.
Regular Meeting 6:00 p.m.

Cowles Council Chambers
City Hall
491 E. Pioneer Avenue
Homer, Alaska



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September

- Monday 26th:** **CITY COUNCIL**
Worksession 4:00 p.m., Committee of the Whole 5:00 p.m., and Regular Meeting 6:00 p.m.
- Thursday 29th:** **PUBLIC SAFETY BUILDING REVIEW COMMITTEE**
Meeting 5:30 p.m.

October

- Tuesday 4th:** **LIBRARY ADVISORY BOARD**
Regular Meeting 5:30 p.m.
- Wednesday 5th:** **PLANNING COMMISSION**
Worksession 5:30 p.m. and Regular Meeting 6:30 p.m.
- Monday 10th:** **CITY COUNCIL**
Worksession 4:00 p.m., Committee of the Whole 5:00 p.m., and Regular Meeting 6:00 p.m.

Regular Meeting Schedule

- Library Advisory Board 1st Tuesday with the exception of January, April, August and November 5:30 p.m.**
- Economic Development Advisory Commission 2nd Tuesday 6:00 p.m.**
- Parks Art Recreation and Culture Advisory Commission 3rd Thursday with the exception of July, December and January 5:30 p.m.**
- Planning Commission 1st and 3rd Wednesday 6:30 p.m.**
- Port and Harbor Advisory Commission 4th Wednesday 5:00 p.m. (May-August 6:00 p.m.)**
- Cannabis Advisory Commission 4th Thursday 5:30 p.m.**

MAYOR AND CITY COUNCILMEMBERS AND TERMS

- BETH WYTHER, MAYOR - 16**
- BRYAN ZAK, COUNCILMEMBER - 16**
- DAVID LEWIS, COUNCILMEMBER - 17**
- GUS VAN DYKE, COUNCILMEMBER - 16**
- CATRIONA REYNOLDS, COUNCILMEMBER - 17**
- DONNA ADERHOLD, COUNCILMEMBER - 18**
- HEATH SMITH, COUNCILMEMBER - 18**

City Manager, Katie Koester
City Attorney, Holly Wells

<http://cityofhomer-ak.gov/cityclerk> for home page access, Clerk's email address is: clerk@ci.homer.ak.us
Clerk's office phone number: direct line 235-3130

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov



WORKSESSION
4:00 P.M. MONDAY
SEPTEMBER 26, 2016
COWLES COUNCIL CHAMBERS

MAYOR BETH WYTHE
COUNCIL MEMBER DAVID LEWIS
COUNCIL MEMBER BRYAN ZAK
COUNCIL MEMBER GUS VAN DYKE
COUNCIL MEMBER CATRIONA REYNOLDS
COUNCIL MEMBER DONNA ADERHOLD
COUNCIL MEMBER HEATH SMITH
CITY ATTORNEY HOLLY WELLS
CITY MANAGER KATIE KOESTER
CITY CLERK JO JOHNSON

WORKSESSION AGENDA

1. CALL TO ORDER, 4:00 P.M.

Councilmember Reynolds has requested telephonic participation.

2. AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)

3. 2017-2022 CAPITAL IMPROVEMENT PLAN AND LEGISLATIVE PRIORITIES FOR STATE FISCAL YEAR 2018 Page 7

Memorandum 16-145 from Special Projects and Communications Coordinator as backup. Page 83

Memorandum 16-153 from Parks Art Recreation and Culture Advisory Commission as backup. Page 87

4. COMMENTS OF THE AUDIENCE

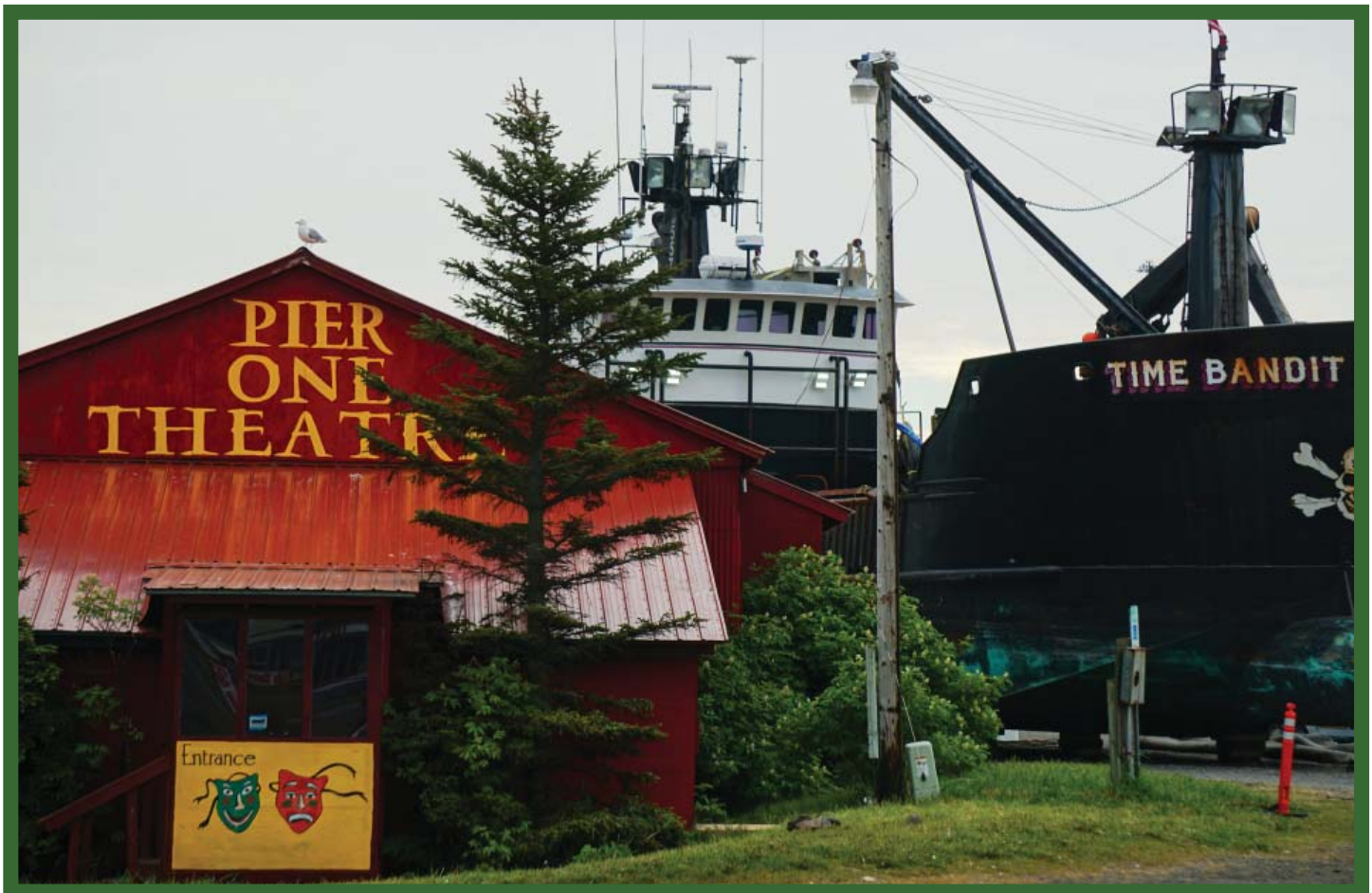
5. ADJOURNMENT NO LATER THAN 4:50 P.M.

Next Regular Meeting is Monday, October 10, 2016 at 6:00 p.m., Worksession 4:00 p.m., and Committee of the Whole 5:00 p.m. A Worksession is scheduled for Monday, October 17, 2016 at 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



FY17 CIP DRAFT

City of Homer Capital Improvement Plan 2017-2022



F/V Time Bandit hauled out for maintenance on the Homer Spit next to Pier One Theatre. A haulout repair facility for large vessel maintenance and repair is one of the projects on the City of Homer 2017-2022 CIP.

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

draft v.9_7_2016



City of Homer

www.cityofhomer-ak.gov

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To be updated

September 14, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2016 through 2021 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2016-2021 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

It is the City of Homer's intent to update the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Katie Koester
City Manager

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Funded Projects from 2016-2021 CIP List

Updated with funded project information.

INTRODUCTION PAGES - DRAFT

The City of Homer is pleased to note that full funding for the following projects have been identified or procured:

- East to West Transportation Corridor- Waddell Way corridor construction is complete.
- Water Storage/Distribution Improvements - Phase 1 is complete.
- Homer Intersection Improvements - Pioneer Avenue and Main Street is complete.
- Sterling Highway Erosion Response MP 150-157 is complete.
- Homer Senior Citizens, Inc. - Natural Gas Conversion
- Bridge Creek Watershed Acquisition - purchased 40-acre tax foreclosure parcel in the Bridge Creek Watershed Protection District.



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects a community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The program identifies ways a project will benefit the community, indicates the priorities assigned to different projects, and presents a target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Plan for maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least two years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, due to some of the projects being funded and completed within the year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including the nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. Though the CIP is a product of the City Council, the administration provides important technical support and ideas with suggestions from the public incorporated through the entire process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, the Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.

Integration of the CIP with Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, while increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.

City of Homer State Legislative Request FY2018 Capital Budget



Homer's Port and Harbor is a major economic power for the City of Homer. The Port is a critical asset to attract new industry, create jobs and develop a healthy local economy. The addition of a barge mooring facility (and, eventually, an adjacent large vessel repair facility) will improve Homer's capacity to cost-effectively serve a variety of large vessel needs.

To be updated after review process

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



Legislative Request FY2018

**City of Homer FY2018 State Legislative Priorities list
approved by the Homer City Council
via Resolution 16-XX**

1. Public Safety Building - \$1,267,000
2. East Boat Harbor - \$9,232,200
3. Harbor Sheet Pile Loading Dock- \$955,000
4. Fire Department Equipment Upgrades -\$1,012,500
5. Storm Water Master Plan - \$306,000

To be updated after review process

FY17 CIP DRAFT



1. Public Safety Building, Phase 1

Updated. New Police Station Phase 1; new Fire Station Phase 2.

FY17 CIP DRAFT

Project Description & Benefit: Homer's Police and Fire Department services are vital to the safety and health of our community. Adequate and safe working environments show respect for the public servants who provide these services, and at the same time, reduce vulnerability to emergencies and risk. A new public safety facility is needed to address safety and operational deficiencies in Homer's aging public safety facilities. Phase I of this facility will construct a new Police Station at the corner of the Sterling Highway and Pioneer Avenue (the site of the former Homer Junior High and current HERC building) and will address the following high risk design inadequacies and operational deficiencies in the current Police Station:

- no separation or protection between staff work areas and prisoner through traffic - prisoners have to pass by dispatch staff coming and going; the public service counter window is not secure either;
- a common air handling system which exposes personnel to airborne pathogen risks;
- lack of crisis cell for special needs prisoners, or a proper juvenile holding area;
- escape attempt issues due to building layout;
- lack of storage area for police evidence, equipment, and vehicles;
- lack of space for expanding and poor conditions for supporting modern electronic and communication systems causing premature equipment failure;
- flooding and water damage during heavy rains.
- Fully renovating the current Police Station so it complies with modern, energy efficient standards is cost-prohibitive compared with new construction. Moreover, site limits at its present location would not allow the Police Station facility to expand to accommodate current police duties and storage needs, much less allowing for growth as the community grows.

Plans & Progress: A Public Safety Building Review Committee formed in 2013 to oversee design and construction of a joint Public Safety Building which would have served both the Homer Police Department and the Fire Department. The City Council hired a design firm and general contractor/construction management team to see the project through construction. However, cost projections for the co-located Public Safety building led City Council to propose phasing the project in, starting first with construction of a new Homer Police Station and later proceeding with the addition of a new Fire Station. (It was determined that renovations to the current Fire Station should allow it to operate another ten years; \$80,000 of 2016's Public Safety Building design funds were re-directed toward designing Fire Station upgrades). The Public Safety Building site and architectural design ensures ability to eventually incorporate a new, co-located Fire Station and realize operational cost efficiencies.

City Council passed Ordinance 16-30(S-2)A authorizing the City to issue general obligation bonds of \$12,000,000 to finance the acquisition and construction of Phase I, the new Police Station. The bond question (and a 0.65% seasonal increase in sales tax to pay the debt service) will go before voters for a decision at the 2016 regular city election in October.

Total Project Cost: \$12,000,000

2014-2016 (Planning/Concept Design/Public Involvement): \$575,000 (completed)

2017 Design: \$687,362

2018 (Site Preparation): \$1,097,250

2018-2019 (Construction Building Only): \$8,342,515

2018-2019 (Contingency/Inspection/Admin/Art):
\$1,724,668

FY2017 State Request for Design: \$446,785

(City of Homer 35% Match: \$240,577)



Architect's conceptual drawing of a new Police Station, Phase 1 of a new Public Safety facility proposed for Homer located at the intersection of the Sterling Highway and Pioneer Avenue..



2. Homer Large Vessel Harbor

Updated according to new concept design. Name changed from East Boat Harbor to be more descriptive. Schedule detail is eliminated due to size of project.

FY17 CIP DRAFT

Project Description & Benefit: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- Accommodating large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats;
- Enabling Homer to accommodate and moor an additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port, but which have in the past been turned away due to lack of space;
- Providing moorage that meets the US Coast Guard’s long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges and an inadequate security zone. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate the USCG’s new line of 154-foot Sentinal-class fast response cutters which will be replacing the 1980’s era Island-class 110-foot patrol boats.

Homer’s Port and Harbor is centrally located in the Gulf of Alaska and is the gateway port to Cook Inlet, and the port of refuge for large vessels transiting Cook Inlet. The large vessel harbor will provide a regional facility to serve and support marine industry needs, and provide a place of refuge for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.

The proposed new harbor basin will be dredged to minus 22 feet Mean Lower Low Water (MLLW) to meet USCGC *Hickory*’s draft requirements and accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels on the other side.

Plans & Progress: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated Federal interest in having a new harbor in Homer; at that time, though, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. Since initiating conceptual design work for the Port & Harbor’s Deep Water Dock/Cruise Ship Expansion project, however, customer interviews indicate that the need for industrial moorage has only increased since the reconnaissance study was conducted. The City of Homer has requested a technical report from the Corps and established a study team to complete a concept design for the purpose of building support for the large vessel harbor and seeking funding sources.

Total Project Cost: \$115,725,000
Design and Permitting: \$10,258,000
Breakwater Construction and Dredging: \$90,275,000
Inner Harbor Improvements: \$23,700,000
FY2017 State Request: \$9,232,200
 (City of Homer 10% Match: \$1,025,800)



This large vessel harbor design adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It provides secure, larger-sized moorage compatible with the USCG’s new line of fast response cutters .



3. Harbor Sheet Pile Loading Dock

Staff recommendation: per Bryan and Carey, wrap project up at 35%, redirect remaining project funds & remove from CIP.

FY17 CIP DRAFT

Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. During peak fishing time it can be used for delivering fish when the Fish Dock is at capacity. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations. A sheet pile loading dock is a cost effective way to increase docking facilities available at the Homer Port and Harbor.

Plans and Progress: This project was first identified as a need when the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. Material from dredging of the harbor will be used to back fill the dock, saving the project the cost of fill. The Alaska State Legislature awarded \$350,000 in FY2015 which funds 100% of design and just shy of 20% of construction. Design for the sheet pile loading dock is currently underway.

Total Project Cost: \$1,450,000

2015 (Design Funding Secured): \$145,000

2016 (Construction): \$1,100,000

Funding Secured: \$205,000

FY2017 State Request: \$955,000

(City of Homer 15% Match: \$145,000)

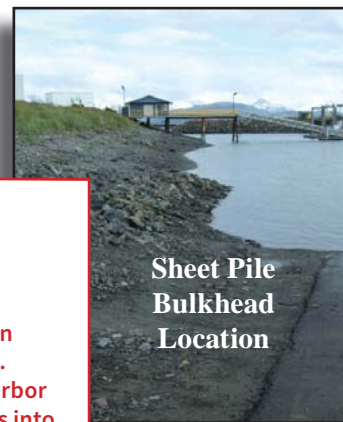
Was P&H Commission # 1 priority last year.
Received \$350,00 in FY15 State Capital Budget.
Completed 35% engineering design work at a cost of \$109,009.

The engineer's 35% construction cost estimate came in at \$5 million, significantly above initial projection. Cost to construct is one of the main reasons staff recommends stopping work on this project in this location. Another reason has to do with our continued work on the large vessel harbor project and our long term goals of moving all the coastal freight business into the new facility and out of the small boat harbor. The Large Vessel Harbor's concept design includes a commercial grade cargo loading ramp and dock; design work completed thus far for the sheet pile dock will be employed in that aspect of the Large Vessel Harbor project.

Given the Sheet Pile Loading Dock's high cost relative to the small coastal freight business the Sheet Pile Dock would serve and the dock's comparatively small moorage capacity, it is more strategic to invest capital in the Barge Mooring Facility which will pay off more quickly through increased harbor mooring revenues. The Barge Mooring Facility will allow 150' class landing craft that currently overwinter on System 5 to move to the Barge Mooring Facility, freeing up System 5 for other vessels (tenders, etc.) that are turned away due to lack of space--potentially doubling harbor moorage revenues. Additional demand for barge mooring is reported for barges from Western Alaska. Historically, in Homer, when harbor space is added or freed up, it fills up with new customers.

The barge mooring facility would also support (as well as serve as a draw to) the large vessel repair facility proposed as an upland improvement to the area directly above the Barge Mooring Facility.

P&H asks to wrap the Sheet Pile Loading Dock project up at the 35% design phase and redirect remaining project money to finish Phase 1 of the Barge Mooring Facility at the Pier One Theatre beach.



Sheet Pile Bulkhead Location





4. Fire Department Fleet Management

FY17 CIP DRAFT

Project Description & Benefit: The Homer Volunteer Fire Department is in need of a number of vehicle upgrades to be able to safely and efficiently protect the lives and property of Homer residents.

Quint (Ladder Truck): Adding an aerial truck to HVFD's fleet will greatly enhance the City of Homer's firefighting capability. Over time, as Homer's population has grown, so has the size and complexity of its buildings. West Homer Elementary School, the Islands and Ocean Visitor Center, Kevin Bell Ice Arena, and South Peninsula Hospital Expansion are examples of large footprint, two story plus buildings where fighting fire from the ground or from ground ladders (the tallest of HVFD's is only 35') is no longer safe or practical. These locations require the use of elevated hose streams to fight fire effectively. Currently, HVFD is only able to provide elevated hose streams from ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of people trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. In addition to increasing firefighting capability to protect large public buildings, an aerial truck will potentially lower insurance rates for the community.

Brush/Wildland Firefighting Truck: The Department's existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of fire fighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up.

Harbor Fire Cart Replacement: Fire Cart Replacement: The Homer Port & Harbor is outfitted with seven motorized fire carts uniquely capable of responding to vessel fires located on the harbor's float system. These full-response fire apparatus are custom-made mini mobile fire engines capable of delivering AFFF foam to two attack lines at the same time. Because of Alaska's special conditions (harsh weather, extreme tides and the size of vessels) there are no pre-made, off-the-shelf fire apparatus that fully meets Homer's Port & Harbor response needs. On multiple occasions they have saved vessels and prevented the costly spread of fire in the small boat harbor. Unfortunately, the fire carts are over 20 years old. Many are failing due to the harsh marine environment and age, despite regular monthly and annual maintenance. This project would purchase the components necessary to refurbish and upgrade the seven fire carts, extending their functional life another twenty years.

Plans and Progress: Port & Harbor maintenance personnel constructed a prototype for a refurbished model two years ago. It passed operational tests conducted by the Homer Volunteer Fire Department and is currently in use at the Port & Harbor. Port and Harbor maintenance personnel will refurbish seven motorized fire cart apparatus utilizing both newly acquired components and old components that can be salvaged from the existing fire carts.

Total Project Cost: \$1,355,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$205,000

State Request FY2017: \$1,219,500

(City of Homer 10% Match: \$135,500)



A ladder truck like the one shown here will increase firefighting capability, firefighter safety and potentially reduce insurance rates for homeowners.



5. Storm Water Master Plan

FY17 CIP DRAFT

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 1980's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

- Identify current and future storm runoff flows from individual drainage basins within the community.
- Identify infrastructure needed to effectively collect, transmit, treat, and discharge surface water runoff to Kachemak Bay.
- Provide a staged approach to constructing needed infrastructure to serve an expanding/developing community
- Establish pipe sizing, detention basin volumes, and cost estimates.
- Mitigate storm water runoff through the use of a wide variety of gray and green infrastructure practices and technologies that improve the quality and reduce the quantity of runoff discharging directly to receiving waters.
- Develop public education programs targeting specific stream degradation from storm water runoff.
- Provide storm water management systems and practices including collection, storage, conveyance and treatment structures that are components of a comprehensive plan to preserve or restore natural/stable in-stream hydrology.
- Identify projects that incorporate green infrastructure to manage, treat or reduce storm water discharges and urban non-point source runoff to the critical wildlife habitat of Kachemak Bay.

Total Project Cost: \$340,000

State Request FY2017: \$306,000

(City of Homer 10% Match: \$34,000)



A master plan is needed to address storm water management issues.



Mid-Range Projects

Part 2: Mid-Range Projects

- **Local Roads9**
- **Parks and Recreation 13**
- **Port and Harbor 22**
- **Public Safety 32**
- **Public Works 35**

FY 2017 - DRAFT Document



Local Roads

- **East to West Transportation Corridor10**
- **Heath Street - Pioneer to Anderson11**
- **Land Acquisition for New Roads12**

FY 2017 - DRAFT Document



East to West Transportation Corridor

Updated to show Waddell Way portion completed.

FY 2017 - DRAFT Document

Project Description & Benefit: Currently the only way for drivers to get through town is via Pioneer Avenue or the Sterling Highway. Extending Bartlett Street, acquiring and upgrading Waddell Way and putting a road through Town Center provides an alternate east - west route for traffic, easing congestion and allowing drivers to more quickly and efficiently get to their desired destination. This project fulfills a major objective of the City of Homer's 2005 Transportation Plan.

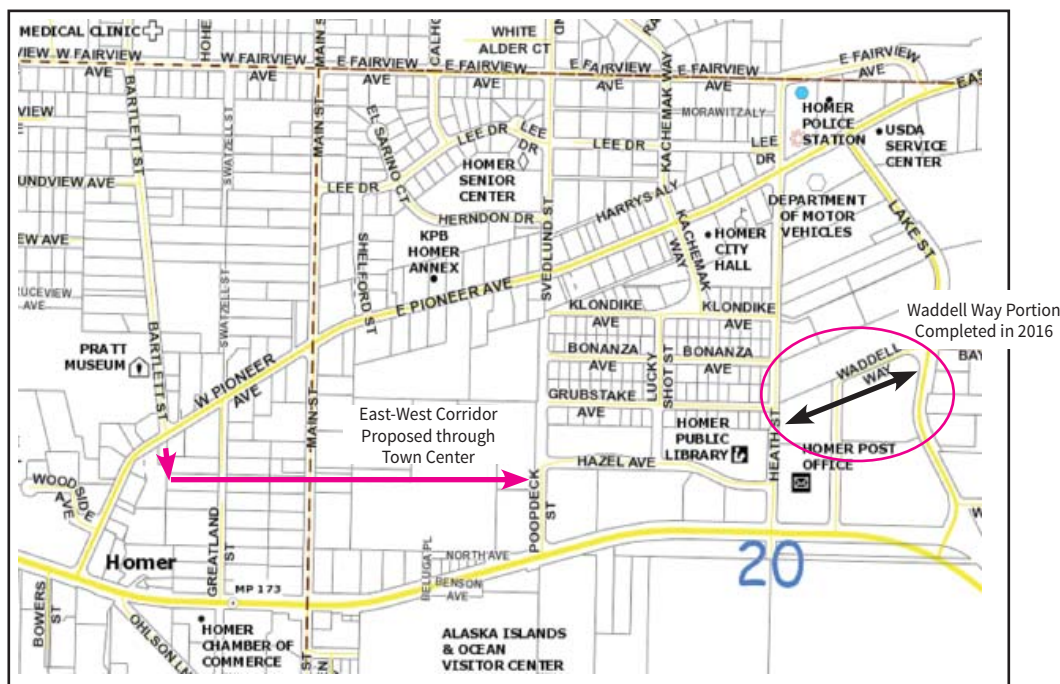
Building a road through Town Center, 30 acres of undeveloped land in the heart of Homer is the first step in opening up this prime real estate. The Homer Comprehensive Plan, Town Center Development Plan and Comprehensive Economic Development Strategy all call for careful development of Town Center. The roads will be built to urban road standards and include such amenities as sidewalks, storm drains, and street lighting. Development on newly opened lots will help grow Homer's downtown business sector.

Plans & Progress: The City has purchased a lot for the Bartlett Street extension. The first leg of the east to west transportation corridor, Waddell Way, was completed in 2016. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over \$2.1 million from the fund as a match for this project.

Total Project Cost: \$7,659,000
2018 (Land Acquisition): \$1,250,000
2019 (Design): \$543,000
2020 (Construction): \$5,866,000
2017 (Inspection & Contingency): \$1,086,000

State Request FY2019: \$5,312,500
(City of Homer 25% Match: \$2,346,400)

Priority Level: 1



Map showing proposed extension of Bartlett Street and proposed east-west street through Town Center.



Heath Street Extension: Pioneer to Anderson

FY 2017 - DRAFT Document

Project Description & Benefit: This project provides for the design and construction of a road connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT&PF engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

Plans & Progress: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has committed to funding 50% of the project with Homer Area Roads and Trails (HART) funds.

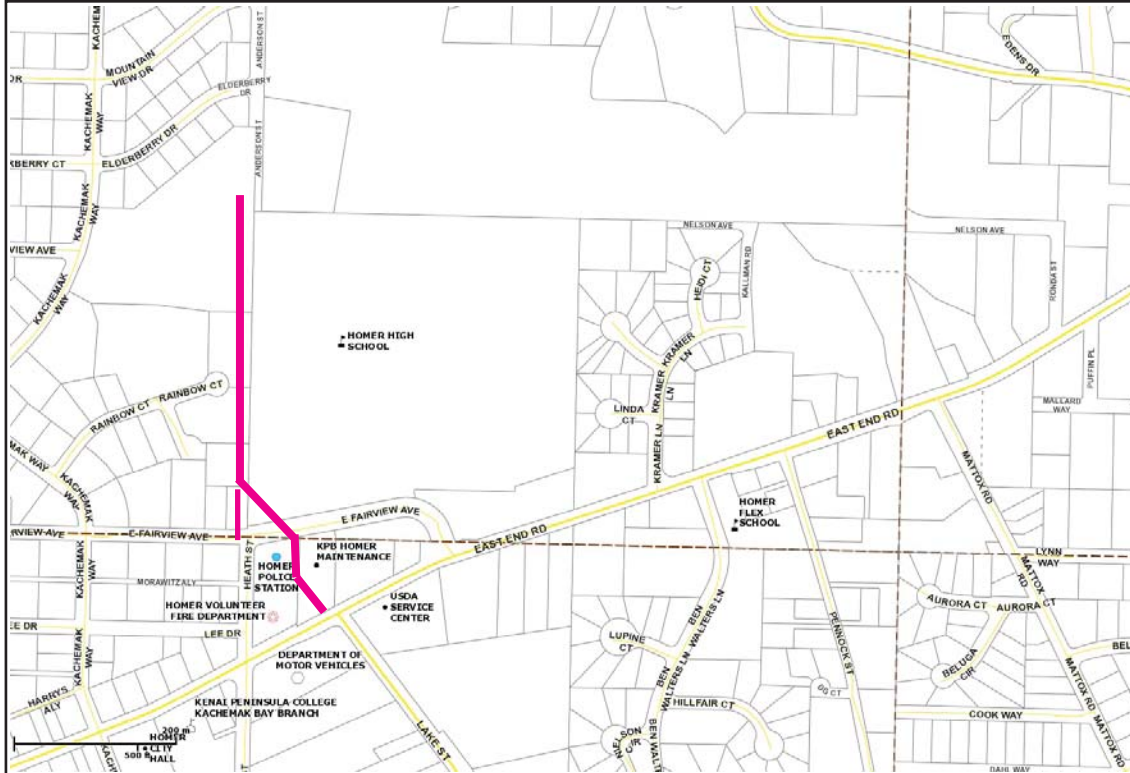
Total Project Cost: \$4,500,000

Schedule:

2018 (Design): \$500,000

2020 (Construction): \$4,000,000

Priority Level: 3



Connecting East End Road to Anderson Street improves emergency access to and from the high school and reduces congestion at existing intersections.



Land Acquisition for New Roads

FY 2017 - DRAFT Document

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend three local roads. It will improve traffic flow in Homer by providing alternate connections between different sectors of town.

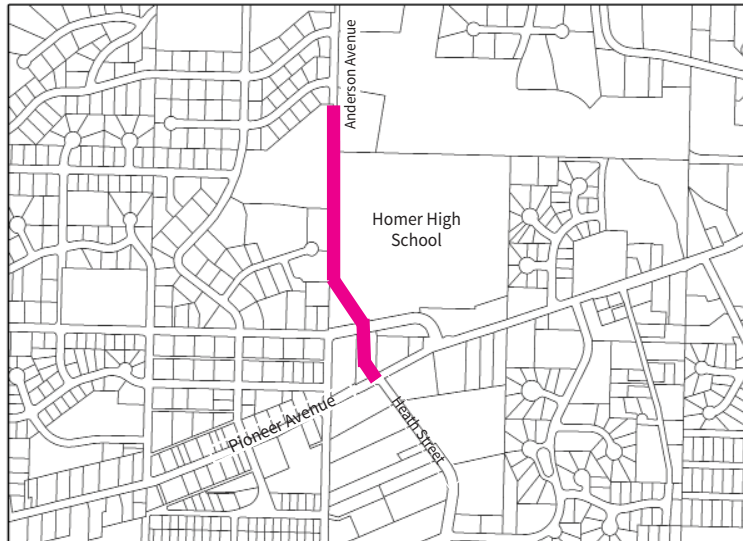
- **Lake/Heath Street to Anderson Avenue**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

Plans & Progress: All three road projects are recommended in the 2005 Homer Area Transportation Plan.

Total Project Cost: \$2,200,000

Schedule: 2017-2019

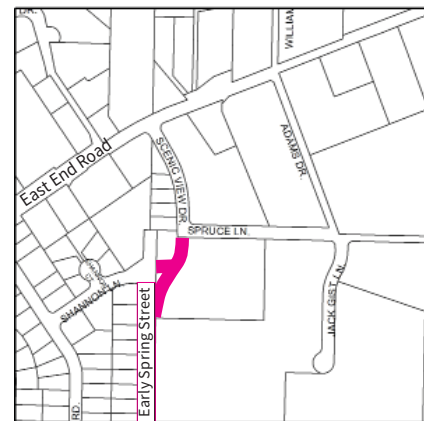
Priority Level: 1



Heath Street to Anderson Avenue.



Poopdeck Street to Pioneer Avenue.



Early Spring Street to East End Road.



Parks and Recreation

**Updated. Removed Rogers Loop Trailhead Land Acquisition.
Listed in this P&R Table of Contents last year, but no project
description included.**

- **Multi-Use Community Center14**
- **Ben Walters Park Improvements, Phase 215**
- **Jack Gist Park Improvements, Phase 216**
- **Karen Hornaday Park Improvements, Phase 2.....17**
- **Mariner Park Restroom18**
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- **Bayview Park Restoration Project20**
- **Homer Spit Trailhead Restroom21**

FY 2017 - DRAFT Document



Multi-Use Community Center

FY 2017 - DRAFT Document

Project Description & Benefit: This project would be the first phase in designing and constructing a Multi-Use Community Center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. Years of growing numbers of requests to Parks and Recreation for access to indoor facilities highlights the need for this project. The 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need. Incorporating an extensive public input process, the PARC Needs Assessment reflects the community's high priority on community access to public recreational and educational spaces and identifies a community center as a significant future investment for the community.

The community center is currently broadly envisioned as a comprehensive multi-generational facility that offers something for people of all ages. Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community events and dedicated space for youth as priority features. In addition to social, health and quality of life benefits, a multi-use center provides considerable opportunity for positive economic impact to the community. Direct impacts include new revenues from admission and rental fees generated by hosting regional or statewide conferences, weddings and/or other private rentals. Participants and spectators visiting Homer for these events will also indirectly benefit the community through their use of restaurants, retail shops, lodging, transportation and other hospitality industry services. This facility would draw additional year round programs and events to Homer, contribute to the local economy by attracting additional visitors and businesses, and would be an incentive for families to relocate to Homer.

The PARC Needs Assessment included a statistically valid survey question asking the community's interest for constructing and funding an \$18 million facility. 30% of respondents agreed with the statement that this facility is a priority in the next five years; an additional 27% placed it as a priority in the next five to ten years. The success of this project requires sound capital and ongoing operations funding.

Plans & Progress: The first step is to complete a reconnaissance or a preliminary research of the size and type of facility, develop conceptual floor plans and site plans, estimate total construction cost and ongoing operational funding mechanisms.

Total Project Cost: \$500,000

Schedule: 2018

Priority Level: 2



The City of Unalaska's Community Center is the hub of community activities. Centrally located, the Community Center is widely used by both residents and visitors. It has everything from a cardio and weight room to music and art areas.



Ben Walters Park Improvements, Phase 2

FY 2017 - DRAFT Document

Project Description & Benefit: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer’s most frequently visited parks. Phase 2 will enlarge the parking area and renovate the picnic shelter that has become worn with heavy use over the years.

Plans & Progress: Phase 1 of the park improvement project, replacing the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer’s Adopt-a-Park Program. They have made improvements such as painting the restrooms, installing a bench, resetting the posts and tending flower beds in the summer months.

Total Project Cost: \$250,000

Schedule: 2017

Priority Level: 2



Improvements are needed at Ben Walters Park including enlarging the parking lot and renovating the shelter.



Jack Gist Park Improvements, Phase 2

FY 2017 - DRAFT Document

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for softball fields. It also features a disc golf course.

The proposed project will complete Phase 2 by improving drainage around the upper ball field, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011 after a five year period of incremental improvements. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was created, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, three infields were resurfaced. In 2010, with volunteer help, topsoil was spread and seeded on two of the three fields and the parking area was improved and expanded. 2011 saw improvements to the third ball field: drainage improvements on the outside perimeter (right and left field lines), imported material to improve the infield and topsoil and seeding to improve the outfield.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2018-2019

Priority Level: 2



One of the new softball fields at Jack Gist Park



Karen Hornaday Park Improvements, Phase 2

PARCAC scaled down scope of Phase 2 to include only highest priority items

Project Description

& Benefit: Homer's popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It is also used to host community events such as the Highland Games. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Phase 2 priorities focus on safe and inclusive access to the park and its essential facilities. The road to access the park runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Woodard Creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the City's only creek.

Phase 2 will address these safety and accessibility priorities by

(1) relocating the park access road towards the easterly border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

(2) Constructing a ADA accessible trail along Fairview Avenue as an approach to an eventual Woodard Creek trail; and

Plans & Progress: The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fundraising by HoPP, an independent group organized to make playground improvements, helped complete Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and the development of a new day use area between the two ball fields which was completed in 2014. The City spent \$25,000 on preliminary engineering for moving the road, one of the goals of Phase 2. An eventual Phase 3 will replace the current aging bathroom facility and address handicap accessibility and ADA improvements within the playground.

Total Project Cost: \$948,569

Woodard Creek Access Trail
(along Fairview Avenue): \$222,299

Schedule: 2018 - 2019

Priority Level: 2



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park's attractions.

FY 2017 - DRAFT Document



Mariner Park Restroom

**Staff recommendation per Julie & Carey: remove project from CIP
Too costly in wetlands; not feasible as currently conceived.**

FY 2017 - DRAFT Document

Project Description & Benefit: As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kiteflyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Plans & Progress: Mariner Park is in a flood plain and any structure built there will require unique design to address flooding issues.

Total Project Cost: \$330,000

Schedule: 2016

Priority Level: 2



The portable restrooms at Mariner Park campground get heavy use during the summer season.



Baycrest Overlook Gateway Project

FY 2017 - DRAFT Document

Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction) has become the primary entrance to Homer. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of the major sites in Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other gateways are the Homer Airport and the Homer Port. Goals for improving the overlook gateway include welcoming residents and visitors in a comfortable setting without detracting from the view, instilling stewardship and inspiring visitors to learn about the diversity of Kachemak Bay and other potential experiences awaiting those just arriving in Homer or returning home.

Gateway improvements include overlook parking lot paving, landscaping, benches and picnic tables to enhance the visitor experience and comfort. Updated interpretive signage will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will welcome everyone, orient visitors to the natural landscape and community and help encourage commerce. Benches and picnic tables allow travelers a comfortable place to linger, rest and enjoy the spectacular setting.

Plans & Progress: The first Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

This group plus the Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club are working on the Baycrest Overlook Gateway Project. The State and the City of Homer spent \$6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included public comment meetings, design, development and locations for welcome and interpretive signage; it was officially adopted by Homer City Council in 2013. In 2016, Homer's Chamber of Commerce placed a welcome informational kiosk to feature brochures of Chamber-member businesses.

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

Total Project Cost: \$262,000

2013 (Preliminary Design): \$6,000

2019 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000

Priority Level: 3



Baycrest Overlook is very often the first stop and introduction to Homer for many visitors. Interpretive signs need revamping to address the local area. The most prominent interpretive feature informs visitors about an obscure historic gold exploration expedition gone wrong on the Kenai Peninsula.



Bayview Park Restoration

FY 2017 - DRAFT Document

Project Description & Benefit: Bayview Park is a small, relatively quiet fenced neighborhood park at the top of Main Street. The goal of this project is to improve the accessibility and safety of the Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

Over the last five years, thanks to a dedicated group of volunteers comprising the Playspaces Work Group of Homer's Early Childhood Coalition, some improvements (adding additional play features such as an embankment slide, log steps, an alder fort and boulders) have been started at the park. Homer's Early Childhood Coalition continues to adopt this little park and works to complete elements included in the Park's Master Plan. In 2014, they completed an ADA accessible pathway and made temporary repairs to the perimeter fence. They are currently working to replace the fence, add new play equipment and extend accessible pathway to all play features.

- **Summer 2017:** Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- **Summer 2018-19:** Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Homer Early Childhood Coalition raised money and funded a new slide and boulders that were installed by the City of Homer. Several parents built and installed stepping logs and 2 small "bridges". In 2013 Homer Early Childhood Coalition coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to pay for design costs and install new play elements. ADA parking and access trail improvements were completed in 2014 utilizing in-kind donations of equipment and labor and an additional \$5,118 in fundraising dollars.

Homer Early Childhood Coalition Playspaces Work Group have developed a fundraising plan to raise additional funds through grant writing, community donations and in-kind donations of supplies, equipment, and labor. The group meets regularly to discuss design plans and fundraising.

Total Project Cost: \$189,974

Schedule: 2018

Priority Level: 2



Though charming, the white picket fence that surrounds Bayview Park is in need of constant repair. A more practical chain length fence is needed to keep young children out of roads and ditches.



Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular spot for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. A restroom would be heavily used by recreationalists and commuters using both trails.

Total Project Cost: \$295,000

Schedule: 2019

Priority Level: 3



The parking lot at the Spit trail head full of cars on a sunny day.

FY 2017 - DRAFT Document



Port and Harbor

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FY 2017 - DRAFT Document



Deep Water/Cruise Ship Dock Expansion, Phase 1

Updated plans & progress; updated design graphic.

FY 2017 - DRAFT Document

Project Description & Benefit: Upgrades to the Deep Water/Cruise Ship Dock are necessary to provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area. A feasibility study of expanding and strengthening the dock (with later phases including a terminal building and other upland improvements) is nearing completion. Expansion increases the Port & Harbor’s capability to support regional resource development initiatives with moorage and a staging area for freight service to the Lake and Peninsula Borough (via the Williamsport-Pile Bay Road) and to potential future Cook Inlet region resource development projects. There is current demand for modifications to the existing dock to accommodate long-term mooring of large resource development vessels such as timber, mining and oil and gas barges, and as designed, the dock will be able to handle icebreakers, of particular importance given Alaska’s strategic arctic location.

The facility will boost cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

Finally, improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer’s port would become even more important as an unloading, staging, and trans-shipping port.

Plans & Progress: In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. Currently the City is working with R&M consulting to complete design and feasibility. To date the team completed a extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. A nearly completed feasibility study of dock improvement/uplands land use options helped identify the best option for expansion to improve freight and cargo handling capabilities. The team also completed some uplands improvements that benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

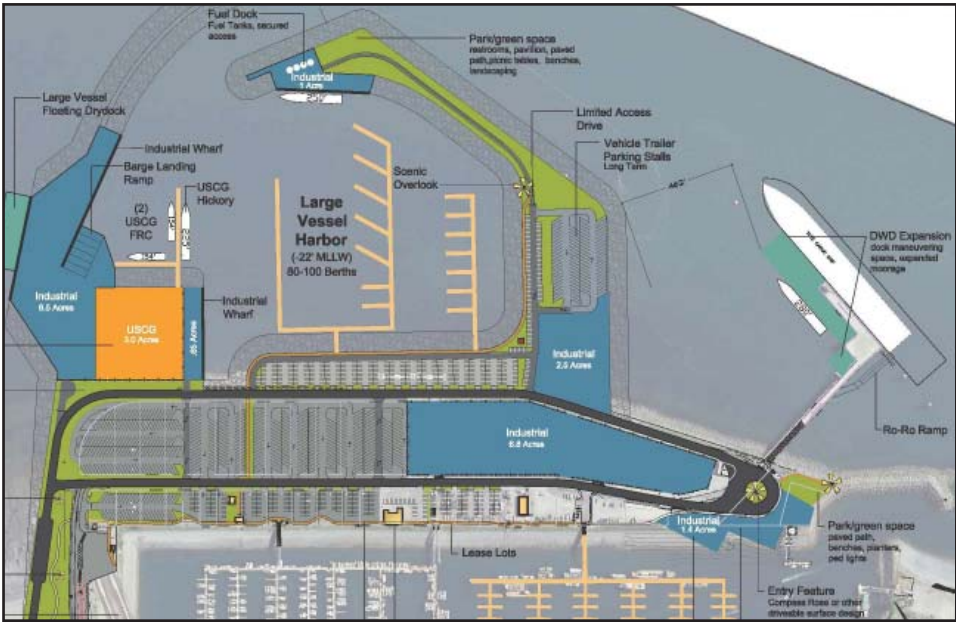
Total Project Cost: \$35,000,000

Feasibility: \$1,250,000
(Completed September 2016)

Design: \$1,750,000

Construction: \$32,000,000

Priority: 1



Deep Water Dock Expansion (white dock on right of diagram) proposed design.



Barge Mooring Facility, Phase I

FY 2017 - DRAFT Document

Project Description & Benefit: Constructing a barge mooring facility will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility, proposed along the beachfront of Lot TR 1A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) could accommodate up to four, 70' x 250' barges located side-by-side. The barges would be moored in the tidal zone, with the bow end pulled tight to the beach. The barges would typically be moored at high tide with the intent that a portion of the barge would be 'dry' as the tide recedes.

Phase I of the mooring facility will include dead-man anchors along the beach, dolphins (constructed of driven piles) extending out into the water perpendicular to the beach, and mooring points (buoys or dolphins) astern of the barges. The facility would also feature a ramp that would enable barges to be hauled out onto dry ground above the high tide line to facilitate maintenance and minor repairs. The ramp would be set at a slope of 5 degrees. A dead-man anchoring system would be provided to allow the barge operators to winch the barge up and down the ramp. Phase II will install electrical pedestals delivering 440v electrical power to each mooring location.

This proposed improvement will increase the Port & Harbor's moorage capacity by providing secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. The Port and Harbor report demand for this mooring facility; creating winter storage supplies a valuable service to our marine industry and creates the opportunity for additional harbor moorage revenue by being able to move landing craft off the harbor's float system. It would also support (as well as serve as a draw) to the large vessel repair facility proposed as an upland improvement to the area directly above the Barge Mooring Facility.

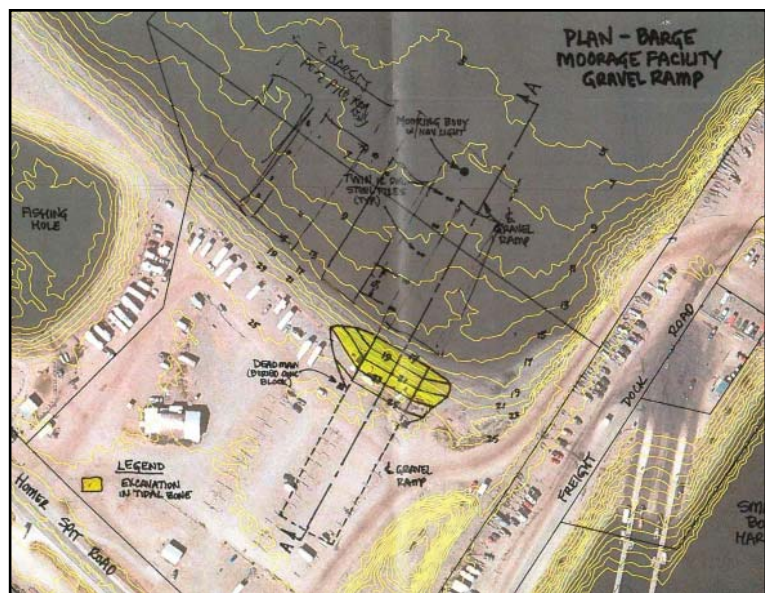
Plans & Progress: The Barge Mooring Facility is being developed in two phases. Phase I will include the haul out ramp and barge mooring stations. Phase II will include electrical service pedestals for each station. Phase I Design/Engineering/Permitting/Geotechnical for Phase I is currently underway. Staff are working with Nelson Engineering to complete design work for the facility.

Total Project Cost: \$1,958,976

Schedule:

- 2016-2017 : Phase 1 - Design/Engineering/Permitting/Geotechnical: \$108,976
- 2017: Phase I - Construction: \$1,250,000
- 2018: Phase II - Construction: \$600,000

Priority Level: 1



Concept design for Barge Mooring Facility



Homer Spit Dredged Material Beneficial Use Project

Staff recommendation: per Bryan & Carey remove this project from CIP.

Project Description & Benefit: The Army Corps of Engineers' best management practices for dredging operations on the Homer Spit includes beneficial uses of dredged materials. The Corps will utilize material dredged from the entrance of the Small Boat Harbor and the Pioneer Dock berth to replenish eroded material along the beaches. Beach replenishment points are proposed on the west side of the Spit at Mariner Park and on the east side of the Spit just north of the Fishing Lagoon.

This project proposes further beneficial uses: creating additional parking on the Spit and build up projects of existing properties. Dredged material would be used to create a parking pad between the boardwalks across from Ramp 3 and to improve the Mariner Park parking lot. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on the Spit. Armor rock will be installed across from Ramp 3 to protect against erosion.

Dredged material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Hauling costs to Mariner Park will be supplemented by Harbor Funds and the City of Homer will spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Total Project Cost: \$688,000

Schedule:

2017: Design and Inspection: \$50,000

2018: Spread available material in upland parking pad areas: \$10,000

2018-2019: \$628,000

(Compact material: 20,000; Instal riprap: \$350,000; Gravel cap: \$95,000; Paving: \$100,000 Contingency \$63,000)

Priority Level: 2

Using dredged material to expand Spit parking is a stand alone project (p. 30); beach replenishment does not need to be a CIP project.



The Homer Spit has been shaped over the years by nature as well as human intervention. (2008 NOAA photo)

FY 2017 - DRAFT Document



Ice Plant Upgrade

Updated. Compressor replacement now Phase II. Backup refrigeration unit proposed as Phase I upgrade.

FY 2017 - DRAFT Document

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Having been built in 1983, the ice plant compressors do not operate as efficiently as new state-of-the-art high efficiency refrigeration compressors. The long-term upgrade for the Ice Plant is to replace six of the seven old compressors within the ice plant with new, more highly efficient ones. This would increase the plant's efficiency and reduce operating costs.

Presently, though, the facility's refrigeration components are running smoothly and are not in need of a costly major overhaul. A smaller, more feasible Phase I upgrade consists of adding a refrigeration unit back by the cold storage room so that the Ice Plant can remain operational year round. This would help the fisherman and also keep some revenue coming in during the winter shut down.

Total Project Cost: \$660,000

Schedule:

2017: Purchase/install new refrigeration equipment for the bait room: \$160,000

2020: Purchase new/replace old compressors: \$500,000

Priority: 1



Four of the Ice Plant's aging compressors are shown here.



System 4 Vessel Mooring Float System

Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor construction in 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. System 4 floats are over 20 years beyond their engineered life expectancy and are showing their age. This project can be done in phases.

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 7 to JJ and HH as part of the same project. A new landing float was installed for Ramp 7 in the Spring of 2014. Phase 2 floats CC, DD, EE, GG will be replaced next.

Total Project Cost: \$5,600,000

Schedule:

2016 Design: \$600,000

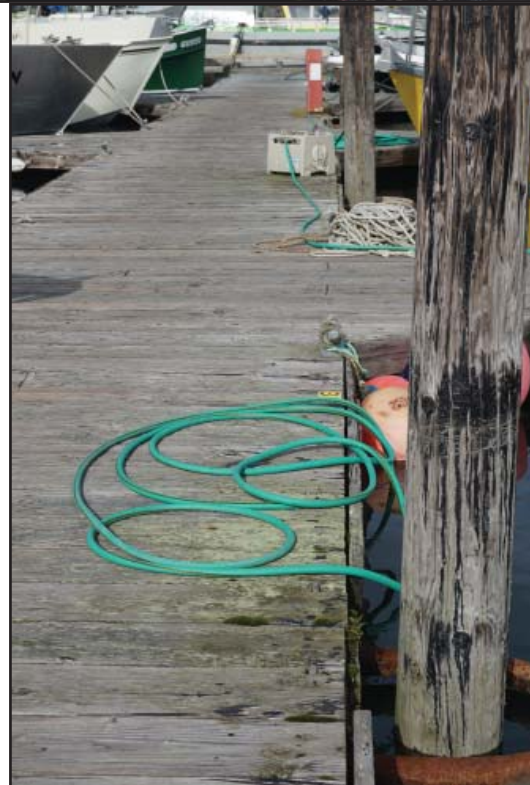
2017-2020 Construction: \$5,000,000

Priority Level: 2



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.



FY 2017 - DRAFT Document



Truck Loading Facility Upgrades at Fish Dock

FY 2017 - DRAFT Document

Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area.

Total Project Cost: \$300,000

Schedule: 2018

Priority: 1



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.



Ramp 8 Restroom

Updated to indicate outhouse has been removed from location .

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse capable of occupying only two people at a time. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$295,000

Schedule: 2019

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews walk 1.5 blocks to use the nearest restroom facility.

FY 2017 - DRAFT Document



Seafarers Memorial Parking Expansion

FY 2017 - DRAFT Document

Project Description & Benefit: This project would use materials from dredging the harbor to build up a parking lot between Seafarers Memorial and the east end of the nearby boardwalk complex. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on this section of the Spit. The project has the added benefit of replenishing the beaches on the east side of the Spit and protecting infrastructure from erosion. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Funding is needed to supplement hauling costs, compact material, cap with gravel and pave the lot. A Corps permit will be needed to accomplish this work.

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering design and permitting. 95% of engineering design work was completed in 2015. The dredged materials are scheduled to be placed in the lot in 2017. A phased approach to construction will be used.

Total Project Cost: \$635,000

Schedule:

2016: Design and Permitting at 95% complete: \$8,000

2017: Dredged Material Placement by Corps: In kind

2018: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

Priority Level: 1



This project would fill in, level and pave the grassy area pictured above between the Seafarer's Memorial and the nearby boardwalk.



Boat House Pavilion and Plaza on the Homer Spit

Updated to reflect project progress.

Project Description & Benefit: The Homer Spit is one of our community's greatest treasures. It serves as an economic hub for maritime and retail activities, provides unsurpassed recreational opportunities, contains important habitat for fish and wildlife, and serves as a gateway to countless visitors. Recent improvements to the Spit, including an expanded trail, new docks, public art, and new restrooms, have added tangibly to the quality of life and the visitor experience in Homer. The completion of a new Harbormaster's Office provided a unique opportunity to build off the excitement and momentum of recent Homer Spit improvements to redevelop the vacant old Harbormaster Office site and surrounding land.

The old Harbormaster's Office sat near the top of Harbor Ramps 1-3, an area of the Spit that teems with pedestrians, vehicles, retail shops, restaurants, commercial fishing activities, charter boat and tour operations, and constant visitors to the public restrooms. This project will redevelop the site to increase pedestrian safety, calm traffic, improve dilapidated restrooms and add a new resource to the Spit: a public pavilion—called the "Boat House." The Boat House, a maritime pavilion, would be a community gathering space, destination for visitors, and attractive reference point on the Spit. It would be a resource for boat owners, harbor users, charter boat operations, cruise ship passengers, Spit trail users, and anyone else on the Spit. The Boat House would provide a needed public space to get out of the weather, be a staging area for people and gear, offer a scenic view of the Harbor, and be a striking monument to Homer's rich maritime traditions and ways of life.

This project aligns with two important goals laid out in the 2011 Spit Comprehensive Plan. Initially, it addresses the need for a gathering space, "attractive shelter," and "central plaza." Additionally, the project facilitates the plan's long term goal of over slope development around the Harbor. An attractive pavilion and plaza will help catalyze development of additional retail facilities on the Spit, particularly through over slope development around the busiest area of the Harbor. By keeping people longer on the Spit, it would boost economic activity. The City of Homer, as owner of Lot 28 has agreed to own, operate and maintain the Boat House Pavilion upon approval of all aspects of the project from design and planning to permitting, site development and construction. Ongoing costs would be kept at a minimum through careful design, highly durable building materials, and low maintenance landscaping.

Plans & Progress: This project will be carried out in phases. Phase I involves design, fundraising, Boat House Pavilion and pedestrian plaza construction. Phase II is landscaping and remodel of existing restrooms. Phase III is overslope development. A volunteer Boat House Committee comprised of a maritime business owner, former co-coordinators of the Homer Playground Project (HoPP), and others have spearheaded design, public outreach and fundraising. To date the Boat House Committee has produced preliminary site and building designs (through pro bono services provided by architectural and design firms Corvus and ECI respectively), secured \$135,000 in cash donations, \$67,000 in-kind donations for Phase I and a fiscal agent, the Homer Foundation. The City of Homer has requested \$25,000 in construction funds from the Rasmuson Foundation through its Tier 1 grant program.

Project Cost: \$277,000

Schedule: Phase I: 2016-17

Priority Level: 2



Preliminary design proposal for The Boat House Pavilion. Situated on the northwest corner of the parking lot between Ramp 2 and the Salty Dawg on the Spit, the Pavilion features a 20' x 45' Boat House, a covered, maritime-themed public gathering space.

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Public Safety

- **South Peninsula Fire Arms Training Facility.....33**

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South Peninsula Fire Arms Training Facility

Staff recommends removing this project, per Chief Robl, Carey.

Project Description & Benefit: This project will construct a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

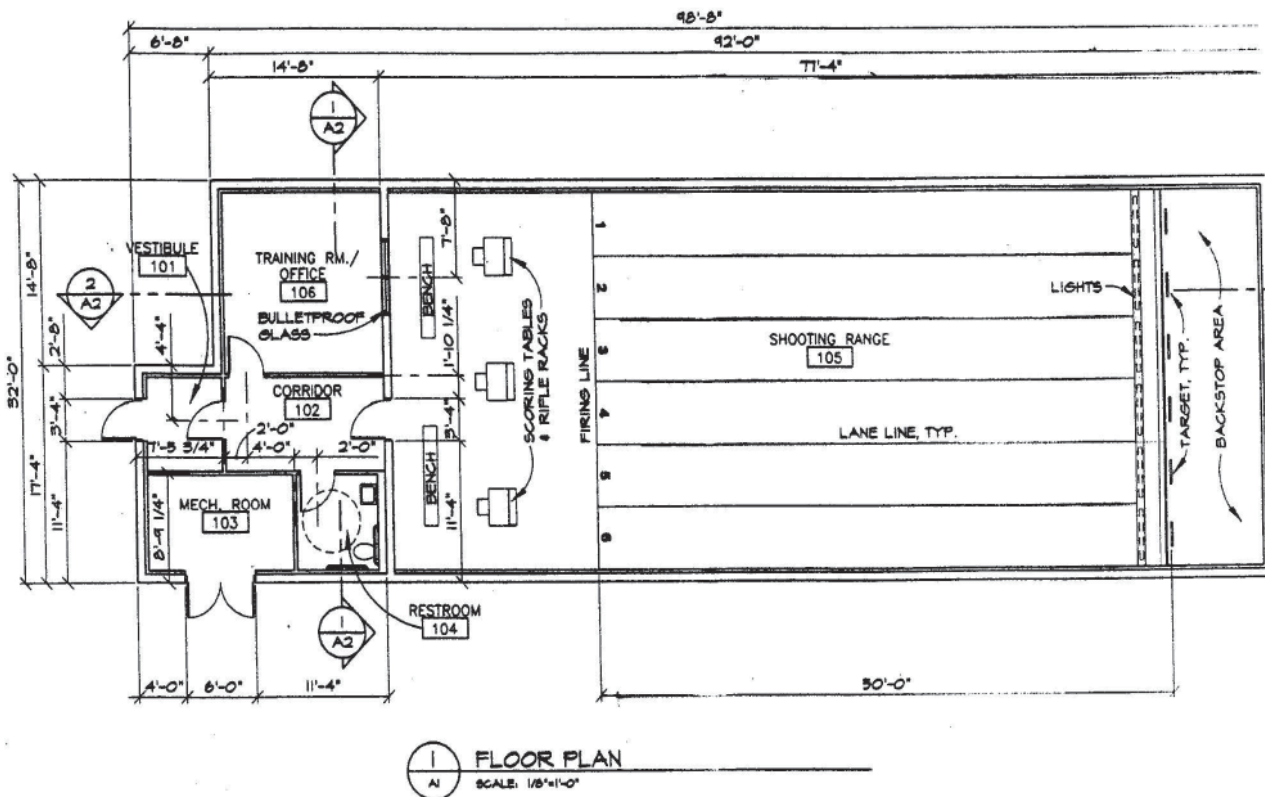
Total Project Cost: \$1,500,000

Schedule: 2017

Priority Level: 2

Firearms training facility is incorporated into new Public Safety building design.

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Public Works Projects

- **Water Storage/Distribution Improvements35**

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Water Storage/Distribution Improvements, Phase 2

Updated to indicate completion of Phase 1.

Project Description & Benefit: This project will design and construct improvements that will increase water storage capabilities, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness. Improvements are designed to be completed in multiple phases as community need dictates.

- **Phase 1:** Installation of 4,500 linear feet of water main extension on Kachemak Drive and 2,600 linear feet of distribution main across Shellfish Avenue, connecting isolated sections of town with a new pressure reducing vault (PRV) was funded and will be completed in 2016.
- **Phase 2:** Installation of an underground water storage tank and 2,000 linear feet of water main between the new tank and the water system.
- **Phase 3:** Replacement of 3 PRVs on the East Trunk and installation of micro turbines generating power to the grid, abandonment of an existing functionally obsolete steel water tank and replacement of adjacent PRV station, and slip-lining of old cast iron water main on the Homer Spit.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The design has been completed through a \$884,000 Special Appropriation Project grant the City received from the Environmental Protection Agency. The Department of Environmental Conservation recommended funding phase 1 through the Municipal Matching Grant program which is reflected in The States FY16 capital budget approved by the Governor.

Total Project Cost: \$9,828,934

2014 (Design, Completed): \$900,000

2016 Phase 1 Construction (Funded, Completed): \$2,828,934

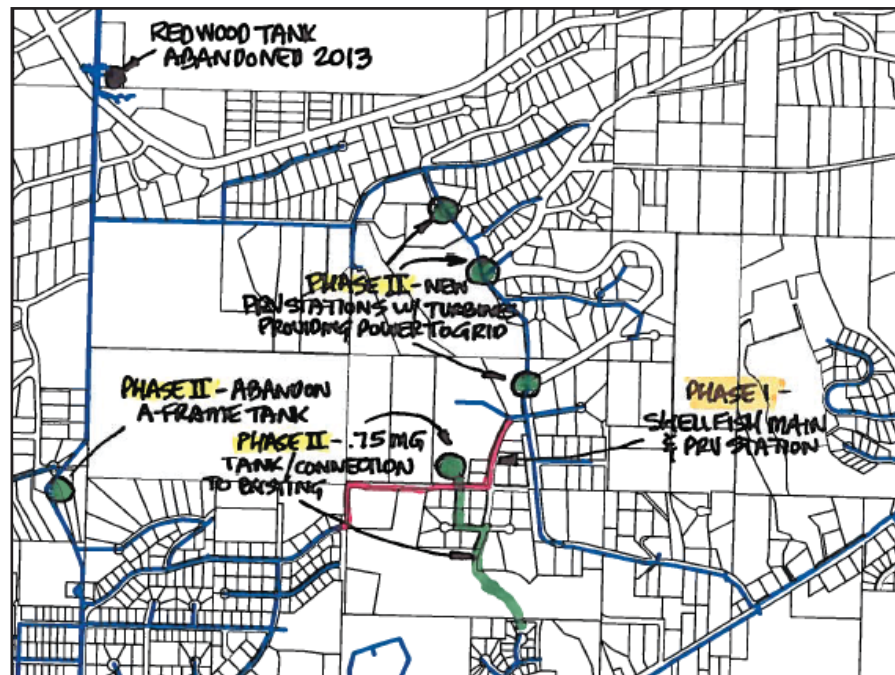
2019 Phase 2 Construction: \$3,900,000

2020 Phase 3 Construction: \$2,200,000

FY2016 State Request for Phase 1: \$1,980,254

(City of Homer 30% Match: \$848,680)

Priority Level: 1



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) consists of installing an underground water storage tank and 2,000 linear feet of water main to increase water storage and distribution capabilities.

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State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents.

Transportation projects within City limits:

- **Homer Intersection Improvements.....37**
- **Kachemak Drive Rehabilitation/Pathway.....38**
- **Main Street Reconstruction/Intersection39**

Transportation projects outside City limits:

- ***Sterling Highway Realignment MP 150-157***
AK DOT&PF completed erosion control project MP 150-157. Moved to completed projects list.
- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill40**

Non-transportation projects:

- **Alaska Maritime Academy.....41**

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Homer Intersection Improvements

Updated to indicate completion of Pioneer Ave/Main Street 4-way stop & include that State DOT meet ADA-mandated accessibility standards and other recommendations brought forward by Homer's ADA Compliance Committee.

Project Description & Benefit: This project implements recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study analyzed the needs of twelve intersections according to traffic forecasts, intersection safety records, pedestrian concerns and intersection options. The benefit of the improvements will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

The study noted that for intersections identified as needing control measures, either roundabouts or traffic signals will function well. The Alaska Department of Transportation and Public Facilities report supports the development of modern roundabouts at many locations (“because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance”). However, traffic signals have been chosen alternatives for the two Main Street intersection improvements.

Many of the intersections need traffic signals for two reasons: 1) to provide gaps for turning vehicles and 2) provide safer crossings for pedestrians in the center of town where traffic volumes are increasing and worsening in the summer months. The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements.

The City of Homer expects the State of Alaska to adhere to 2010 ADA standards when newly constructing, altering or repaving streets and intersections, including mandated curb ramps or other sloped areas at intersection having curbs or other barriers to entry from a street level pedestrian walkway. Further, while not mandated, the City's ADA Committee endorses upgrading Homer's four traffic signals to audible pedestrian signals and evaluating potential additional traffic control/pedestrian crosswalk installation in areas where there are major pedestrian traffic generators or where multi-use trails crosses the roadway.

Problem intersections and recommended improvements are as follows:

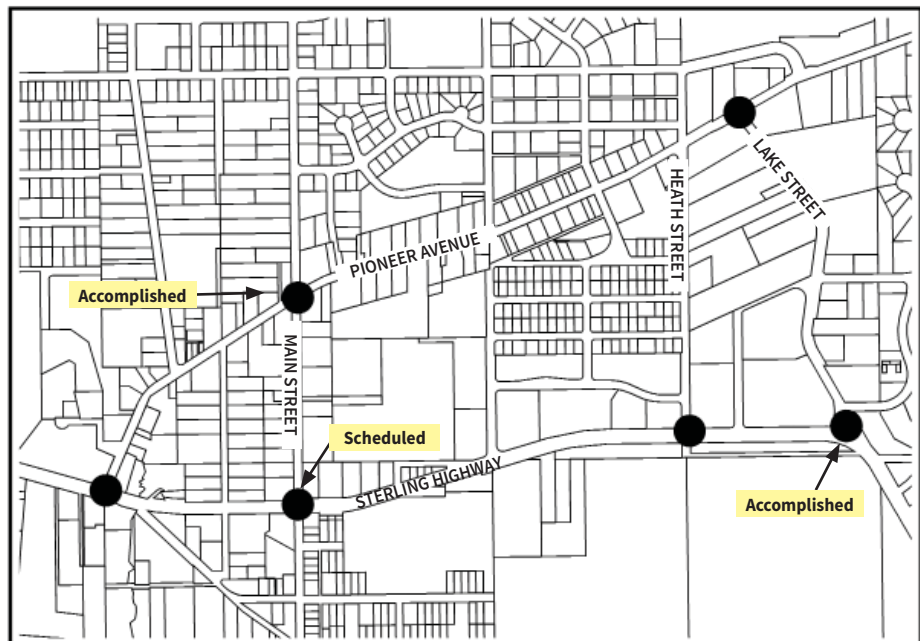
Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;

Sterling Highway and Main Street - Traffic signal;

Sterling Highway and Heath Street - Roundabout or traffic signal;

Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal.

Plans & Progress: State of Alaska DOT/PF obtained \$2.8 million to make safety improvements to Main Street Intersections. Traffic control at the Pioneer Avenue and Main Street intersection was accomplished in 2016 by installing a four-way stop and flashing overhead beacon. State of Alaska DOT/PF will be moving forward in 2017 to complete improvements at the Main Street intersection by installing a traffic signal at the Main Street and Sterling Highway intersection.



Alaska DOT/PF has recommended roundabouts or traffic signals at four additional central Homer intersections, to be accomplished as soon as possible.

FY 2017 - DRAFT Document



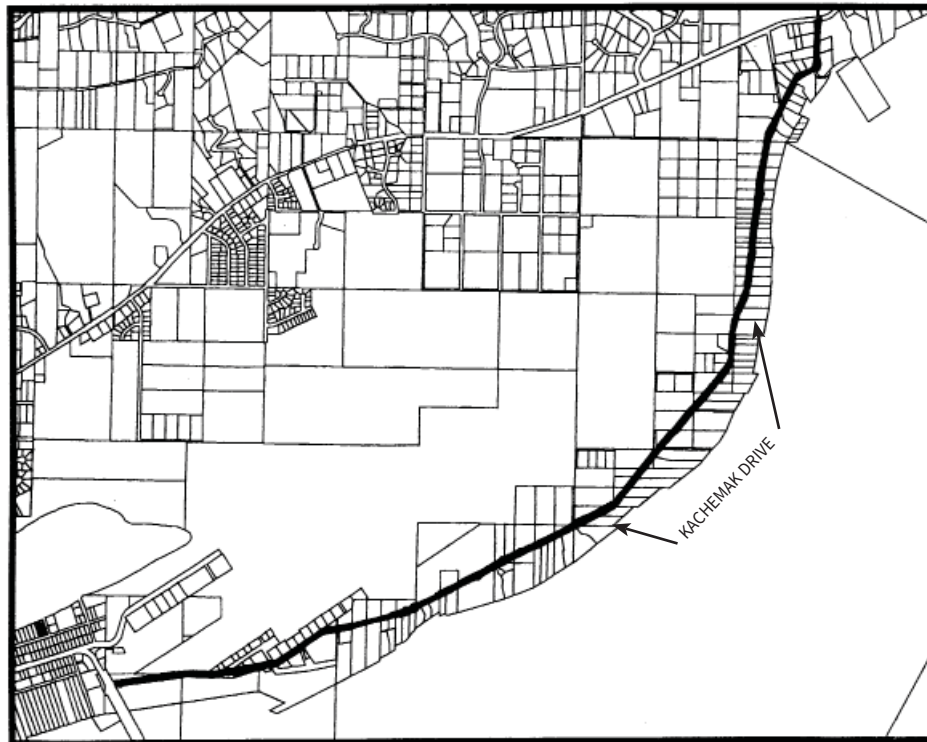
Kachemak Drive Rehabilitation/Pathway

FY 2017 - DRAFT Document

Project Description & Benefit: Kachemak Drive connects Homer Harbor with Homer’s industrial boat yards, serves drivers as a connector from the Homer Spit to East End Road, has a residential community, and serves as an alternate route to the airport. Truck, boat trailer, residential and commuter traffic are often heavy, with an approximate daily traffic of 1,500 vehicles. The road needs rehabilitation including raising the embankment, resurfacing, widening the road, and drainage improvements.

Bicyclists, pedestrians and occasional moms with strollers use Kachemak Drive to connect to the Spit, Ocean Drive, and East End Road bike paths. Kachemak Drive has narrow to non-existent shoulders, forcing cyclists to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This procedure is dangerous to motorists and cyclists, especially on the hill leading up from the base of the Spit to the airport, where visibility is low. Bicycle traffic has increased in the past couple of years due to the advent of wide-tire winter bicycles and Homer’s increasing popularity as a bicycle friendly town. Construction of a separated pathway along East End Road will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, this project will likely take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked with the City of Homer Advisory Parks and Recreation Commission and Transportation Advisory Committee to explore potential alternatives. The City performed preliminary engineering in 2012 on a portion of the trail and found significant grade and easement challenges to the project.



Project location for Kachemak Drive pathway.



Main Street Reconstruction

FY 2017 - DRAFT Document

Project Description & Benefit: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer’s Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop’s Beach). In the process, it connects Homer’s primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer’s undeveloped Town Center district.

Despite its proximity to the hospital, businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a “near term improvement” to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that Alaska Department of Transportation and Public Facilities (DOT/PF) “rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility.”

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2017). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.



Sterling Highway Reconstruction Anchor Point to Baycrest Hill

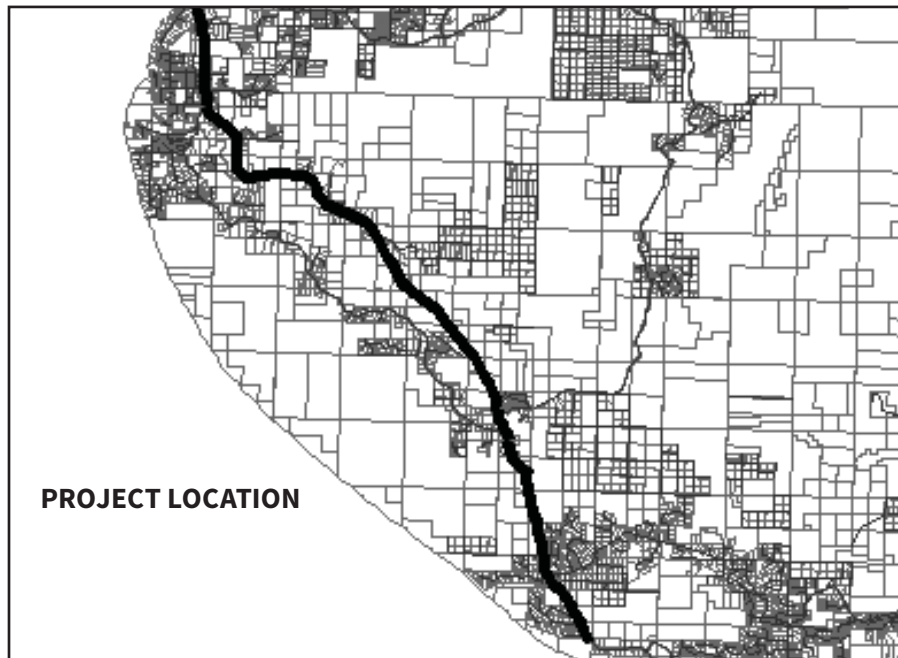
FY 2017 - DRAFT Document

Project Description & Benefit: This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills and blind spots on the existing road. The project has been identified as a high priority of the Kenai Peninsula Borough.

Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more subdivisions with intersecting roads and more traffic on the highway, exacerbating the problem. School buses must stop in some locations with blind corners and hills.

The project calls for construction of an improved two-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

Plans & Progress: The Sterling Highway MP 157-169 Rehabilitation project is included in the 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases. Preliminary engineering and environmental assessment services began in the summer of 2014, with design, permitting and right-of-way acquisition scheduled to begin in 2016.





Alaska Maritime Academy

Staff recommendation per Bryan, Julie & Carey remove this project from CIP.

Project Description & Benefit: This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer’s existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The Federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the Governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

Plans & Progress: The Homer City Council approved Resolution 10-22(A) requesting that Alaska’s Governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A maritime academy is also included as a potential economic development opportunity in the City of Homer Comprehensive Economic Development Strategy.



Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.

Two west coast maritime academies already exist: WA and CA. Not sure there’s enough demand for another. If so, it would be a Federal project sponsored through UAA system; Homer would compete with Juneau and Seward (with a technical school infrastructure already in place) to be host location. Fiscal environment makes this project highly unlikely. Homer already addressing maritime trades much more feasibly through continuing education program through KPC.

FY 2017 - DRAFT Document



Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- **Haven House:**
Safety/Security Improvements43
- **Homer Council on the Arts:**
Re-configuration and Facility Upgrade.....44
- **Homer Hockey Association:**
Kevin Bell Ice Arena Acquisition.....45
- **Homer Senior Citizens Inc.:**
Alzheimer’s Unit46
- ~~Homer Senior Citizens Inc. Natural Gas Conversion~~
Natural Gas Conversion completed and moved to completed projects list.
- **Kachemak Shellfish Growers Association:**
Kachemak Shellfish Hatchery47
- **Pratt Museum:**
New Facility and Site Redesign.....48
- ~~South Peninsula Hospital:~~
~~Site Evaluation & Planning for Hillside Reinforcement~~49
SPH requests removing this project in favor of two higher priority projects included in Proposed Project packet.

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Haven House Safety/Security Improvements

FY 2017 - DRAFT Document

Project Description & Benefit: Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and such shelters warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$25,000 to improve the security of the facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in the building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

Plans & Progress: In July of 2014 Haven House completed Phase 1 of security improvements, the addition of a secured arctic entry, which provided a layer of security at our main entrance. The first part of Phase 2, completed winter 2015, included adding the security doors to the arctic entry. Additionally, funds from the Rasmuson Foundation and the State of Alaska will help complete the remaining Phase 2 items which include security cameras and surveillance systems, replacing aging windows, and fortifying the existing yard fence, but only at one specific location. We estimate completion of Phase 2 some time in fall of 2016. Haven House is seeking further funding for a Phase 3 to completely secure our yard and property perimeter to ensure staff and client safety and confidentiality.

Total Project Cost: \$25,000



Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse.



Homer Council on the Arts Facility Upgrade & Reconfiguration

Updated plans & progress and added Phase 2 placement of a yurt.

FY 2017 - DRAFT Document

Project Description & Benefit: Guided by the conviction that the arts are for everyone, Homer Council on the Arts (HCOA) provides opportunities for all people in our community to experience and participate in the arts. HCOA provides arts education, arts advocacy, creative opportunities and a place for Homer’s residents, regardless of income, to participate in and experience the arts.

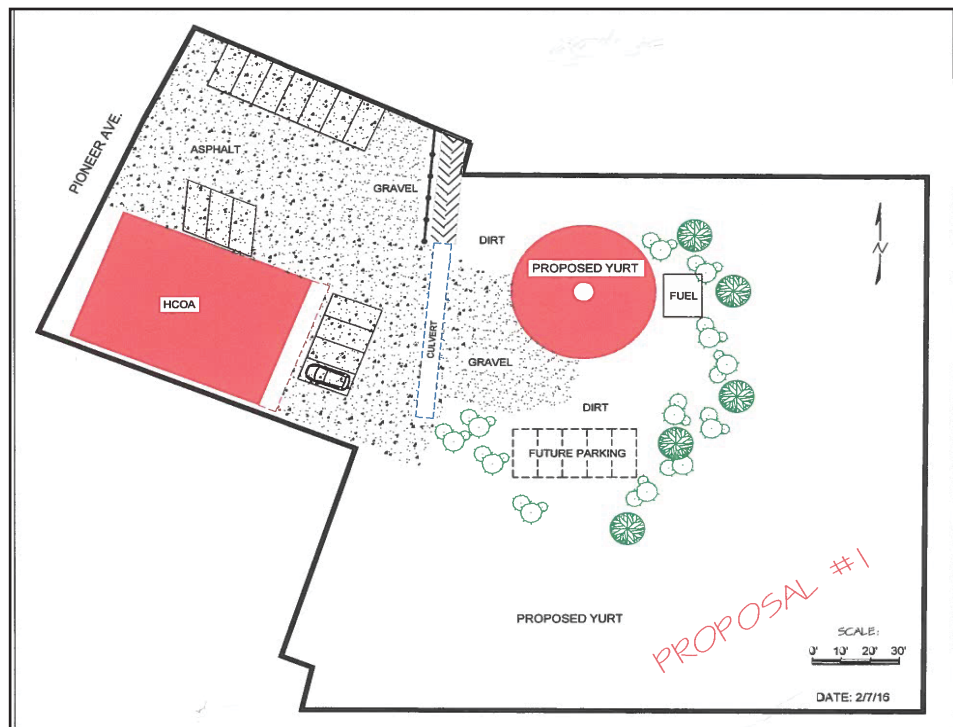
Recognizing the limits of HCOA’s 56-year old, former office space facility, HCOA has taken steps to determine how the building can better serve the needs of Homer’s art community and better support HCOA’s mission. These steps included a comprehensive energy audit in 2012 and participation in the Foraker Group Pre-Development Program. Combined, these two planning processes assessed HCOA’s and the community’s programmatic needs (as determined in Homer’s Parks, Art, Recreation and Culture (PARC) Needs Assessment) and created feasible, appropriately scaled remodel options to accommodate those needs through building improvements.

The following phased facility upgrade plan was chosen to make HCOA’s facility more efficient and affordable to operate, fill a documented community need for affordable community program, dance, and medium-sized performance space, and improve the overall accessibility, flexibility, longevity and aesthetics of the existing building.

Plans & Progress: HCOA recently refinanced its mortgage to initiate Phase One Energy Efficiency and Maintenance Improvements. To date, HCOA has converted the main building to natural gas, repaired and replaced windows and doors, and improved lighting efficiency in the gallery space. HCOA has gathered interested community and board members, and others to serve on a Facility Improvement Committee. Continuing plans are as follows:

- Replace the roof and paint the existing building, completing Phase One of the plan in Fall/Winter 2016;
- Secure funding from individuals, foundations, and government agencies to complete Phase Two of the project: construct a yurt on back of the property to provide community dance and performance art space. 2016-2017;
- Begin fundraising, complete plans and construct Phase Three: interior reconfiguration and renovation of the existing facility. 2017-2018.

Total Project Cost: \$500,000



HCOA’s site plan showing location of yurt which will provide community dance and small performance art space.



Homer Hockey Association Kevin Bell Ice Arena Acquisition

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the Kenai Peninsula hosting the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Since opening its doors, the Homer Hockey Association (HHA) has operated the rink within a yearly budget of \$300,000, which covered both operating and capital acquisition expenses. In September 2015, though, HHA had to begin paying the principal on its loan which increased the monthly payments significantly. In order to purchase the building and the land, HHA needs to obtain \$2.74 million dollars.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. Homer Hockey Association is accomplishing this mission. One of the few non-profit, volunteer-run ice rinks in the U.S., HHA has done an outstanding job accomplishing its mission. Volunteers contribute an estimated 14,000 volunteer hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey for adults and children, broomball, and a curling program. The Kevin Bell Arena hosts up to 800 users a week during the winter. These efforts earned HHA the 2012 Alaska Recreation & Parks Association Outstanding Organization award.

The Kevin Bell Ice Arena hosts many tournaments and events that bring commerce to the City of Homer, especially important during the winter when tourism is low. In the 2015-16 season, HHA hosted seven separate adult and youth tournaments with a combined total of 150 games. These tournaments and jamborees brought over 1,160 out-of-town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. It is estimated that half came from the Pee Wee "C" State Tournament where the Homer team were champions.

Plans & Progress: HHA ran a grass roots campaign in the 2014-15 season to educate and solicit ideas to secure the future of the Kevin Bell Arena. During this endeavor, we have gotten resolutions from the City of Homer and the Kenai Peninsula Borough and circulated a petition to solicit support and inform Kenai Peninsula residents as well as ice sports supporters everywhere of our situation.

HHA conducted TILT Don't Let the Rink Sink, a crowdfunding campaign in January 2015 which raised \$25,000 to help pay for the increase in principal payments for 2016. HHA also received a one-time line item of \$14,000 from the City of Homer to go toward the principal of the loan.

HHA continues to rely on revenue from fundraising, grants, and sponsorships to meet its budget. This past season, HHA sponsored a dessert auction, golf tournament, garage sale, Ash Cup silent auction, a Skate-a-Thon, and concessions, earning a total of \$18,241. An annual raffle (mandatory for all HHA members) earned \$26,407 for the 2015-16 season. Grants and sponsorships totaled \$46,694.

Homer Hockey Association has been in contact with state and federal legislators about the rink's financial situation and has requested help in identifying possible funding sources.

Total Project Cost: \$2,740,000



Homer's Pee Wee Tier II State Champions. Last year, the Kevin Bell Arena hosted seven ice sports tournaments, bringing over 1,160 out-of-town players to Homer.



Homer Senior Citizens Inc. Alzheimer's Unit

FY 2017 - DRAFT Document

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the second city in the State which will see the most significant growth in this demographic. Homer Senior Citizens (HSC) operates a 40 bed assisted living facility. We have sent four seniors from our community due to Alzheimer’s disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. All of the seniors have families remaining in the Homer community.

In order to maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental and social capacity supports the dignity of our most vulnerable adults. An Alzheimer’s Unit has been a strategic priority for the HSC’s Board of Directors to keep our seniors home in the community.

The Alzheimer’s Unit will include fifteen beds and 24/7 nursing care. Additionally, it will include a memory care unit to help maintain residents’ existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The activities room will be Phase 2 of the project and will incorporate low-impact exercise equipment to maintain seniors’ physical capacity. This also opens up the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups, benefiting the entire population of Homer.

Operating funds will be secured from “fees for service;” room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer’s Unit.

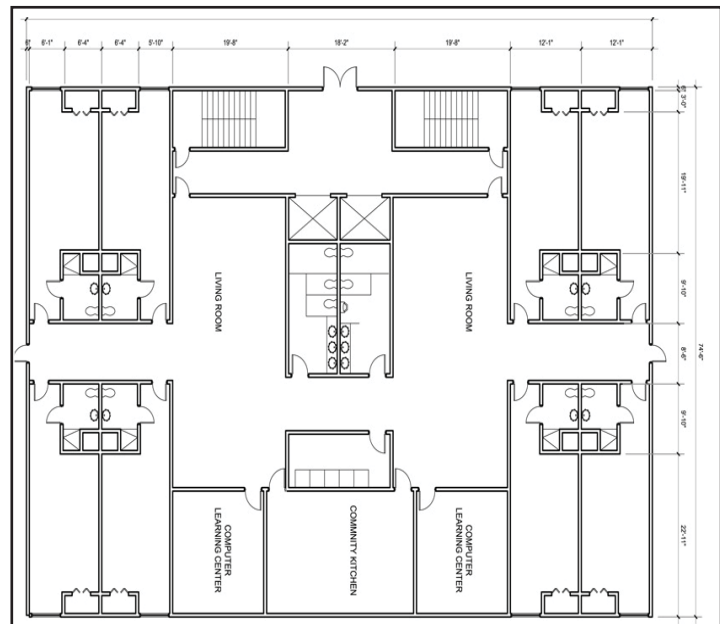
HSC is in the initial stages of fundraising for the Alzheimer’s Unit. Three foundations that fund this type of project have been identified. One of the priorities for scoring in these grant programs is City of Homer support through Capital Improvement Plan designation. HSC will be holding many fundraising events to secure the match for foundation grants. Fundraising activities include hosting “Backing out of Time” Alzheimer’s documentary at the Homer Theatre and a Wine/Beer Tasting event at the Beluga Lake Lodge in September of 2016. HSC also recently held a matching campaign which secured \$40,000 in seed money for the Alzheimer’s Unit.

Total Project Cost: \$3,000,000

Funding Received to date: \$40,735.50



Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Growers Association Kachemak Shellfish Hatchery

FY 2017 - DRAFT Document

Project Description and Benefit: For over twenty years Kachemak Shellfish Mariculture Association (KSMA), a 501c5 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its partnership with the Kachemak Shellfish Growers Cooperative (KSGC), a co-op formed to market and distribute mussels and oysters, there are 14 farms in the Bay and a sorting, marketing and shipping facility on the Homer Spit supplying shellfish and mariculture related goods to local restaurants, residents and tourists while shipping oysters all over Alaska and the nation.

Recently the industry was severely impacted by an oyster seed shortage affecting the shellfish industry on the entire Pacific Coast. Local leaders developed a small proof of concept experiential oyster hatchery/setting facility at the KSGC building to address this issue. Over the past three years, on a thin budget, with the assistance of industry professionals, and with the support of the State of Alaska, the co-op raised over 7.5 million oyster seed in anticipation of a capital improvement push. KSMA supports this highly technical hatchery and laboratory with two employees who oversee the 24-hour a day, five-month process culturing oysters and propagating algae (oyster food) in conjunction with their other duties. Please note that this should not be understated; others have invested more with lesser success. Some experts gave this experimental nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of staff the oysters thrived at the Homer Spit facility and into the upweller (a nursery for the young oysters) in Halibut Cove. With the commitment of KSMA's employees and the Bay's farmers this proof of concept is ready to mature to the next step—a fourth year of production and expanding the hatchery to a financially sustainable operation through the scale of production. By supplying oyster seed to shellfish farmers throughout the state of Alaska, it will reduce cost to farms and the impact of seed shortage .

Over the past four years KSMA produced 7.5 million seed and has purchased or developed much of the expertise and equipment necessary for the hatchery expansion including technician training, the expensive salt water well, and algae production. However a larger lab, and storm damage prevention are needed to mature the proof of concept to a production facility supporting the greater Bay and its residents. The Kachemak Mariculture building on the Spit needs professional engineering, design, and planning to transition its available space from an experimental, small hatchery to the next phase of a permanent hatchery enabling KSMA to commercially produce oyster seed.

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22nd year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Oysters clearly benefit the community and economy.

A local hatchery and nursery can also provide a great learning lab for high school and university students, who currently have to travel to the hatchery in Seward for their studies. (The Seward hatchery hatches opilio crab; however the waters of Resurrection Bay are less conducive to oyster seed.) A course in mariculture could easily be developed in conjunction with aspects of oyster seed development, culturing and marketing.

Plans and Progress: The design and expansion of the shellfish hatchery is in process. Successful seed will be sold first to growers in Kachemak Bay. Excess seed will be sold to other farmers in the state who are eager for a reliable supplier.

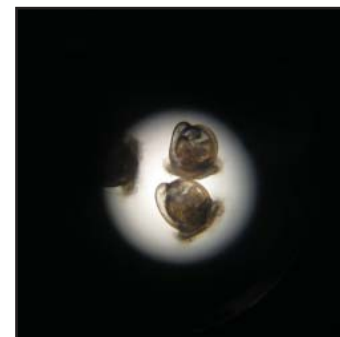
KSMA's Hatchery consultant has many designs from hatcheries where he has assisted. Final design for the Homer Spit Facility would occur in conjunction with permitting.

Total Project Cost: \$400,000

Preconstruction: \$75,000

Funding Secured: \$50,000

Construction: \$325,000



Microscopic view of two tiny oysters.



Pratt Museum New Facility and Site Redesign

FY 2017 - DRAFT Document

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 25,000 visitors, with more than 4,000 young and adult learners participating in its programs. The Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small community museums across the country.

The Pratt Museum's existing 10,500 square foot building is more than 47 years old, and the building's galleries, public meeting, and education spaces do not meet the Museum's or the community's needs. The Pratt is working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 10+ acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to properly care for growing collections, including community archives and stories; and 7) full disability accessibility.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, a McDowell Group economic impact analysis found that the Museum generates substantial economic activity in the region. The following critical steps have laid the groundwork for the successful completion of this project:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases;
- With leadership from the Patrons of the Pratt Society and generous individual donors, 10+ acres of urban green space have been acquired in the heart of Homer, which the Museum owns debt-free;
- Participation in the Rasmuson Foundation's prestigious "Pre-Development Program," provided the Pratt with more than \$70,000 of in-kind planning services to start the project;
- Phase II community input planning and research continues for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.4 million (36% of the project total) in cash, grants, and pledges with an additional third of the project budget identified from major funders who will contribute when later funding benchmarks have been reached;
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012, schematic designs are complete, the design development phase was completed in 2015, construction documents are underway in 2016, site development is planned for 2016-17 and construction dates for the new building are to be determined.

Total Project Cost: \$9,500,000

Preconstruction: \$1,000,000

Construction: \$8,500,000

\$3,400,000 raised to date

(FY17 State Request: \$1,650,000)



Architectural rendering of the new Pratt Museum facility.



South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement

South Peninsula Hospital requests this project be removed from CIP.

Plans and Progress: South Peninsula Hospital sits on a very steep hillside, with all parking lots and outbuildings being terraced down from the main hospital building. Both the lot the hospital sits on and the lot behind it continue with a very steep elevation incline. The buffer is only 12 feet behind the building cut into the hillside before the terrain continues with the steep incline for as far as 300 yards. The remaining hillside has thick vegetation and is not utilized or developed in any way at this time.

The facility has had numerous additions and structural work completed in the last 10 years which may have impacted and affected the stability of the hillside. The hillside runs continuous from the entrance of parking the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

A site evaluation is necessary to establish the current condition of the hillside, and make any recommendations to secure it from further erosion and sloughing. Such evaluation would include a survey, soils testing, geologic hazard assessment and mitigation report, landslide evaluation, earthquake assessment, and recommendations for options to minimize risk to the facility. The recommended options would include cost estimates.

Plans and Progress: The estimated cost of such a study, evaluation, and report is \$100,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

Total Project Cost: \$100,000

Two new proposed projects are higher priority.



FY 2017 - DRAFT Document



Capital Improvement Long-Range Projects

FY 2017 - DRAFT Document

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: \$1.75 million **Priority Level** 3

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. In conjunction with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Cost: \$3 million **Priority Level** 3

Parks And Recreation

Beach Access from Main: This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that beachgoers can walk onto the beach at one point and off at another, on a loop through Old Town, Town Center, etc. For those not physically able to walk all the way to the beach, platforms near the roads will provide nice views and benches on which to relax. Interpretive signage could provide information on Homer history, beach formation, and other topics.

The Main Street beach access point is envisioned to have a small parking area, a viewing platform with a bench, and stairs with landings.

Cost: \$250,000 **Priority Level** 3



Capital Improvement Long-Range Projects

FY 2017 - DRAFT Document

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M Priority Level 3

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields. Phase 3 development will construct a plumbed restroom at the park and develop soccer fields.

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3: Phase 3 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

Mariner Park Improvements: This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$500,000 Priority Level 3

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, the need for restroom facilities has also increased. The restroom at Ramp 2 is in poor condition and needs to be replaced.

Cost: \$295,000 Priority Level: 2



Capital Improvement Long-Range Projects

FY 2017 - DRAFT Document

PUBLIC PROJECTS

Homer Conference Center: Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer's reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer's developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer's ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million Priority Level 3

Public Works Complex: The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer's population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

Cost: Design—\$500,000 Construction—\$4,500,000 Priority Level 2

Homer Greenhouse: Homer's growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

Staff recommend removing this project; proposed locatin (HERC) may be redeveloped for Public Safety building.

Cost: \$400,000 Priority Level 3



Capital Improvement Long-Range Projects

Public Market Design and Financing Plan: This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. The project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Staff recommend removing this project until further work on Town Center; farmer's market currently established

Cost: \$60,000

Priority Level 3

UTILITIES

Spit Water Line – Phase 4: The existing Homer Spit water line is 40 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. Phase 4 of this project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. The City received a grant for the EPA for design of the project which was completed in fall of 2014.

Cost: \$400,000

Priority Level 3

Bridge Creek Watershed Acquisition: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Priority Level 3

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

Cost: \$16,750,000

Priority Level 3

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water planning documents for over 20 years.

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2

FY 2017 - DRAFT Document



Capital Improvement Long-Range Projects

FY 2017 - DRAFT Document

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive, which is a segment of the Sterling Highway (a State road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators. This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane. In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.



Capital Improvement Appendices

- **CIP Development Schedule**
- **Resolution 16-XXX**
- **City of Homer Financing Assumptions**



Capital Improvement Appendices

**CITY OF HOMER
2017-2022 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2018 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	April 25, 2016
Solicit new/revised project information from City Departments, local agencies and non-profits	April 26
Input for new draft requested by	May 27
Prepare and distribute draft CIP to City advisory groups for review and input:	Meeting dates:
Economic Development Commission	June 14, July 12
Parks and Recreation Commission	June 16
Port and Harbor Commission	June 22, July 27
Planning Commission	June 15, July 20
Cannabis Advisory Commission	June 23, July 28
Library Advisory Board	August 2
Administrative review and compilation	August 22- August 26
City Council worksession to review proposed projects	August 29
Introduction of Resolution on CIP/Legislative Request	September 12
Public Hearing on CIP/Legislative Request	September 26
Adoption of Resolution by City Council	October 10
Administration forwards requests for Governor's Budget	October 12
Administrative Compilation of CIP	Through end of October
Distribution of CIP and State Legislative Request	October 2016 & January 2017
Compilation/distribution of Federal Request	February 2017



Capital Improvement Appendices

Replace with current resolution.

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**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 15-084(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2016-2021 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2017.

WHEREAS, Duly published hearings were held on September 14 and October 12, 2015 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the Commissions and held a Worksession on August 24, 2015; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2016-2021" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2017 State Legislative Request:

1. Public Safety Building
2. East Boat Harbor
3. Harbor Sheet Pile Loading Dock
4. Fire Department Fleet Management
5. Storm Water Master Plan

BE IT FURTHER RESOLVED that projects for the FY 2017 Federal Legislative Request will be:

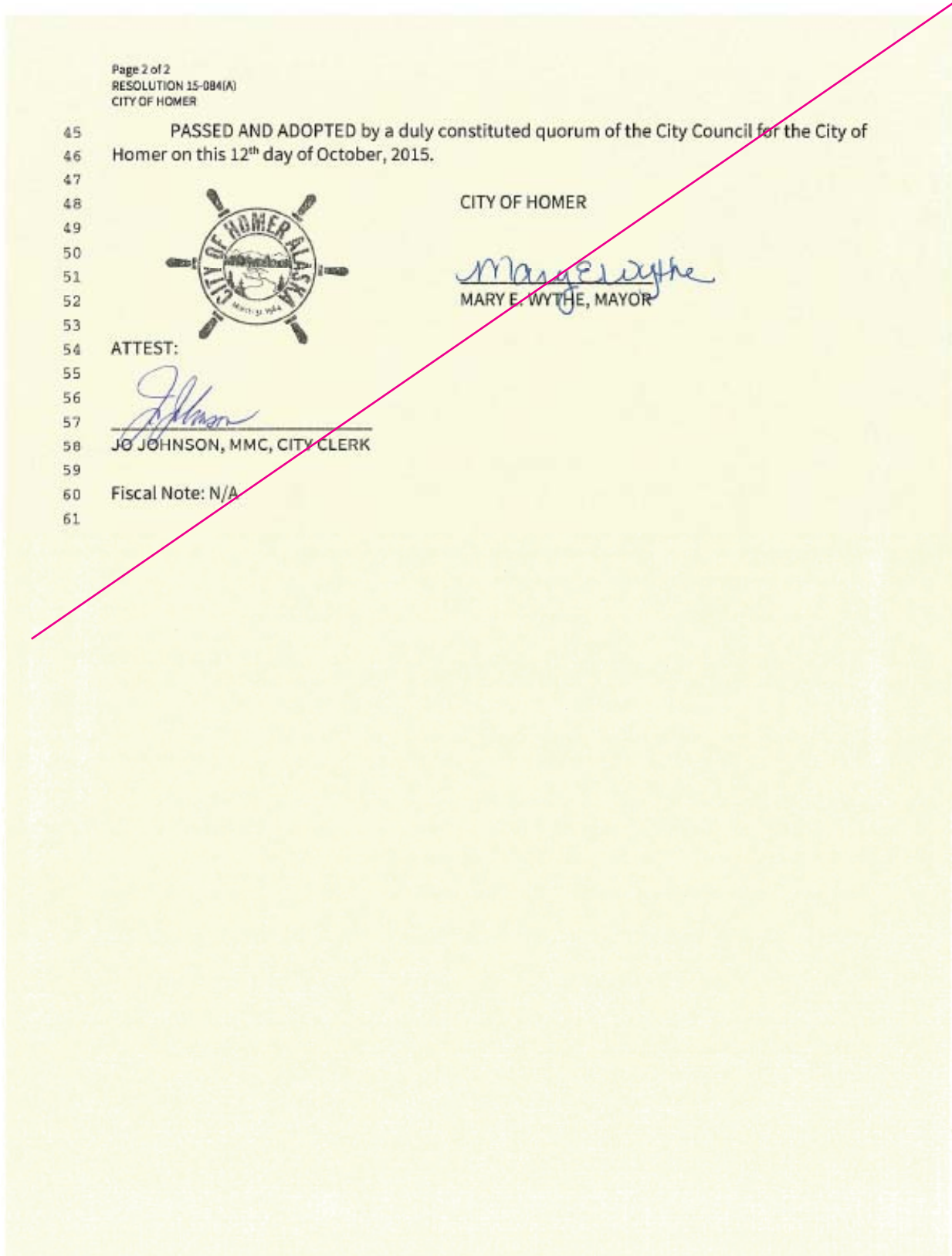
1. Public Safety Building
2. East Boat Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise the appropriate State and Federal representatives and personnel of the City's FY 2017 capital project priorities and take appropriate steps to provide necessary background information.



Capital Improvement Appendices

replace with current resolution.



Page 2 of 2
RESOLUTION 15-084(A)
CITY OF HOMER

45 PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of
46 Homer on this 12th day of October, 2015.

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CITY OF HOMER

Mary E. Wythe
MARY E. WYTHE, MAYOR

ATTEST:

Jo Johnson
JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease–purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.



Proposed New Projects Table of Contents

City of Homer Projects

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6. South Peninsula Hospital: Operating Room HVAC Replacement.... 7

PROPOSED NEW PROJECT - DRAFT



City of Homer Radio Communication System Upgrades

Project Description & Benefit: The City's radio communication system is a complex, high-tech, multi-component communication infrastructure that serves the daily needs of the Homer Police, Fire, Port & Harbor and Public Works Departments and is critical for effective emergency response to natural disasters and man-made incidents. Communication system technology has changed tremendously during the last thirty years of the digital age. They are now completely digital, can carry encrypted data in addition to voice communications and must comply with FCC bandwidth requirements. Homer's entire system is aging and must be replaced soon to keep up with technological advances.

The Public Safety Radio System consists of central dispatch consoles, five repeaters (two each for fire and police and one for joint use, strategically located at two different sites and elevations), and several Motorola subscription handheld and mobile communication units. The system provides (1) full radio coverage across Homer and outlying communities despite geographically diverse terrain, (2) redundancy in the event a natural or manmade disaster renders one site inoperable, (3) interoperability with all local, borough and state agencies utilizing the ALMR system allowing easy communication with almost any Alaska-based unit during both everyday incidents and large multi-agency response events and (4) Moto-Bridge to electronically connect disparate radios to ensure quality communications with agencies who do not share a common channel with Homer.

However, Motorola will be ending anti-virus protection and software update support for the repeaters and dispatch consoles in 2018. As a result, ALMR will be replacing all of their repeaters and dispatch consoles in 2018. Homer's repeaters and dispatch consoles are identical equipment. If we do not upgrade when ALMR does, Homer will slowly begin to lose communication features before completely losing functionality within three to five years. Additionally, Motorola will cease part replacement support for these components and all the subscription communication devices starting in 2018. A critical parts failure in dispatch or in the repeaters could possibly shut Homer's public safety communication system down. Finally, Public Safety subscription units operate within a specifically licensed bandwidth. FCC is in the process of implementing another round of narrowing bandwidth requirements. The entire system will have to be upgraded to comply with new FCC regulations that will phase in starting in 2020, with full compliance required by 2022.

Port & Harbor and Public Works Radio Systems are of a simpler design -- they need only a basic level of interoperability to communicate with dispatch, police and fire and do not transmit data or need encryption. They will, however, have to meet the new FCC bandwidth requirements in 2022, so all of these radios will have to be replaced. Port & Harbor has one base radio, 7 mobile and 7 portable radios and may need to add a repeater to their system to improve system coverage. Public Works has one base unit, one repeater, 11 portable and 22 mobile radios and a Trimble UHF data radio system for infrastructure locates. Their need for portables is likely to increase as high as 18 to meet new safety requirements with confined space policy changes. It is unknown if the Trimble UHF system will be impacted by FCC's new narrow banding requirements.

Plans and Progress: Homer's Police Department received notice from AK Division of Homeland Security and Emergency Management to award FY2016 funds in the amount of \$343,363.40 toward radio communication system upgrades. Still, considerable city funds will be needed to replace the entire radio communication system by 2022.

Total Project Cost: \$876,655 - \$956,655 (\$343,363.40 funded through FY16 State Homeland Security and Emergency Management grant award.)

- Public safety repeater relocation to new Spit communication tower \$47,363
- Public Safety repeater upgrade: \$127,668
- Public Safety dispatch consoles and associated equipment: \$296,000
- Public Safety radios: \$558,987
- Port & Harbor radios and possible repeater: \$40,000 - \$70,000
- Public Works radios: \$100,000-\$120,000 system
- Public Works data radio system: \$50,000-\$80,000



Fire Department Rescue 1 Remount

Project Description & Benefit: Homer Volunteer Fire Department’s Rescue 1 vehicle is a 1999 Saulsbury Rescue Truck made up of a 20’ stainless steel rescue body mounted on a commercial Freightliner chassis. This apparatus carries a wide assortment of light and heavy equipment necessary for specialized rescue operations such as hydraulic cutters and spreaders (like the Jaws of Life), high and low pressure air lift bags, confined space rescue equipment and an assortment of hand tools to aid in the extrication of entrapped victims. Additionally, the apparatus is equipped with a dual-agent firefighting package that can extinguish small fires in vehicles or prevent them from occurring during rescue operations.

Rescue 1 also carries two additional support systems critical to personnel safety and operations: a breathing air cascade system for on-scene filling of firefighters air bottles and operating air powered equipment and tools, and a 9,000 watt telescoping light tower used to provide scene lighting.

This project will replace Rescue 1’s aging and underpowered chassis with a new chassis with a larger motor, making it more capable of navigating the 7-9% road grades within our jurisdiction.

Total Project Cost: \$150,000

Priority Level:

Schedule: 2017



Rescue 1, a workhorse in the Homer Volunteer Fire Department fleet, is in need of a new chassis with a larger motor, making it more capable of navigating the area’s 7-9% road grades with a load.

PROPOSED NEW PROJECT - DRAFT



Large Vessel Haulout Repair Facility

PROPOSED NEW PROJECT - DRAFT

Project Description & Benefit: The Large Vessel Haulout Repair Facility will consist of a haul out/launch ramp and improvements to the upland portion of Lot TR 1A (east of the Nick Dudiak Fishing Lagoon). The site has accommodated approximately six to eight vessels (depending on size) with ample workspace. Upland improvements including a large vessel wash down pad (which can also be used by recreational/sport boats), lighting, electrical pedestals and a drainage/water management system will facilitate local, efficient and environmentally sound vessel repairs.

Because of the lack of facilities, large vessels currently have to travel to perform repairs which could otherwise be completed here in Homer. The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haulout area for large shallow draft vessels. Availability of a haul out/repair facility in Homer benefits the local fleet of larger vessels, the local marine trades businesses and the City of Homer. The Large Vessel Repair Facility will operate year round. Vessel owners may arrange with contractors for required services, or perform the work themselves.

Plans & Progress: A Large Vessel Haulout Task Force was formed in 2014. Initially, the Task Force analyzed two potential sites for the facility and determined that developing the repair facility on the uplands of lot TR-1-A is more feasible than developing it on the old chip pad. Project development is being carried out in three phases. Phase 1 included pre-development activities such as site selection and completion of management plans and policies. To date the Task Force has completed Best Management Practices, vessel owner use agreements, and vender use agreements for the Large Vessel Repair facility. Staff have completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A.

Phase 2 involves completing the design for the haul out ramp and upland support facilities such as the wash down pad and drainage/water management system according to the prevention plan (SWPPP) and electrical fixtures. Phase 3 is construction.

Total Project Cost: \$600,000

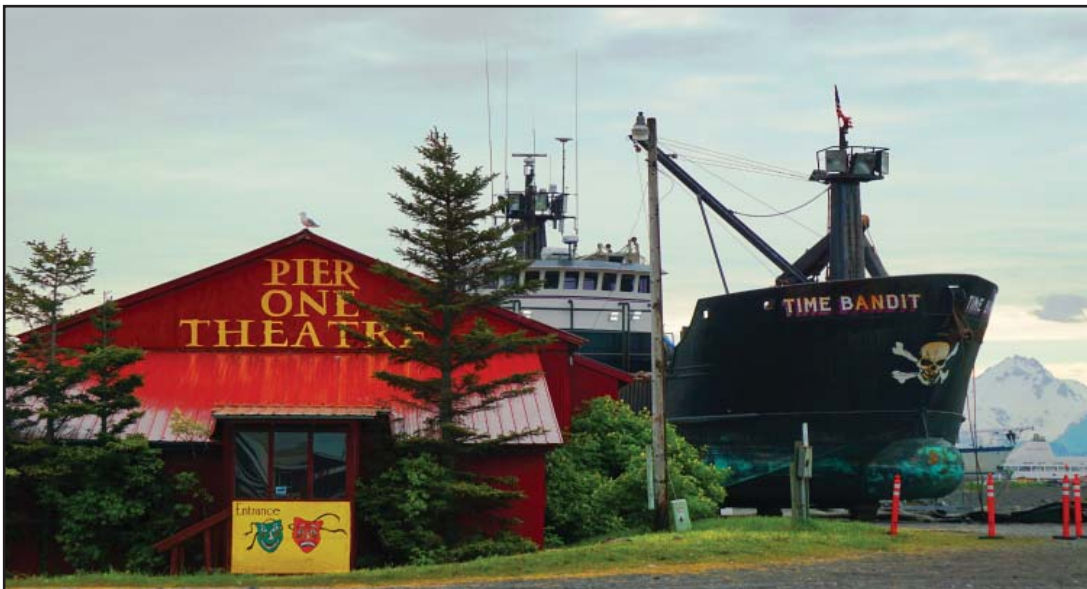
Schedule:

2016: Phase 1 - Pre-Development (completed as part of Barge Mooring Facility preliminary planning & design work)

2017: Phase 2 - Design/Engineering/Permitting: \$105,000

2019: Phase 3 - Construction: \$495,000

Pirority Level:



The Time Bandit hauled out in Spring of 2016 for repairs on Homer Spit Lot TR 1 A next to Pier One Theatre.



Kachemak Ski Club Ohlson Mt. Rope Tow Motor House Relocation

Project Description & Benefit: This project will provide safety improvements to an historic public recreation treasure on the Kenai Peninsula--the Ohlson Mountain ski facility. Local fishermen and homesteaders originally founded KSC in 1948 (making it perhaps the oldest operational nonprofit in the Homer area) to get families out of the house during the slow winter months and meet school requirements for physical education. Since then, KSC has provided thousands of lower Kenai Peninsula youths, adults and families with affordable downhill skiing (and more recently snowboarding) opportunities every Sunday (weather permitting) through its 800 foot long rope tow. It is also used by school programs and offers ski and snow board lessons. In addition to the rope row, the facility includes a small lodge/warming hut and outhouse facilities. This historic facility promotes sports education and fitness in the community, and the all-volunteer, non-profit KSC has efficiently utilized countless hours of volunteer labor and a variety of grants to maintain and improve the area. Without this support the ski area would be unable to operate. The ski area is the only facility offering downhill skiing and snowboarding opportunities in Southcentral Alaska other than Alyeska resort in Girdwood and is proud of its 100% safety record.

The ski area has weathered decades of harsh weather conditions; in the past ten years most of the infrastructure has been refurbished and improved. However, the mounting structure and foundation of the Rope Tow's top station, which supports the engine, bullwheel and weight of the rope in motion is very old and after 52 years of service is showing some structural weaknesses. In conjunction with replacing the top station's foundation, an enormous safety and ergonomic improvement will be realized by relocating the top station southward. KSC has always struggled to keep the top of the towpath and rope tow unloading area smooth, safe and efficient due to 1) the steep grade of the hill's apex in relation to the unload area and safety gate; 2) the steep angle of the rope at the apex and 3) a minimum distance between the unload area and the safety gate guarding skiers from entanglement in the bullwheel.

KSC proposes to solve all these problems in one operation: building a new top station foundation 30 feet to the south, relocating the motor higher and further back, protecting the new foundation and motor with a 6' x 12' weatherproof hut and associated grade work. This project extends the life of this historic and well-used recreation area for the next 50 years, significantly improves user safety by more than doubling the existing time and distance an operator and potential victim have in averting an entanglement situation, and greatly improves the rope angle for rider comfort and safety.

Plans and Progress: Scope of work, project design and detailed cost estimates have been prepared. Commitment of fifty hours of volunteer labor from Board members (valued at \$10/hour) has been secured to help accomplish this maintenance and safety upgrade.

Total Project Cost: \$25,435

Foundation (materials, labor & equipment): \$9,160

Motor Relocation (tear down, inspection, cleaning and relocation): \$3,400

Motor Hut Construction (includes materials & volunteer labor): \$2,775

Extend Power Supply to New Location: \$6,000

Excavator and Grade Work: \$4,100

Schedule:

Planning & Design: 2016

Preconstruction completed by: July 2017

Construction completed by: Jan 2018



Ohlson Mountain Rope Tow's top station, which supports the engine, bullwheel and weight of the rope in motion, is in need of foundation repair.

PROPOSED NEW PROJECT - DRAFT



Homer Medical Clinic Expansion

Project Description and Benefit: The Kenai Peninsula Borough owns and provides for the operation of the South Peninsula Hospital. South Peninsula Hospital, Inc. (SPH Inc.) manages the operations of the facilities through a Sub Lease and Operating Agreement with the Borough and the City of Homer. The Hospital is run on a nonprofit basis in order to ensure the continued availability of medical services to the area. The Homer Medical Center falls under this umbrella, and is located near the hospital's main campus.

Homer Medical Center provides a central location for family practice, OB/GYN, midwifery and other primary care services. They have outgrown their current space, multiple physicians are sharing office space; storage is an ongoing problem as well as challenges with patient flow. With the limited number of exam rooms the facility is not able to function at the current level of demand, let alone the expected growth based on an aging population. This project is intended to improve patient as well as service provider satisfaction, while allowing the facility to function at a more optimum capacity, and will support the clinic's goal to become a certified Patient Centered Medical Home, which is the preferred model of primary care.

The existing Medical Center is a roughly 5,000 sq. ft. wood framed structure and while it is 30 years old, it has been maintained relatively well. Homer Medical Center is comprised of 27 nurses and clerical personnel, six physicians and two midlevel providers. Only two of the physicians are full time. There are four or five family practice providers on any given day using the main clinic. The clinic is open six days a week until 5pm, with extended hours on Tuesday and Thursday evenings. The current patient load is 65 to 70 patients per day.

Plans and Progress: The plan is to expand the facility east and south on the existing lot, adding a total of 5,700 square footage to accommodate additional exam rooms, waiting area and office space. In addition to expanded space, renovations and site improvements will also be done, such as expanded parking. The expansion and improvements will eliminate the need to rent the building across the street, currently rented for the purposes of the clinic's business office. Architectural schematics are nearly complete. Bond funding is being requested by the Borough by vote of the service area, but no change in the mil rate is expected.

Total Project Cost: The estimated cost of the proposed addition is \$2,800,000 - \$3,000,000. This includes final project design, project management and administrative costs.

Schedule: Fall 2016 - Summer 2017.



Homer Medical Clinic

PROPOSED NEW PROJECT - DRAFT



South Peninsula Hospital Operating Room HVAC Replacement

Project Description & Benefit: The Kenai Peninsula Borough owns and provides for the operation of the South Peninsula Hospital. South Peninsula Hospital, Inc. (SPH Inc.) manages the operations of the facilities through a Sub Lease and Operating Agreement with the Borough and the City of Homer. The Hospital is run on a nonprofit basis in order to ensure the continued availability of medical services to the area.

The heating, ventilation and air conditioning (“HVAC”) units for South Peninsula Hospital’s operating rooms were installed in 1974. Currently, air handling unit AC-2 and the rooftop air cooled condensing unit associated with it are past their expected useful life and the entire system no longer provides sufficient control of room temperature and humidity levels required for hospital operating rooms under FGI Guidelines for Design and Construction of Hospitals and Outpatient Facilities. The existing HVAC system is also not well equipped to provide for proper operating room pressure control to meet FGI criteria.

Air conditioning alters the properties of air (temperature, humidity and sterile filtration) to more favorable conditions for keeping the hospital hygienic and to facilitate treatment of disease. Proper ventilation and filtration in the operating room are the most important means of reducing contamination and preserving the correct pressure relationships between functional areas. Maintaining the required level of relative humidity is essential to control the growth of microorganisms, prevent electrostatic discharge and is important to the shelf life of sterile supplies and maintenance of electro-medical devices. Temperatures also need to be adequately controlled given the heat produced by operating room lighting, equipment and staff.

Plans and Progress: Recommendation for long-term system replacement is to first provide new rooftop air handling unit(s) to serve the operating rooms and related spaces. Ultimately, a complete replacement of the HVAC systems serving the operating rooms is necessary for proper humidity and temperature control, air exchange rates, and room pressurization for the operating room environment. This system configuration will serve the entire surgery department and will be determined under a subsequent design phase. Modifications to HVAC systems serving the spaces adjacent and related to the operating rooms may also be warranted.

Total Project Cost: The estimated cost of the proposed project is \$1,800,000. This includes project management and administrative costs.

Schedule: 2017-2018



PROPOSED NEW PROJECT - DRAFT



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

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Memorandum 16-145

TO: Mayor and City Council
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: September 7, 2016
SUBJECT: 2017-2022 Capital Improvement Plan; FY 2018 Legislative Request

The City of Homer Capital Improvement Plan for 2012-2017 is ready in draft form for your review. A few notes:

- **Many project descriptions have been updated with new narratives, information regarding estimated cost, scope and progress.** For your convenience, all relatively significant project updates are described in red text boxes in the draft CIP. For example, the Public Safety Building description has been updated to indicate a Phase 1 (new Police Station) and a Phase 2 (new Fire Station).
- **Seven new projects have been proposed for inclusion in the CIP.** These projects will not be included in the CIP without first being approved by Council.
 - Three new City of Homer projects have been proposed:
 - City of Homer Radio System Upgrades (recommended by Police Chief).
 - Fire Department Rescue 1 Remount (recommended by Fire Chief).
 - Large Vessel Haul Out Repair Facility (recommended by Port & Harbor Director).
 - Three new projects have been proposed by other organizations:
 - Kachemak Ski Club: Rope Tow Motor House Relocation
 - South Peninsula Hospital: Homer Medical Clinic Expansion
 - South Peninsula Hospital: Operating Room HVAC Replacement
- **Ten projects that were in the 2016-2021 CIP have been removed or are recommended for removal from this draft :**
 - Two of the ten projects have been funded and are complete:
 - Alaska State DOT: Sterling Highway Erosion Response MP 150-157.

- Homer Senior Citizens, Inc.: Natural Gas Conversion.
- Eight projects are recommended for removal by Department Directors. The reasons for the recommended removals are included in red note boxes on each project page. These projects will be removed unless Council directs otherwise.
 - Harbor Sheet Pile Loading Dock (recommended by Port & Harbor and Public Works) on Page 5.
 - Mariner Park Restrooms (recommended by Planning and Public Works) on Page 18.
 - Homer Spit Dredged Material Beneficial Use Project (recommended by Port & Harbor and Public Works) on Page 25.
 - South Peninsula Fire Arms Training Facility (by Police Department) on Page 33.
 - Alaska Maritime Academy (recommended by Port & Harbor, Planning and Public Works) on Page 41.
 - South Peninsula Hospital Site Evaluation and Planning for Hillside Reinforcement (recommended by South Peninsula Hospital) on Page 49.
 - Homer Greenhouse (recommended by Planning and Police Department) on Page 52.
 - Public Market Design and Financing Plan (recommended by Planning) on Page 53.
- **Recommendations from City Advisory Commissions, Committees and Boards (in priority order).** Advisory bodies were asked to limit their recommendations to Council to their top two projects.
 - Advisory Planning Commission
 1. Ice Plant Upgrade
 2. Barge Mooring Facility Phase 1
 - Cannabis Advisory Board
 1. Radio Communications System Upgrade
 2. Large Vessel Haul Out Facility
 - Economic Development Commission
 1. Ice Plant Upgrade
 2. Multi Use Community Center
 - Library Advisory Board – LAB did not discuss the CIP due to cancellation of their meeting during the comment period.
 - Parks, Art, Recreation And Culture
 1. Karen Hornaday Park Improvements, Phase 2
 2. Jack Gist Park Improvements, Phase 2

- Port & Harbor Advisory Commission
 1. Barge Mooring Facility Phase 1
 2. Homer Large Vessel Harbor

- ADA Compliance Committee chose to recommend changes to two projects already in the CIP. ADA components have been added to those projects' descriptions.
 1. Include ADA accessibility accommodations to the intersections specified in the Homer Intersection Improvements project.
 2. Amend Karen Hornaday Park Improvements Phase 2 to address handicap accessibility including ADA improvements for accessibility to and within the playground and to the pavilion, providing handicap parking near the pavilion and insuring the restrooms are handicap accessible.

- **Council Selection of Legislative Priority Projects.**

- Last year, the top five priorities were:
 1. Public Safety Building
 2. Homer Large Vessel Harbor (formerly titled East Boat Harbor)
 3. Harbor Sheet Pile Loading Dock
 4. Fire Department Equipment Upgrades
 5. Storm Water Master Plan

The Harbor Sheet Pile Loading Dock project is recommended for removal from the CIP, leaving one spot open for promoting another project.

- **Remaining Steps in 2017-2022 Capital Improvement Planning Process.**

- Please recommend the addition or withholding of new proposed projects.
- Select your top five Legislative Priority Projects, in order of priority #1-5. Bear in mind that Council has chosen recently to keep the Legislative Priority project list consistent from year to year. Since only one spot remains open on the list, you may submit to me your one project recommendation for filling out the top five and the order of priority.
- Please submit your priority list to me either at the end of the City Council Meeting or by email (jcarroll@ci.homer.ak.us) on or before Friday, September 4th. This will allow me time to tally Council recommendations and draft a resolution in advance of the Public Hearing.
- The public hearing for the CIP is scheduled for the September 26 City Council meeting.
- Adoption of the CIP and the FY 2018 Legislative Priority List is scheduled for the October 10 City Council Meeting.

- **Assigning priority levels.** Each City of Homer project is labeled as either Level 1 Priority (highest), Level 2 or Level 3 Priority. (State transportation projects and projects submitted by non-profits have not been given priority labels.) You will, in consultation with the City Manager, want to review if the priority level assigned to each project is accurate before finalizing the CIP.

I look forward to hearing back from you and incorporating your recommendations.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

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(f) 907-235-3143

Memorandum 16-153

TO: KATIE KOESTER, CITY MANAGER
FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
THRU: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: SEPTEMBER 20, 2016
SUBJECT: BELUGA SLOUGH TRAIL EXTENSION PROJECT

The Commission reviewed and discussed the Beluga Slough Trail Extension at their regular meeting on September 15, 2016 and were provided a presentation by one of the group requesting that the City include the project in the 2017-2022 Capital Improvement Plan. Following is an excerpt of the minutes regarding the discussion and subsequent motion regarding that project:

E. Recommendation to Council to Support Including Beluga Slough Trail Extension in 2017 Capital Improvement Plan

Chair Steffy read the title into the record and stated that the commission discussed this fairly well and he opined that he was in support of including this project.

STEFFY/ASHMUN – MOVED TO RECOMMEND CITY COUNCIL INCLUDE IN THE 2017 CAPITAL IMPROVEMENT PLAN.

Commissioner Lowney expressed hesitation at including this project over other projects that were much older and also deserved to be on the CIP. Discussion ensued regarding the details of the project, that there was another project in the works to honor Carmen Field that was more defined and further along, the security risks and additional Homeland Security issues that would have to be addressed with the proximity to Public Works and that additional cost to the city, funding options would be opened up for the group, the existing trail is already widely used.

Staff suggested that the commission could forward a recommendation to support that Council include the project under the section of projects recommended by different organizations. She explained that the project can be submitted by the group to council. Commissioner Brann provided an example using Roger Loop property which was included in the CIP for the Ski group. Chair Steffy inquired how the commission felt about supporting the project for inclusion in that section. The commissioners expressed that they could do that, the following amendment was made

STEFFY/BRANN - MOVED TO AMEND THE MOTION TO READ MOVE THAT THE PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION SUPPORTS CITY COUNCIL INCLUDING IN THE 2017 CAPITAL IMPROVEMENT PLAN UNDER THE SECTION, PROJECTS SUBMITTED BY OTHER ORGANIZATIONS, THE BELUGA SLOUGH TRAIL EXTENSION PROJECT SUBMITTED BY SUE MAUGER AND MARIANNE APLIN.

There was no further discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.



Beluga Slough Trail Extension

PROPOSED NEW PROJECT - DRAFT

Project Description and Benefit: The goal of this project is to extend the existing Beluga Slough Trail around the northern perimeter of Beluga Slough to expand recreational and educational opportunities for the Homer community and its visitors. Beluga Slough is a unique environment which has been the focus of environmental education activities for decades. Naturalists from federal, state and non-governmental agencies bring local families and visitors to the existing trail to share the rich natural history of the slough's vegetation, wildlife and invertebrates. The 0.5 mile extension provides greater viewing opportunities for shorebirds, salt marsh habitats and intertidal flats. The extension would create a quiet, non-motorized trail away from the Sterling Highway with connections to Bishop's Beach, Homer's Old Town District and Ben Walters Park.

Plans and Progress: This trail concept is included in the 2004 Homer Non-Motorized Transportation and Trail Plan. Although no formal progress has been accomplished to date, a project team has formed recently to honor Carmen Field, a beloved local naturalist, who taught so many about Beluga Slough through her work at the Kachemak Bay National Estuarine Research Reserve and Alaska Department of Fish and Game. This trail extension would allow Carmen's memory and her love for bringing people out into the natural world to live on.

To date, the trail design (a Level 2 "Recreation Corridor" per City of Homer's 2009 Trail Manual) and location has been proposed (see map below). The trail would be on City of Homer property, except for one private parcel (indicated by yellow star). The private parcel is for sale, so an opportunity exists to negotiate with the owner for purchase or easement. Alternatively, the trail could be routed on existing City property which would require more boardwalk infrastructure.

Project proponents have held preliminary discussions with area organizations for potential project sponsorship and/or trail coalition membership. Discussions have also been initiated with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielding the following issues that will need to be addressed and budgeted for as the project moves forward:

- security vulnerability of the Public Works complex and sewer treatment facility;
- places recreational feature in floodplain, which is inconsistent with AK Department of Transportation & Public Facilities emergency response plan in the event of potential Beluga Slough Dam failure;
- mitigation of illegal use of lands newly accessed by the trail and the added security measures (landscaping/patrol time) it requires to insure public safety;
- environmental permitting /land use authorizations.

Total Project Cost: The project will be accomplished in three phases with significant community-based labor and supplies anticipated.

Phase 1. negotiation with private land owner for purchase or easement, project design work, and construction of 375 feet of the western-most part of the trail: \$100,000 - 200,000

Phase 2. construction of 1,200 feet of the eastern and driest part of the trail: \$50,000 - 150,000

Phase 3: construction of 1,000 feet of the middle and wettest section requiring a boardwalk: \$300,000 - 450,000



Proposed extension of the Beluga Slough Trail indicated by white dashed line.

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov



COMMITTEE OF THE WHOLE
5:00 P.M. MONDAY
SEPTEMBER 26, 2016
COWLES COUNCIL CHAMBERS

MAYOR BETH WYTHE
COUNCIL MEMBER DAVID LEWIS
COUNCIL MEMBER BRYAN ZAK
COUNCIL MEMBER GUS VAN DYKE
COUNCIL MEMBER CATRIONA REYNOLDS
COUNCIL MEMBER DONNA ADERHOLD
COUNCIL MEMBER HEATH SMITH
CITY ATTORNEY HOLLY WELLS
CITY MANAGER KATIE KOESTER
CITY CLERK JO JOHNSON

COMMITTEE OF THE WHOLE AGENDA

1. CALL TO ORDER, 5:00 P.M.

Councilmember Reynolds has requested telephonic participation.

2. AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 6)

3. JOHN LI, FINANCE DIRECTOR, MID-YEAR REPORT OF CITY FINANCES Page 93

4. Resolution 16-102, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Apply for a Land and Water Conservation Fund (LWCF) Grant for Karen Hornaday Park Improvements in an Amount Up to \$125,000 and Expressing Its Commitment to Provide a Local Cash Match of \$125,000. Reynolds. Recommend adoption. Page 203

Memorandum 16-155 from Parks Art Recreation and Culture Advisory Commission as backup. Page 205

5. CONSENT AGENDA

6. REGULAR MEETING AGENDA

7. COMMENTS OF THE AUDIENCE

8. ADJOURNMENT NO LATER THAN 5:50 P.M.

Next Regular Meeting is Monday, October 10, 2016 at 6:00 p.m., Worksession 4:00 p.m., and Committee of the Whole 5:00 p.m. A Worksession is scheduled for Monday,

October 17, 2016 at 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



City of Homer

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Finance Department

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(f) 907-235-3140

City of Homer Interim Financial Report

1. Interim Financial Report, as of June 30, 2016
2. General Fund Revenue Projections for FY 2017
3. Property Taxes Projection
4. Sales Taxes Projections

COUNCIL REPORT

FOR THE 6 MONTHS ENDING JUNE 30, 2016

50 % OF THE FISCAL YEAR HAS ELAPSED

UNAUDITED REPORT - FOR ADMIN. USE ONLY

	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD /</u>	<u>YTD /</u>	<u>YTD /</u>	
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>	
	<u>06/30/14</u>	<u>(Amended)</u>	<u>06/30/15</u>	<u>(Amended)</u>	<u>06/30/16</u>	<u>(Amended)</u>	<u>(%)</u>	<u>(%)</u>	<u>(%)</u>	
		<u>12/31/14</u>		<u>12/31/15</u>		<u>12/31/16</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	
GENERAL FUND	Period To Date Comparison									
GENERAL FUND REVENUE										
1	PROPERTY TAXES	100,421	3,065,880	93,032	3,118,636	66,722	3,152,711	3.3%	3.0%	2.1%
2	SALES & USE TAX	1,681,993	5,024,526	1,697,744	5,126,605	2,150,771	6,144,316	33.5%	33.1%	35.0%
3	PERMITS & LICENSES	18,510	33,300	11,565	35,600	13,049	35,600	55.6%	32.5%	36.7%
4	FINES & FORFIETURES	4,673	10,000	11,757	10,300	7,575	10,000	46.7%	114.1%	75.7%
5	USE OF MONEY	97	27,000	32,376	33,000	6,000	20,000	0.4%	98.1%	30.0%
6	REVENUES-OTHER AGENCIES	222,598	1,234,910	403,528	1,222,397	232,011	551,950	18.0%	33.0%	42.0%
7	CHARGES FOR SERVICES	184,324	467,600	105,493	503,900	200,281	426,800	39.4%	20.9%	46.9%
8	OTHER REVENUE	444	13,000	5,987	13,000	1,802	13,000	3.4%	46.1%	13.9%
9	AIRPORT REVENUES	50,354	141,000	44,878	96,900	61,419	90,000	35.7%	46.3%	68.2%
10	OPERATING TRANSFERS	1,482,726	1,482,726	1,382,738	1,382,738	1,219,925	1,213,719	100.0%	100.0%	100.5%
11a	PUBLIC WORKS ADMINISTRATION	-	-	9,110	-	-	-	0.0%	0.0%	0.0%
	General Fund Revenues	3,746,140	11,499,942	3,798,208	11,543,076	3,959,553	11,658,096	32.6%	32.9%	34.0%
			c		c		c			
GENERAL FUND EXPENSES										
ADMINISTRATION										
12	MAYOR - COUNCIL	415,103	562,249	381,854	567,254	841,079	1,041,275	73.8%	67.3%	80.8%
13	CITY CLERK	177,026	377,062	192,464	388,853	172,113	372,603	46.9%	49.5%	46.2%
14	CITY ELECTIONS	-	13,089	400	16,899	3,371	9,945	0.0%	2.4%	33.9%
15	CITY MANAGER	107,537	235,202	72,920	228,625	97,988	205,288	45.7%	31.9%	47.7%
16	PERSONNEL	77,625	169,507	77,943	150,984	75,812	154,150	45.8%	51.6%	49.2%
17	ECONOMIC DEVELOPMENT	111,811	184,219	118,824	185,492	85,826	181,098	60.7%	64.1%	47.4%
18	INFORMATION SYSTEMS	115,893	329,616	112,109	283,803	109,188	276,001	35.2%	39.5%	39.6%
19	LEASED PROPERTY	33,737	47,739	26,243	59,675	19,248	59,762	70.7%	44.0%	32.2%
20	COMMUNITY RECREATION PROGRAM	65,240	131,822	65,766	138,137	66,807	133,290	49.5%	47.6%	50.1%
21	FINANCE	383,189	796,672	341,306	773,334	276,233	641,375	48.1%	44.1%	43.1%
22	PLANNING & ZONING	202,245	439,322	192,696	431,352	159,675	358,875	46.0%	44.7%	44.5%
23	CITY HALL	75,231	138,021	57,741	137,055	52,374	135,376	54.5%	42.1%	38.7%
		1,764,636	3,424,520	1,640,266	3,361,463	1,959,714	3,569,038	51.5%	48.8%	54.9%
	<i>General Fund expense - Continued on next page</i>									
	<i>General Fund expense - Continued</i>									

COUNCIL REPORT

FOR THE 6 MONTHS ENDING JUNE 30, 2016

50 % OF THE FISCAL YEAR HAS ELAPSED

UNAUDITED REPORT - FOR ADMIN. USE ONLY

	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD /</u>	<u>YTD /</u>	<u>YTD /</u>	
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>	
	<u>06/30/14</u>	<u>(Amended)</u>	<u>06/30/15</u>	<u>(Amended)</u>	<u>06/30/16</u>	<u>(Amended)</u>	<u>(%)</u>	<u>(%)</u>	<u>(%)</u>	
		<u>12/31/14</u>		<u>12/31/15</u>		<u>12/31/16</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	
LIBRARY										
24	LIBRARY	344,090	914,365	365,369	919,897	366,118	916,483	37.6%	39.7%	39.9%
25	LIBRARY GRANT	6,322	6,600	4,956	6,650	1,965	6,650	95.8%	74.5%	29.6%
		350,412	920,965	370,325	926,547	368,083	923,133	38.0%	40.0%	39.9%
AIRPORT										
26	AIRPORT FACILITIES	112,317	219,425	102,130	217,351	108,032	210,794	51.2%	47.0%	51.3%
FIRE DEPARTMENT										
27	FIRE ADMINISTRATION	170,873	399,628	169,762	394,214	185,262	392,462	42.8%	43.1%	47.2%
28	FIRE SERVICES	125,192	295,095	126,927	303,742	127,423	300,180	42.4%	41.8%	42.4%
29	MEDICAL SERVICES	117,815	319,456	121,062	269,142	118,521	270,710	36.9%	45.0%	43.8%
		413,880	1,014,179	417,751	967,098	431,205	963,352	40.8%	43.2%	44.8%
POLICE DEPARTMENT										
30	POLICE ADMINISTRATION	203,321	433,958	182,123	427,520	207,147	415,046	46.9%	42.6%	49.9%
31	DISPATCH	301,071	660,100	305,634	652,761	263,410	631,044	45.6%	46.8%	41.7%
32	INVESTIGATION	136,541	270,332	118,423	268,803	87,634	213,533	50.5%	44.1%	41.0%
33	PATROL	500,675	1,048,145	523,513	953,291	526,282	1,164,633	47.8%	54.9%	45.2%
34	JAIL	358,644	717,945	308,864	809,857	263,191	632,493	50.0%	38.1%	41.6%
35	ANIMAL CONTROL	76,093	162,616	75,166	162,314	74,148	161,423	46.8%	46.3%	45.9%
		1,576,345	3,293,096	1,513,724	3,274,546	1,421,812	3,218,172	47.9%	46.2%	44.2%
PUBLIC WORKS DEPARTMENT										
36	PUBLIC WORKS ADMINISTRATION	144,943	358,526	81,532	180,881	163,411	256,818	40.4%	45.1%	63.6%
37	GENERAL MAINTENANCE	139,011	322,670	135,740	324,924	132,751	316,100	43.1%	41.8%	42.0%
38	GRAVEL ROADS	40,996	121,580	96,763	203,369	100,095	204,545	33.7%	47.6%	48.9%
39	PAVED ROADS	54,922	141,216	74,921	185,668	94,435	181,417	38.9%	40.4%	52.1%
40	WINTER ROADS	55,028	205,630	127,554	282,304	147,451	271,311	26.8%	45.2%	54.3%
41	PARKS - CEMETERY	145,489	429,929	141,013	410,564	172,735	442,527	33.8%	34.3%	39.0%
42	MOTOR POOL	219,534	487,979	234,056	515,397	215,262	540,871	45.0%	45.4%	39.8%
43	ENGINEERING INSPECTION	68,558	192,072	85,307	278,855	75,099	175,124	35.7%	30.6%	42.9%
44	JANITORIAL	95,429	170,709	77,025	168,018	70,592	165,902	55.9%	45.8%	42.6%
		963,911	2,430,311	1,053,909	2,549,980	1,171,830	2,554,615	39.7%	41.3%	45.9%
45	Non-Departmental	52,250	85,500	52,250	114,500	85,500	85,500	61.1%	45.6%	100.0%
46	LEAVE CASH OUT INT'L SRV FUND	111,878	111,878	139,522	139,522	147,492	147,492	100.0%	100.0%	100.0%
	General Fund Expenses	5,345,628	11,499,874	5,289,877	11,551,007	5,693,669	11,672,096	46.5%	45.8%	48.8%
	Revenues - Expenses (General Fund)	(1,599,488)	68	(1,491,670)	(7,931)	(1,734,115)	(14,000)			

COUNCIL REPORT

FOR THE 6 MONTHS ENDING JUNE 30, 2016

50 % OF THE FISCAL YEAR HAS ELAPSED

UNAUDITED REPORT - FOR ADMIN. USE ONLY

	YTD <u>ACTUAL</u> 06/30/14	Annual BUDGET (Amended) 12/31/14	YTD <u>ACTUAL</u> 06/30/15	Annual BUDGET (Amended) 12/31/15	YTD <u>ACTUAL</u> 06/30/16	Annual BUDGET (Amended) 12/31/16	YTD / Budget (%) FY 14	YTD / Budget (%) FY 15	YTD / Budget (%) FY 16
WATER / SEWER SPECIAL REVENUE									
WATER REVENUE									
47 METER SALES RES	411,301	754,762	387,641	859,757	413,885	803,000	54.5%	45.1%	51.5%
48 METER SALES COM	466,240	956,860	507,313	1,009,280	486,930	1,074,000	48.7%	50.3%	45.3%
49 METER SALE IND	2,253	24,000	2,252	15,000	1,829	13,000	9.4%	15.0%	14.1%
50 CONNECTION FEES	9,216	15,000	10,550	15,000	8,250	17,000	61.4%	70.3%	48.5%
51 SERVICE & METERS	14,108	18,000	13,793	18,000	11,650	18,000	78.4%	76.6%	64.7%
52 INTEREST INCOME	-	-	7,360	-	-	1,003	0.0%	0.0%	0.0%
53 PENALTY/INT	3,968	-	4,946	7,435	4,270	9,000	0.0%	66.5%	47.4%
54 TRANSFER	180,499	180,499	174,101	174,101	170,246	170,246	100.0%	100.0%	100.0%
Water Revenue	1,087,583	1,949,121	1,107,955	2,098,573	1,097,060	2,105,249	55.8%	52.8%	52.1%
SEWER REVENUE									
55 METER SALES RES	547,225	877,320	541,443	1,203,129	581,427	1,176,000	62.4%	45.0%	49.4%
56 METER SALES COM	223,499	1,005,940	202,619	480,883	228,955	432,000	22.2%	42.1%	53.0%
57 SERVICE&METER	10,872	42,881	5,700	9,000	2,805	16,000	25.4%	63.3%	17.5%
58b Other	37,513	-	-	-	-	-	-	-	-
58c Transfer	-	-	-	-	-	-	-	-	-
58 RV DUMP STATION	-	-	-	2,500	1,270	2,500	0.0%	0.0%	50.8%
Sewer Revenue	819,109	1,926,141	749,761	1,695,512	814,457	1,626,500	42.5%	44.2%	50.1%
Water & Sewer Revenue Total	1,906,692	3,875,262	1,857,716	3,794,085	1,911,517	3,731,749	49.2%	49.0%	51.2%
WATER EXPENDITURES									
59 WATER SYSTEMS ADMINISTRATION	571,950	713,570	472,598	584,139	695,480	793,669	80.2%	80.9%	87.6%
60 TREATMENT PLANT	207,030	498,138	231,190	487,062	227,378	471,143	41.6%	47.5%	48.3%
61 TESTING	25,739	57,030	18,498	54,043	24,166	52,580	45.1%	34.2%	46.0%
62 PUMP STATIONS	36,324	98,966	24,662	108,799	26,717	117,365	36.7%	22.7%	22.8%
63 DISTRIBUTION SYSTEMS	133,729	243,855	137,146	261,236	124,689	264,885	54.8%	52.5%	47.1%
64 WATER RESERVOIR	27,087	68,545	20,054	56,537	20,273	53,999	39.5%	35.5%	37.5%
65 WATER METERS	77,216	133,642	50,524	179,774	45,308	181,361	57.8%	28.1%	25.0%
66 WATER HYDRANTS	67,538	174,959	72,601	166,668	80,067	170,246	38.6%	43.6%	47.0%
Water Expense	1,146,614	1,988,705	1,027,274	1,898,258	1,244,079	2,105,248	57.7%	54.1%	59.1%
SEWER EXPENDITURES									
67 SEWER SYSTEMS ADMINISTRATION	579,018	723,510	413,766	506,411	470,723	547,928	80.0%	81.7%	85.9%
68 SEWER PLANT OPERATIONS	284,226	549,765	323,266	510,176	271,933	612,209	51.7%	63.4%	44.4%
69 SEWER SYSTEM TESTING	36,183	71,526	25,507	70,537	29,058	57,720	50.6%	36.2%	50.3%
70 SEWER LIFT STATIONS	76,151	190,245	84,605	177,054	89,299	179,516	40.0%	47.8%	49.7%
71 COLLECTION SYSTEM	75,106	167,017	95,201	240,484	92,669	244,128	45.0%	39.6%	38.0%
Sewer Expense	1,050,685	1,702,063	942,344	1,504,662	953,681	1,641,501	61.7%	62.6%	58.1%
Water Revenue - Water Expenses	(59,030)	(39,584)	80,681	200,315	(147,019)	0			
Sewer Revenues - Sewer Expenses	(231,576)	224,078	(192,583)	190,850	(139,224)	(15,000)			
Total Water & Sewer Revenues over Expenses	(290,606)	184,494	(111,902)	391,165	(286,243)	(15,000)			

COUNCIL REPORT

FOR THE 6 MONTHS ENDING JUNE 30, 2016

50 % OF THE FISCAL YEAR HAS ELAPSED

UNAUDITED REPORT - FOR ADMIN. USE ONLY

	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD</u>	<u>Annual</u>	<u>YTD /</u>	<u>YTD /</u>	<u>YTD /</u>
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>
	<u>06/30/14</u>	<u>12/31/14</u>	<u>06/30/15</u>	<u>12/31/15</u>	<u>06/30/16</u>	<u>12/31/16</u>	<u>(%)</u>	<u>(%)</u>	<u>(%)</u>
							<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>
PORT & HARBOR ENTERPRISE FUND									
PORT & HARBOR REVENUE									
72 PORT - HARBOR ADMINISTRATION	227,908	474,620	286,571	477,040	196,858	477,040	48.0%	60.1%	41.3%
73 HARBOR	698,440	2,345,600	741,263	2,488,130	825,789	2,451,446	29.8%	29.8%	33.7%
74 PIONEER DOCK	166,008	403,692	124,880	405,692	148,832	405,692	41.1%	30.8%	36.7%
75 FISH DOCK	290,936	806,651	238,925	800,132	271,314	668,132	36.1%	29.9%	40.6%
76 DEEP WATER DOCK	208,680	533,117	216,894	549,116	160,259	549,116	39.1%	39.5%	29.2%
77 OUTFALL LINE	4,800	4,800	4,800	4,800	4,800	4,800	100.0%	100.0%	100.0%
78 FISH GRINDER	1,613	12,000	1,133	12,000	1,251	12,000	13.4%	9.4%	10.4%
79 LOAD AND LAUNCH RAMP	-	-	-	-	-	120,503	0.0%	0.0%	0.0%
Port & Harbor Revenue	1,598,385	4,580,480	1,614,466	4,736,910	1,609,104	4,688,729	34.9%	34.1%	34.3%
PORT & HARBOR EXPENDITURES									
80 PORT - HARBOR ADMINISTRATION	1,315,069	1,564,833	1,227,409	1,562,550	1,150,990	1,498,951	84.0%	78.6%	76.8%
81 HARBOR	649,479	1,260,321	588,368	1,293,487	586,571	1,311,982	51.5%	45.5%	44.7%
82 PIONEER DOCK	132,312	171,846	222,618	261,259	139,902	174,930	77.0%	85.2%	80.0%
83 FISH DOCK	366,773	709,581	358,146	691,761	339,117	668,847	51.7%	51.8%	50.7%
84 DEEP WATER DOCK	404,702	449,837	368,565	413,269	355,861	413,987	90.0%	89.2%	86.0%
85 OUTFALL LINE	8,039	8,917	8,130	8,917	6,142	8,917	90.2%	91.2%	68.9%
86 FISH GRINDER	7,934	29,300	7,909	29,300	7,975	29,300	27.1%	27.0%	27.2%
87 HARBOR MAINTENANCE	160,193	377,165	147,804	394,229	153,712	381,121	42.5%	37.5%	40.3%
88 MAIN DOCK MAINTENANCE	15,659	36,640	13,622	37,820	15,623	37,347	42.7%	36.0%	41.8%
89 DWD MAINTENANCE	15,516	42,140	14,097	44,320	38,681	42,847	36.8%	31.8%	90.3%
90 LOAD AND LAUNCH RAMP	-	-	-	-	72,547	120,500	0.0%	0.0%	60.2%
Port & Harbor Expense	3,075,676	4,650,580	2,956,668	4,736,912	2,867,122	4,688,729	66.1%	62.4%	61.1%
Revenues - Expenses (Port & harbor)	(1,477,291)	(70,100)	(1,342,202)	(2)	(1,258,019)	0			

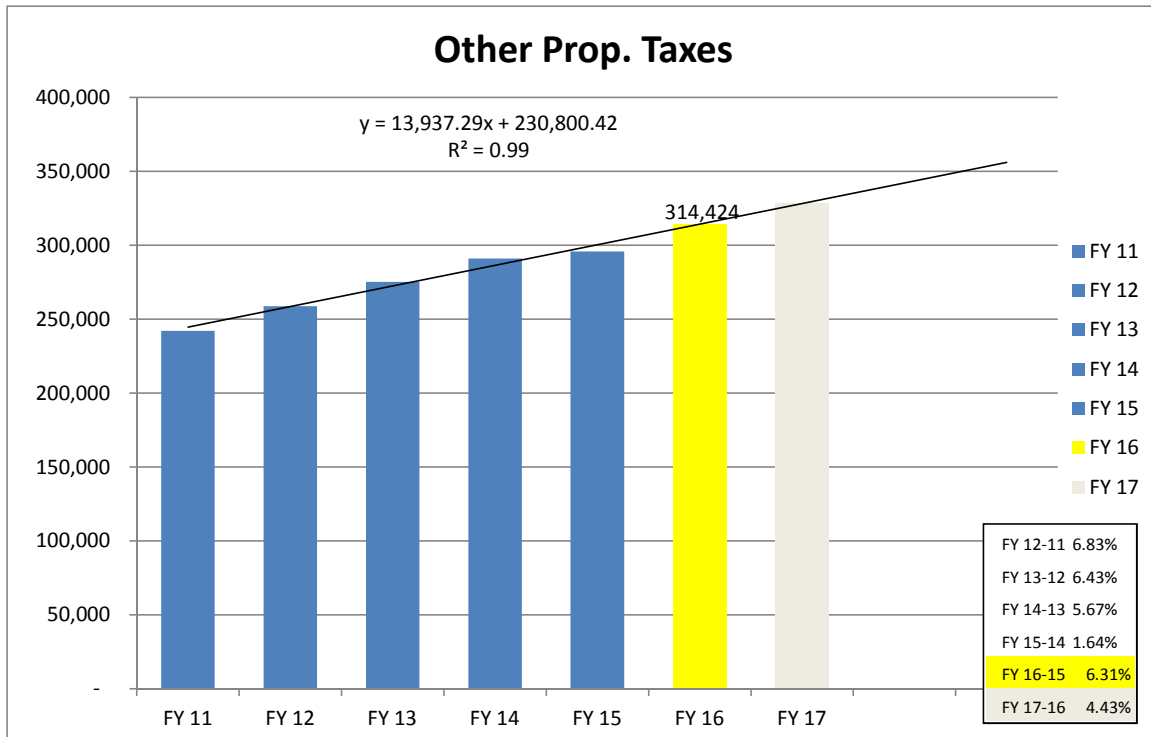
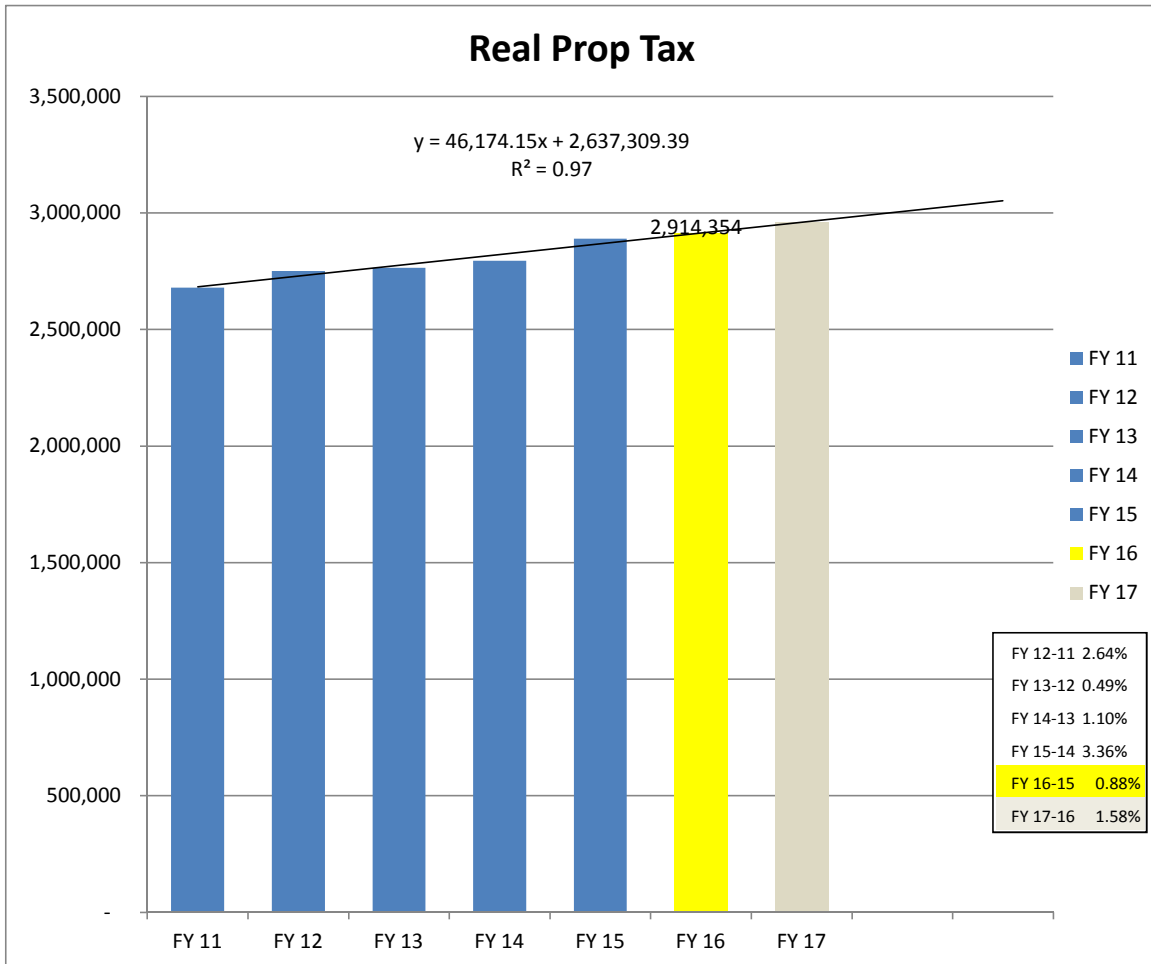
City of Homer
2017 Operating Budget

General Fund (100) Revenue Detail		Actual		Budget			Δ %	
A/C Num.	Revenue Categories & Descriptions	12/31/2014	12/31/2015	Adopted	Amended	Draft	vs. Prior Yr Amended	
				12/31/2016	12/31/2016	12/31/2017	\$	%
4101	Real Prop Tax	2,794,940	2,888,902	2,855,317	2,855,317	2,914,354	59,037	2.1%
4102	Per Prop Tax	198,901	207,959	203,277	203,277	221,084	17,807	8.8%
4103	Motr Vehicle Tx	53,100	50,034	54,268	54,268	53,192	(1,076)	-2.0%
4104	Prior Years Taxes	37,483	32,957	38,308	38,308	35,037	(3,271)	-8.5%
4105	Pen/Int Prop Tx	1,508	4,808	1,541	1,541	5,111	3,570	231.7%
4107	Oil Tax	0	0	0	0	0	0	0.0%
	Total Property Taxes	3,085,931	3,184,660	3,152,711	3,152,711	3,228,778	76,067	2.4%
4201	Sales Tax	4,989,941	5,022,763	6,088,816	6,088,816	6,420,356	331,540	5.4%
4202	Cooperative Tax	26,845	25,306	27,000	27,000	33,831	6,831	25.3%
4203	Liquor License	24,350	23,200	24,500	24,500	23,333	(1,167)	-4.8%
4205	Sales Tax Comm	4,000	3,000	4,000	4,000	3,667	(333)	-8.3%
	Total Sales and Use Taxes	5,045,136	5,074,268	6,144,316	6,144,316	6,481,188	336,872	5.5%
4301	Driveway Permit	2,045	1,470	1,300	1,300	1,613	313	24.1%
4302	Sign Permits	650	500	300	300	483	183	61.1%
4303	Building Permit	13,950	13,150	12,700	12,700	13,267	567	4.5%
4304	Peddler Permits	2,176	310	1,800	1,800	1,439	(361)	-20.1%
4308	Zoning Fees	6,800	7,650	18,300	18,300	10,933	(7,367)	-40.3%
4309	Row Permit	810	645	0	0	485	485	0.0%
4314	Taxi/chauffeurs/safety Inspec	1,500	3,900	1,200	1,200	2,200	1,000	83.3%
	Total Permits and Licenses	27,931	27,625	35,600	35,600	30,421	(5,179)	-14.5%
4401	Fines/Forfeit	11,282	20,723	10,000	10,000	14,126	4,126	41.3%
4402	Non Moving Fine	8,860	7,568	0	0	5,508	5,508	0.0%
	Total Fines and Forfeitures	20,142	28,291	10,000	10,000	19,634	9,634	96.3%
4801	Interest Income	29,815	36,424	20,000	20,000	20,980	980	4.9%
	Total Use of Money	29,815	36,424	20,000	20,000	20,980	980	4.9%
4501	Ak Shared Rev ***	341,037	322,339	0	0	0	0	0.0%
4503	Prisoner Care	762,233	597,568	424,000	424,000	424,000	0	0.0%
4504	Borough 911	51,840	52,320	51,300	51,300	51,300	0	0.0%
4505	Police Sp Serv	45,000	36,000	36,000	36,000	39,000	3,000	8.3%
4507	Library Grt Ak	7,558	10,154	6,650	6,650	6,900	250	3.8%
4511	Pioner Av Maint	68,000	34,000	34,000	34,000	34,000	0	0.0%
4527	PERS Revenue ***	1,253,205	1,227,364	0	0	0	0	0.0%
4909	Restitution	482	0	0	0	0	0	0.0%
	Total Intergovernmental	2,529,355	2,279,744	551,950	551,950	555,200	3,250	0.6%
4311	Library Cards	172	1	0	0	183	183	0.0%
4315	Project Administration Fee	0	0	0	0	0	0	0.0%
4316	Lid Application Fee	100	200	100	100	133	33	33.3%
4317	Lid Yearly Bill	1,656	10,597	1,200	1,200	4,449	3,249	270.8%
4516	Pw Equip & Serv	2,388	36,647	2,300	2,300	14,254	11,954	519.8%
4599	Pioneer Beautif	445	495	500	500	498	(2)	-0.3%
4601	Ambulance Fees	203,253	109,054	130,000	130,000	130,000	0	0.0%
4602	Fire Contr Kes	0	0	0	0	1,342	1,342	0.0%
4603	Fire Contr Kachemack City	68,681	70,512	67,000	67,000	68,655	1,655	2.5%
4604	HVF Class Fees	1,535	2,075	1,000	1,000	1,495	495	49.5%
4607	Other Services	27,521	28,899	26,400	26,400	27,619	1,219	4.6%
4608	City Campground	23,276	22,168	23,000	23,000	21,718	(1,282)	-5.6%
4609	Animal Care Fee	6,162	7,700	6,000	6,000	6,630	630	10.5%
4610	Plans & Specs	0	75	0	0	0	0	0.0%
4611	City Clerk Fees	1,420	17,248	1,000	1,000	6,681	5,681	568.1%

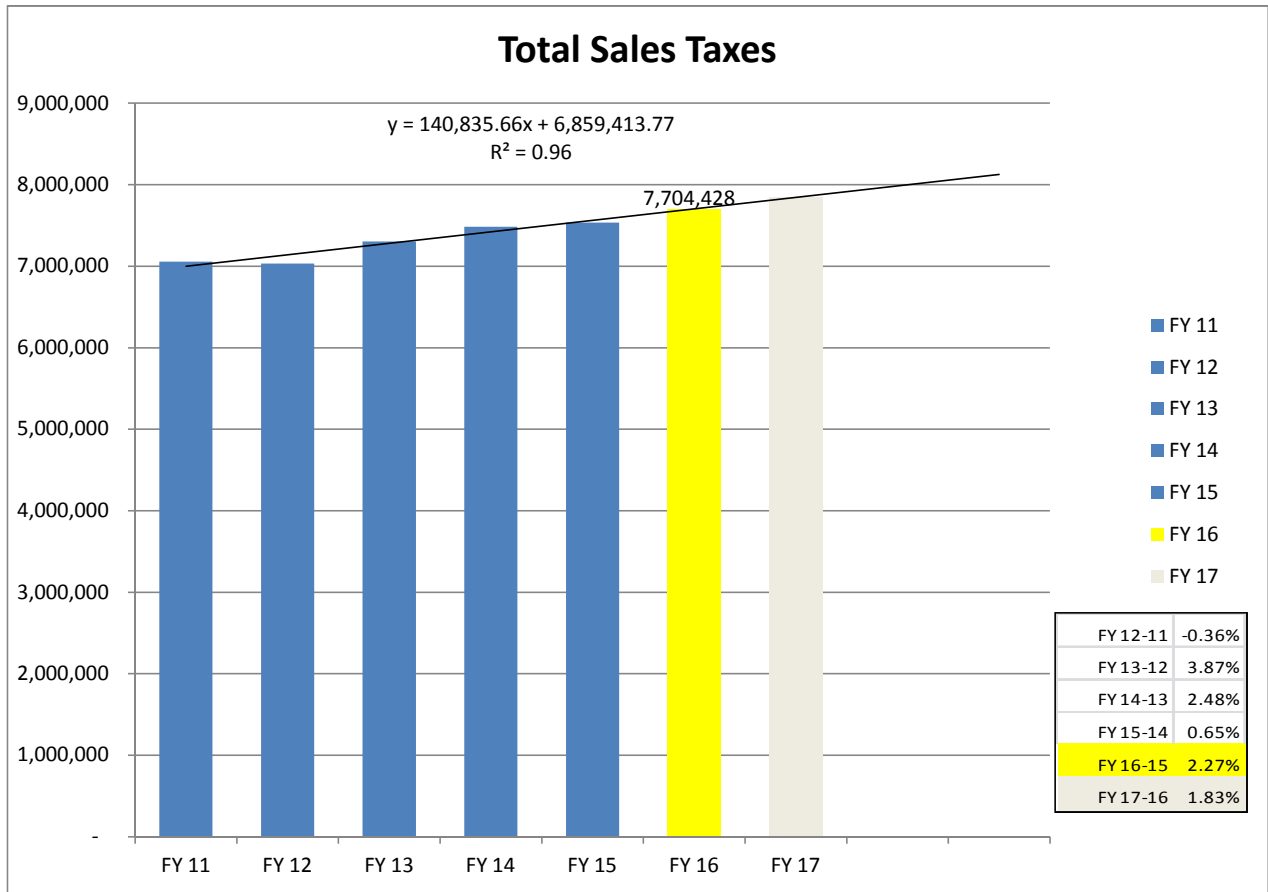
City of Homer
2017 Operating Budget

General Fund (100) Revenue Detail		Actual		Budget			Δ %	
A/C Num.	Revenue Categories & Descriptions			Adopted	Amended	Draft	vs. Prior Yr Amended	
		12/31/2014	12/31/2015	12/31/2016	12/31/2016	12/31/2017	\$	%
4612	Publication Fee	20	5	0	0	0	0	0.0%
4613	Cemetery Plots	4,200	2,000	2,000	2,000	2,600	600	30.0%
4614	Community Recreation Fees	39,980	34,058	35,000	35,000	35,401	401	1.1%
4650	Rents & Leases	30	0	0	0	0	0	0.0%
4654	Spit Camping	133,298	143,860	131,000	131,000	132,803	1,803	1.4%
4660	Advertising - Community School	300	2,710	300	300	1,470	1,170	390.0%
4907	Old School Fees	0	0	0	0	0	0	0.0%
	Total Charges for Services	514,435	488,305	426,800	426,800	455,931	29,131	6.8%
4901	Surplus Prop	0	5,831	0	0	0	0	0.0%
4902	Other Revenue	305	92,991	13,000	13,000	13,000	0	0.0%
4905	Donations/Gifts	350	0	0	0	0	0	0.0%
4512	REIMBURSEMENTS	840				0	0	0.0%
4906	Proc Law Suits	0	20,268	0	0	0	0	0.0%
	Total Other Revenues	1,495	119,091	13,000	13,000	13,000	0	0.0%
4655	Airline Leases	62,236	63,053	30,000	30,000	63,519	33,519	111.7%
4656	Concessions	833	1,983	800	800	1,462	662	82.7%
4657	Car Rental	27,240	27,712	24,200	24,200	29,492	5,292	21.9%
4658	Parking Fees	36,465	36,000	35,000	35,000	36,427	1,427	4.1%
4660	Advertising	0	3,072	0	0	1,374	1,374	0.0%
	Total Airport	126,774	131,820	90,000	90,000	132,274	42,274	47.0%
	Total Before Operating Transfers	11,381,015	11,370,229	10,444,377	10,444,377	10,937,406	493,029	4.7%
4981	G/F Admin Water	330,646	274,210	270,328	270,328	270,328	0	0.0%
4982	G/F Admin Sewer	342,409	214,191	227,617	227,617	227,617	0	0.0%
4983	G/F Admin P & H	601,112	605,925	567,485	567,485	567,485	0	0.0%
4984	G/F ADMIN HART	93,476	144,206	0	0	0	0	0.0%
4985	G/F Admin Hawsp	104,697	144,206	138,289	138,289	138,289	0	0.0%
4987	G/F ADMIN HART -TRAILS	10,386	0	0	0	0	0	0.0%
4990	Other Transfer	0	0	10,000	10,000	10,000	0	0.0%
		1,482,726	1,382,738	1,213,719	1,213,719	1,213,719	0	0.0%
	Grand Total	12,863,741	12,752,967	11,658,096	11,658,096	12,151,125	493,029	4.2%
	Grand Total (Adj) ***	11,269,498	11,203,264	11,658,096	11,658,096	12,151,125	493,029	4.2%

**City of Homer
2017 Operating Budget**



**City of Homer
2017 Operating Budget**



CALL TO ORDER
PLEDGE OF ALLEGIANCE
AGENDA APPROVAL

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov



REGULAR MEETING
6:00 P.M. MONDAY
SEPTEMBER 26, 2016
COWLES COUNCIL CHAMBERS

MAYOR BETH WYTHE
COUNCIL MEMBER DAVID LEWIS
COUNCIL MEMBER BRYAN ZAK
COUNCIL MEMBER GUS VAN DYKE
COUNCIL MEMBER CATRIONA REYNOLDS
COUNCIL MEMBER DONNA ADERHOLD
COUNCIL MEMBER HEATH SMITH
CITY ATTORNEY HOLLY WELLS
CITY MANAGER KATIE KOESTER
CITY CLERK JO JOHNSON

REGULAR MEETING AGENDA

Worksession 4:00 p.m. and Committee of the Whole 5:00 p.m. in Homer City Hall Cowles Council Chambers.

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Councilmember Reynolds has requested telephonic participation.

Department Heads may be called upon from time to time to participate via teleconference.

2. AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

4. RECONSIDERATION

5. CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular meeting minutes of September 12, 2016. City Clerk. Recommend adoption.

Page 117

- B. **Memorandum 16-147**, from City Clerk, Re: Liquor License Transfer Café Cups.
Page 135
- C. **Ordinance 16-47**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating FY 2016 State Homeland Security Program Grants for Upgrading the City's Radio Communication System in the Amount of \$343,363.40, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommended dates: Introduction September 26, 2016, Public Hearing and Second Reading October 10, 2016.
Page 159
- Memorandum 16-149 from Special Projects and Communications Coordinator as backup.
Page 163
- D. **Ordinance 16-48**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 2.04.030 to Permit City Employees and the City Manager to Make Local Office Campaign Contributions and Amending HCC 1.18.030 to Add HCC 1.18.030(Q), Which Incorporates HCC 2.04.030, and Its Prohibition Against Council Member Influence and Direction of City Employees and the City Manager, Into the Homer Ethics Code. Mayor. Recommended dates: Introduction September 26, 2016, Public Hearing and Second Reading October 10, 2016.
Page 175
- E. **Resolution 16-097**, A Resolution of the Homer City Council Awarding the Contract for the 2016-2019 Snow Removal and Sanding Services to the Firm of Gregoire Construction of Homer, Alaska, in the Amount of \$405.00 Snow Removal Per Trip and \$281.00 Sanding Per Trip, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director. Recommend adoption.
Page 185
- Memorandum 16-148 from Public Works Director as backup.
Page 187
- F. **Resolution 16-100**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation of a Watercolor Painting From Friends of the Homer Library Titled *Library Entrance, Homer, Alaska* by Local Artist Jan Peyton to be Placed at the Library. City Clerk/Parks Art Recreation and Culture Advisory Commission. Recommend adoption.
Page 191
- Memorandum 16-154 from Parks Art Recreation and Culture Advisory Commission as backup.
Page 193
- G. **Resolution 16-102**, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Apply for a Land and Water Conservation Fund (LWCF) Grant for Karen

Hornaday Park Improvements in an Amount Up to \$125,000 and Expressing Its Commitment to Provide a Local Cash Match of \$125,000. Reynolds. Recommend adoption. Page 203

Memorandum 16-155 from Parks Art Recreation and Culture Advisory Commission as backup. Page 205

6. VISITORS

- A. Robert Archibald, Parks Art Recreation and Culture Advisory Commissioner, Report on the Conditions and Status of the Parks and Recreational Facilities, 10 minutes.

7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

- A. Mayor's Proclamation – 2016 Breast Cancer Awareness Month Page 213
- B. Mayor Pro Tempore's Presentation of Gifts from Teshio, Japan, to Police Chief and Fire Chief.
- C. Borough Report
- D. Commissions/Board Reports:
 - 1. Library Advisory Board
 - 2. Homer Advisory Planning Commission
 - 3. Economic Development Advisory Commission
 - 4. Parks Art Recreation and Culture Advisory Commission
 - 5. Port and Harbor Advisory Commission
 - 6. Cannabis Advisory Commission

8. PUBLIC HEARING(S)

- A. **Resolution 16-054**, A Resolution of the City Council of Homer, Alaska, Amending the City of Homer Fee Schedule to Implement a New Graduated Harbor Moorage Rate

Structure. Port and Harbor Director/Port and Harbor Advisory Commission. Public Hearing June 13, 2016. Postponed to September 26, 2016 for Second Public Hearing.

Page 219

Memorandums 16-084 and 16-101 from Port and Harbor Director as backup.

Pages 229/257

Memorandum 16-152 from City Clerk as backup.

Page 267

B. 2017-2022 CAPITAL IMPROVEMENT PLAN AND LEGISLATIVE PRIORITIES FOR STATE FISCAL YEAR 2018

Page 7

C. Ordinance 16-46, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the Amount of \$248,421.00 to Fund the Assistant Fire Chief Position for Two Years, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Introduction September 12, 2016, Public Hearing and Second Reading September 26, 2016.

Page 269

9. ORDINANCE(S)

10. CITY MANAGER'S REPORT

A. City Manager's Report

Page 295

B. Bid Report

Page 309

11. CITY ATTORNEY REPORT

12. COMMITTEE REPORT

A. Employee Committee Report

B. Public Safety Building Review Committee

C. Americans with Disabilities Act Compliance Committee

13. PENDING BUSINESS

A. **Resolution 16-091**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation from Paul Mackie of a Carved Opal Stone Sculpture Titled

Bookworm by Artist Odraf Nkomo to be Placed at the Library. City Clerk/Parks Art Recreation and Culture Advisory Commission. Postponed from September 12, 2016.

Page 317

Memorandum 16-150 from Parks Art Recreation and Culture Advisory Commission as backup.

Page 319

Memorandum 16-151 from City Clerk as backup.

Page 321

- B. **Ordinance 16-45(S)**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2016 Operating Budget by Appropriating Funds in the Amount of \$30,000.00 From Port and Harbor Reserves to Purchase Twelve New LED Lights for the High Mast Light Pole #7 at the Harbor From Puffin Electric of Homer, Alaska, as a Sole Source Contract. City Manager/Port and Harbor Director. Postponed from September 12, 2016.

Page 331

Memorandums 16-136 and 16-143 from Port and Harbor Director as backup.

Pages 335/337

14. NEW BUSINESS

- A. **Ordinance 16-49**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2016 Operating Budget by Appropriating Funds in the Amount of \$180,000.00 From Port and Harbor Depreciation Reserves to Purchase New LED Lights for Seven High Mast Light Poles at the Harbor and Authorizing the City Manager to Issue a Request for Proposals. City Manager/Port and Harbor Director. Recommended dates: Introduction September 26, 2016, Public Hearing and Second Reading October 10, 2016.

Page 381

Memorandum 16-143 from Port and Harbor Director as backup.

Page 337

15. RESOLUTIONS

- A. **Resolution 16-098**, A Resolution of the Homer City Council Awarding the Contract for the Homer Library Emergency Generator Installation to a Firm to be Announced in an Amount to be Disclosed, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Page 389

- B. **Resolution 16-099**, A Resolution of the Homer City Council Awarding the Contract for Eric Lane Road and Sewer Improvements Project to a Firm to be Announced in an Amount to be Disclosed, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Page 393

- C. **Resolution 16-101**, A Resolution of the Homer City Council Adopting the 2017-2022 Capital Improvement Plan and Establishing Capital Project Legislative Priorities for State Fiscal Year 2018. Mayor/City Council. Recommend: Public Hearing on October 10, 2016. Page 397

Memorandum 16-145 from Special Projects and Communications Coordinator as backup. Page 83

Memorandum 16-153 from Parks Art Recreation and Culture Advisory Commission as backup. Page 87

16. COMMENTS OF THE AUDIENCE

17. COMMENTS OF THE CITY ATTORNEY

18. COMMENTS OF THE CITY CLERK

19. COMMENTS OF THE CITY MANAGER

20. COMMENTS OF THE MAYOR

21. COMMENTS OF THE CITY COUNCIL

22. ADJOURNMENT

Next Regular Meeting is Monday, October 10, 2016 at 6:00 p.m., Worksession 4:00 p.m., and Committee of the Whole 5:00 p.m. A Worksession is scheduled for Monday, October 17, 2016 at 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PUBLIC COMMENTS
UPON MATTERS
ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA

Session 16-19 a Regular Meeting of the Homer City Council was called to order on September 12, 2016 at 6:00 p.m. by Mayor Mary E. Wythe at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: ADERHOLD, SMITH, VAN DYKE, ZAK

ABSENT: LEWIS, REYNOLDS (both excused)

STAFF: CITY MANAGER KOESTER
CITY CLERK JOHNSON
CITY PLANNER ABBOUD
FINANCE DIRECTOR LI
PERSONNEL DIRECTOR BROWNING
PORT AND HARBOR DIRECTOR HAWKINS

Councilmembers Lewis and Reynolds have requested excusal.

Mayor Wythe ruled Councilmembers Lewis and Reynolds absences as excused and there was no objection from the Council.

The Worksession and Committee of the Whole were cancelled due to lack of a quorum.

Department Heads may be called upon from time to time to participate via teleconference.

AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

The following changes were made: **VISITORS - Kenai Peninsula Borough Ordinance 2016-31**, An Ordinance Amending Sections of KPB Chapter 5.18 to Update and Clarify the Borough Sales Tax Code, Including Changes to Several Provisions on Tax-Exempt Sellers and Taxable Sales and Services. Mayor. **CITY MANAGER'S REPORT - Projected Revenues for 2017**, Written public comments; **Kenai Peninsula Borough Ordinance 2016-25**, An Ordinance Amending KPB 2.40.010 to Reduce Planning Commission Membership. Mayor Substitute; **Memorandum 16-145**, from Deputy City Clerk, Re: Planning Commission Recommendation on KPB Ordinance 2016-25; and **Memorandum 16-146**, from City Planner, Re: KPB Ordinance 2016-25, An Ordinance Amending KPB 2.40.010 to Reduce Planning Commission Membership.

Mayor Wythe called for a motion to approve the agenda as amended.

ZAK/ADERHOLD - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Kevin Hogan, city resident, commented on Resolution 16-096. It is an exciting grant-driven project that he hopes will succeed. He questioned the language in the resolution and joint agreement of being treated as every other lease. All leases are not equal; some get the red carpet while others get red tape. The City is bending over backwards for those without money and those that have money and have created jobs can't get anything. He told Council to be fair and equitable.

RECONSIDERATION

CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Special meeting minutes of August 11, 2016 and Regular meeting minutes of August 22, 2016. City Clerk. Recommend adoption.
- B. **Memorandum 16-140**, from Mayor Wythe, Re: Appointment of Jonathan Sharp to the Parks, Art, Recreation and Culture Advisory Commission and Appointment of Emilie Springer to the Library Advisory Board.
- C. **Ordinance 16-46**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the Amount of \$248,421.00 to Fund the Assistant Fire Chief Position for Two Years, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommended dates: Introduction September 12, 2016, Public Hearing and Second Reading September 26, 2016.

- D. **Resolution 16-091**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation from Paul Mackie of a Carved Opal Stone Sculpture Titled 'Bookworm' by Artist Odraf Nkomo to be Placed at the Library. City Clerk/Parks Art Recreation and Culture Advisory Commission. Recommend adoption.

Moved to Resolutions, Item C. Aderhold.

- E. **Resolution 16-092**, A Resolution of the Homer City Council Amending the Drug Free Workplace Policy. City Manager. Recommend adoption.

Moved to Resolutions, Item B. Smith.

- F. **Resolution 16-094**, A Resolution of the Homer City Council Approving the City of Homer Parks, Art, Recreation and Culture Advisory Commission Bylaws to Prescribe Its Duties and Responsibilities, and Provide for the Transition From the Former Public Arts Committee and Parks and Recreation Advisory Commission. City Clerk/Parks, Art, Recreation and Culture Advisory Commission. Recommend adoption.

Memorandum 16-141 from Parks, Art, Recreation and Culture Advisory Commission as backup.

- G. **Resolution 16-095**, A Resolution of the Homer City Council Awarding the Contract for the Construction of the Kachemak Drive (Phase III) Water and Sewer Improvement Project to the Firm of Southcentral Construction, Inc. of Anchorage, Alaska, in the Amount of \$912,488.00 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director. Recommend adoption.

Memorandum 16-142 from Public Works Director as backup.

- H. **Resolution 16-096**, A Resolution of the Homer City Council Approving a Joint Agreement Between the City of Homer and Global Sustainable Fisheries of Alaska (GSFA) for the Purposes of GSFA Obtaining a Grant From the U.S. Department of Commerce and Economic Development Administration for Project Funds for Establishing a High Quality Seafood Processing Company Within the City of Homer. City Manager. Recommend adoption.

Moved to Resolutions, Item D. Aderhold.

- I. **Memorandum 16-144**, from Deputy City Clerk, Re: Confirmation of Election Judges for the City of Homer October 4, 2016 Regular Election. Recommend approval.

Item E, Resolution 16-092 was moved to Resolutions, Item B. Smith.

Item D, Resolution 16-091 was moved to Resolutions, Item C. Aderhold.

Item H, Resolution 16-096 was moved to Resolutions, Item D. Aderhold.

ADERHOLD/ZAK – MOVED TO APPROVE THE CONSENT AGENDA AS READ.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

- A. Public Safety Building Review Committee, Project Update

Public Safety Building Review Committee Chair Ken Castner explained the dire need to replace existing public safety facilities in the most efficient and effective manner. The Fire Department has taken remedial action to renovate the existing building. The floor in the bays was removed and new concrete poured.

The ballot proposition for the new police station is for \$12M. We want to deliver to the police what they need to maintain an effective force for the next 40 years. The facility is larger than imagined for the growth rate that is unknown. We have utilized 60% of the new facility into the existing HERC facility; that means new construction has been cut by 60% in the proposed 28,000 sq. ft. facility. Council has a method to finance the project and deliver it. It is unlikely the full \$12M will be spent since the scope on the project is at \$11M. More will be known when the design parameters for electrical, mechanical, and security are complete. Mr. Castner has been making presentations to the City's commissions and local organizations and the public response has been positive. People have asked questions about the 6-month seasonal sales tax; that tax will be additional to the 4 months food is now taxed if the proposition passes.

The Police Department is much more of a social agency. Interactions with the public are frequent and there is no space to meet with people. They are not just a crime fighting organization; they do a lot of social interaction in the hope of preventing future events. Their mission has changed a lot, as have their space requirements. Mr. Castner is representing the police, acting as their champion, as they would not complain about the deplorable working

conditions on their own. We have neglected the police station for a long while and now is the time to step up and do. Open houses at the police station will be offered for the public to view the current working conditions.

B. Mayor Navarre and Larry Persily, Kenai Peninsula Borough Tax Code Changes

Kenai Peninsula Borough Mayor Navarre reported over a year ago the Borough started a comprehensive review of the sales tax and property tax code. That is when the Borough decided to increase education spending to 68% of the budget. Increasing revenues and still keeping a balance between sales tax and property tax is the Borough's goal. It is likely there will be a property tax increase in the FY2018 budget. Future revenue projections show reductions in education and revenue sharing for communities given the State's fiscal situation.

Property tax and sales tax require a public vote. The existing sales tax code, in place since 1965, caps sales tax at the first \$500 in sales. One proposition will increase the sales tax cap to \$1,000 in sales and eliminate sales tax on rents. That increase will provide \$3.6M revenue for the Borough and a reduction of \$700,000 by eliminating residential rents. The net increase will be \$2.9M for the Borough; Homer will have a \$358,000 increase with the sales tax cap increase, minus \$231,000 in the residential rent exemption.

Another proposition is to eliminate the optional portion of the senior citizen property tax exemption over a 6-year period. Seniors are currently exempt from borough property taxes on \$300,000 in assessed value. The State requires \$150,000 senior exemption and the Borough adopted an additional \$150,000 senior exemption. Additionally, there is a \$50,000 residential exemption allowed for all homeowners. If over 65 years old you are exempt from paying for emergency services, but young families and non-seniors pay more. In addition to the \$350,000 exemption for seniors there is a 2% hardship exemption. This means after the \$350,000 exemption is applied and a person's house is worth more than \$350,000 they just pay 2% of household income. Last year there was \$850M in senior-owned property off the tax rolls. The borough senior population is growing faster than any other place in the state. The proposition won't affect anyone who currently gets benefits and anyone that turns 65 before January 1, 2018. By January 1, 2024 the borough exemption will be gone, but the 2% hardship exemption to take care of the most needy will still remain.

C. Derotha Ferraro, Director of Public Relations, South Peninsula Hospital, Hospital Improvements Funded by Kenai Peninsula Borough Proposition 2

Derotha Ferraro, Director of Public Relations at South Peninsula Hospital, commented on the much needed projects for the hospital. Operating rooms need HVAC systems replaced as they

are over 40 years old. The technology is antiquated; they have a very limited capacity and do not meet current construction codes. Homer has exceeded the average high all but four days this summer and Alaska has had 200 consecutive days reaching warmer than normal temperatures. Additionally, there is an increased demand for the operating rooms. The number of surgeries has nearly tripled in 18 years. The project is to design, purchase, construct and install a new HVAC system that exceeds quality and safety patient goals, yet is affordable and gives us great value, meets our long term needs, and has the least amount of disruption on the operating rooms. It will be designed this fall and winter and construction completed by next summer.

The other project is the expansion of the Homer Medical Center. The building is over 30 years old, very crowded, and there is a long wait time for an appointment. We are unable to recruit new providers due to lack of space. It is the fastest growing and busiest clinic on the southern peninsula. In the last three years 9,136 residents of the service area utilized Homer Medical Center. There are seven providers and they are open six days a week and two evenings per week. They have 60-70 patients waiting for their first appointment. The project is a 5,700 sq. ft. addition to include seven additional exam rooms, a consult area, and additional office space to bring the medical coders and billing office across the street from a leased building. It will include renovation for a new roof, expansion of the waiting room, improved parking, and an enlarged lab and imaging area. The project will go out to bid, award in November, and be completed by next summer.

The estimated cost for OR is estimated at just over \$2M; Homer Medical Center is estimated at \$3M. The financing options are to borrow from the Borough, borrow commercially, or ideally by General Obligation bond. It is the least expensive way to fund the projects. It would take .21 mills to pay it back, but based on current assessments there would be no need to increase the current mill rate. The service area will vote on Proposition 2 on October 4th. Tours for Homer Medical Center are offered by contacting Ms. Ferraro at South Peninsula Hospital.

ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

A. Mayor's Proclamation - National Estuaries Week, September 17 – 24, 2016

Mayor Wythe read and presented the proclamation to Councilmember Aderhold.

B. Mayor's Proclamation – National Senior Center Month, September 2016

Mayor Wythe read and presented the proclamation to Daniel Weisser, Adult Day Services Manager, Homer Senior Citizens, Inc.

C. Borough Report

Kenai Peninsula Borough Mayor Navarre reported Assembly Member Kelly Cooper is attending the school board meeting tonight. The Assembly and Administration will be meeting in Homer next Tuesday. The Assembly had a worksession today with Governor Walker. He spoke to the Assembly about the fiscal situation in the state and the need to face it. The Legislature and Alaskans will be faced with difficult issues for the future.

D. Commissions/Board Reports:

1. Library Advisory Board

Library Advisory Board Member Mark Massion reported the library was designated as the most attractive in the state. In August 2014 there were 11,101 items in circulation; August 2015 there were 12,367 items in circulation; and August 2016 there were 15,872 books, periodicals, and CDs circulated within the month. Last month 14,221 people came through the door and year to date more than 95,000 people have used the library. The library is now accepting credit cards. Claudia Haines, Youth Services Librarian, has become a published author with her book titled *Becoming a Media Mentor*. Mr. Massion invited everyone to the library's 10th anniversary on Saturday, September 17th from 12:00 to 3:00 p.m.

2. Homer Advisory Planning Commission

Tom Stroozas, Vice Chair of the Planning Commission, reported the commission will meet on Wednesday, September 14th for a special meeting. They will work on three conditional use permits. There was an error in communicating the meetings to the public so they will resolve that this week. At the last meeting the commission worked on HAWSP (Homer Accelerated Water and Sewer Program) and made recommendations on the cost ratio and that fees be increased to start a special assessment district from the current \$100 to \$1,000. Their recommendations will go to Council soon. Upon review of Borough Ordinance 2016-25 the commission felt there would be a lack of representation for Anchor Point with the proposed reduction of commissioners. The commission is asking the Council to address that to the Borough.

3. Economic Development Advisory Commission

The next meeting is scheduled for Tuesday, September 13th at 6:00 p.m.

4. Parks Art Recreation and Culture Advisory Commission

A. Report on the Conditions and Status of the Parks and Recreational Facilities

Commissioner Archibald will make the report on September 26th.

5. Port and Harbor Advisory Commission

Steve Zimmerman, Port and Harbor Advisory Commissioner, reported at the September 26th council meeting moorage fees will be discussed. He asked Council to look at the packet from the commission to show the work they have done for the last two years, including public hearings. He is looking forward to the next meeting when moorage rates will be discussed more fully.

6. Cannabis Advisory Commission

E. Alaska Municipal League Trip Report for Councilmember Zak

Mayor Wythe called for a recess at 7:03 p.m. and reconvened the meeting at 7:10 p.m.

PUBLIC HEARING(S)

- A. **Ordinance 16-44(A)**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 17.04.190, Entitled “Deferment of Assessment Payments for Low Income Residents,” by Permitting Assessment Deferral Applicants to Apply for a Deferral in Any Year an Applicant is Eligible for the Deferral Regardless of Whether or Not the Applicant Applied for Deferral in the Initial Year of Assessment. City Manager. Introduction August 22, 2016, Public Hearing and Second Reading September 12, 2016.

Memorandum 16-135 from City Clerk as backup.

Mayor Wythe opened the public hearing. In the absence of public testimony Mayor Wythe closed the public hearing.

Mayor Wythe called for a motion for the adoption of Ordinance 16-44(A) by reading of title only for second and final reading.

ZAK/ADERHOLD – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Ordinance 16-45(S)**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2016 Operating Budget by Appropriating Funds in the Amount of \$30,000.00 From Port and Harbor Reserves to Purchase Twelve New LED Lights for the High Mast Light Pole #7 at the Harbor From Puffin Electric of Homer, Alaska, as a Sole Source Contract. City Manager/Port and Harbor Director.

Memorandum 16-136 and 16-143 from Port and Harbor Director as backup.

Mayor Wythe noted Councilmember Smith was recused from discussion due to a continued conflict of interest.

City Manager Koester said due to lack of a quorum Ordinance 16-45(S) will be automatically postponed to the next meeting. She referenced Memorandum 16-143 that says we would like Council to vote down the ordinance at the next meeting and we will bring a new ordinance forward to turn the project into a competitive bid instead of a pilot project. We won't proceed with the full project without testing one light pole to meet the needs. We will require the LED lights to be AMA (American Medical Association) compliant with proper covers to reduce glare.

Mayor Wythe opened the public hearing.

Steve Zimmerman, city resident, questioned the ordinance and Mayor Wythe explained it will be postponed to the next meeting when a new ordinance is before Council for introduction.

Mayor Wythe closed the public hearing.

Ordinance 16-45(S) continued to September 26, 2016.

ORDINANCE(S)

CITY MANAGER'S REPORT

- A. City Manager's Report

Proposition 1:

Proposition 1, authorizing the City to issue general obligation bonds in an amount not to exceed \$12 million and implementing a seasonal (April 1- September 30) .65% sales tax increase to pay the indebtedness, will be before voters on the October 4th municipal ballot. The attached 500 word informational summary was submitted (after review by the Attorney) to the Kenai Peninsula Borough Voter Pamphlet to educate voters on the proposition.

Meanwhile...the promotional campaign, Vote Yes on Prop 1 is gearing up. Staff met with the PSBRC at their August 24th meeting to help coordinate implementation of their Public Information Campaign plan in preparation for the October 4th vote on Ballot Proposition 1. To date, staff has completed the following:

- Feature article on City of Homer's main webpage;
- Postcard (draft design attached) to send to City of Homer residences by Sept. 23;
- PSA script to air on KBBI beginning Saturday, Sept. 24;
- Arranged for PSBRC representatives to present Prop 1 information at a Homer Chamber of Commerce Forum, September 20 at noon at the Best Western Bidarka;
- Scheduled two Police Department guided tours for the public (Wednesday, September 28 from 5:00 pm to 7:00 pm and Saturday, October 1 from 1:00 pm to 3:00 pm);
- Drafted Talking Points for PSBRC.

In process:

- Production of a "virtual tour" video to feature on website/social media;
- Display ads for local newspapers.

2017 Alaska Municipal League Resolutions

October 7th is the last day to submit resolutions to the AML Office to be included in the conference packet. A 2017 AML Resolution is an action resolution to support a specific issue. To be eligible for consideration, a resolution has to be first passed by the community. That makes the September 26th council meeting the last meeting for Council to consider resolutions to forward to AML. Resolution procedures are on the AML website. Contact me if you want to sponsor a resolution and I will get the ball rolling. As a reminder, the AML Local Government Conference is November 14-18.

Visit With Senator Dan Sullivan

As a former Board member, I was invited to attend a meeting with Senator Dan Sullivan on Economic Development issues on the Peninsula organized by Kenai Peninsula Economic Development District (KPEDD). It was a productive hour and a half meeting where the Senator spent time drilling down into the economic issues of each peninsula community. I highlighted the Large Vessel Harbor project as the next big economic development step for Homer and requested his support working with the Coast Guard on staging a rapid response cutter in Homer. The Coast Guard is currently in the planning phase for their rapid response cutters and has visited with Homer, among other communities, this summer about homeporting possibilities. I am working with Sen. Sullivan's Kenai Peninsula Regional Director, Elaina Spraker, on scheduling a trip to Homer to familiarizer her with our infrastructure and community.

Sen. Sullivan has taken an active role in fighting the opioid epidemic and recently sponsored a symposium on conquering the opioid crisis that brought together high-level government officials and representatives across Alaska. I had the opportunity to update him on Homer's

‘Strategic Doing’ efforts and asked his office to let us know of any federally sponsored opportunities to combat this growing epidemic as a community.

Dispatch

After gathering feedback from Council at the last meeting, I have scheduled a quick work session on 911 Dispatch for Council on October 10th at 4:15 pm, directly after new members are sworn in (nothing like hitting the ground running). This will be an opportunity for me to explain the history, the research staff has done, why administration is recommending against consolidation, and collect any questions from Council to forward to the Borough before they address you. The Borough will be presenting their proposal to you during a work session on October 24th. I have also invited our ProComm consultant, Gary Peters, to present on the technical hurdles of a consolidated dispatch. I appreciate the Council’s desire to learn more about this complicated topic.

1. **Memorandum 16-145**, from Deputy City Clerk, Re: Planning Commission Recommendation on KPB Ordinance 2016-25.
2. **Memorandum 16-146**, from City Planner, Re: KPB Ordinance 2016-25, An Ordinance Amending KPB 2.40.010 to Reduce Planning Commission Membership.

City Manager Koester referenced the supplemental manager’s report that includes revenue sources for the general fund and an analysis of projected revenues. It calls for a 5.4% increase in sales tax and increased property tax for this year. City Manager Koester cautioned that the projections are based on sales tax returns from the Borough and can be adjusted. Homer is doing well with a strong visitor industry and hospitality businesses; it is more robust than other areas.

The Planning Commission reviewed KPB Ordinance 2016-25 to reduce membership of the Borough Planning Commission. Previously they recommended that Council oppose the ordinance and a letter was submitted to the Borough opposing the reduction of commissioners.

Mayor Navarre said we are out of compliance with state law with the allocation of planning commissioners. We are supposed to allocate commissioners outside the cities and inside the cities as to the population of areas. Because the areas outside the cities are growing faster than the cities we are now out of proportion. By designating the five seats for cities we have to increase the commission size to 15 members. There are not designated seats, only seats for First Class and Home Rule cities. Outside cities are not designated seats; commissioners are appointed and confirmed by the Assembly based on the Mayor’s discretion. If the population continues to grow we won’t have to have 16 or 17 members on the planning commission. We

want 11 positions that we can reallocate according to population which is compliant with state law.

City Manager Koester announced 'Lunch With Councilmembers' will resume on October 10th at the library. Councilmember Reynolds will be at that session and there is space for one more councilmember.

City Manager Koester acknowledged the work done by Special Projects and Communications Coordinator Jenny Carroll on Proposition 1, the bond for the police station. A flyer will go out to all households within the city.

The Worksession on the Capital Improvement Plan has been continued to September 26th when a quorum is present.

B. Bid Report

CITY ATTORNEY REPORT

COMMITTEE REPORT

A. Employee Committee Report

B. Public Safety Building Review Committee

Mayor Wythe announced the next meeting is Wednesday, September 14th at 5:30 p.m. in the Conference Room.

C. Americans with Disabilities Act Compliance Committee

Councilmember Aderhold reported the cost estimate for reviewing facilities and preparing a transition plan will be available in the next couple weeks. The committee discussed city facilities included in the review and transition plan, provided input for completing a grant application for the trust of completing the review and transition plan.

PENDING BUSINESS

NEW BUSINESS

RESOLUTIONS

- A. **Resolution 16-093**, A Resolution of the City Council of Homer, Alaska, Expressing Support for Kenai Peninsula Borough Ordinance 2016-31 Amending Sections of KPB Chapter 5.18 to Update and Clarify the Borough Sales Tax Code, Including Changes to Several Provisions on Tax-Exempt Sellers and Taxable Sales and Services. Mayor/City Council.

Mayor Wythe called for a motion for the adoption of Resolution 16-093 by reading of title only.

ZAK/ADERHOLD – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Resolution 16-092**, A Resolution of the Homer City Council Amending the Drug Free Workplace Policy. City Manager.

Mayor Wythe called for a motion for the adoption of Resolution 16-092 by reading of title only.

ADERHOLD/VAN DYKE – SO MOVED.

Councilmember Smith questioned what the existing Drug Free Workplace Policy was.

Personnel Director Browning explained paragraph 3 was added to the policy to follow state law on controlled substances. The amendment is to further clarify this for employees so they understand what falls into the Drug Free Workplace Policy.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Resolution 16-091**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation from Paul Mackie of a Carved Opal Stone Sculpture Titled 'Bookworm' by Artist Odraf Nkomo to be Placed at the Library. City Clerk/Parks Art Recreation and Culture Advisory Commission.

ADERHOLD/ZAK - MOVED TO ACCEPT RESOLUTION 16-091.

Councilmember Aderhold asked if the Parks Art Recreation and Culture Advisory Commission has had a chance to review and accept this.

City Clerk Johnson answered PARC Advisory Commission has not reviewed the request for the art donation. The request was made in May prior to the Public Arts Committee and Parks and Recreation Advisory Commission combining into one commission.¹

ADERHOLD/ZAK - MOVED TO POSTPONE THE ACCEPTANCE OF THIS PIECE OF ART AND REFER IT TO THE PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION FOR THEIR REVIEW.

There was no discussion.

VOTE: (postponement) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Resolution 16-091 will return to Council on October 24th to allow PARC Advisory Commission time to review the request.²

D. **Resolution 16-096**, A Resolution of the Homer City Council Approving a Joint Agreement Between the City of Homer and Global Sustainable Fisheries of Alaska (GSFA) for the Purposes of GSFA Obtaining a Grant From the U.S. Department of Commerce and Economic Development Administration for Project Funds for Establishing a High Quality Seafood Processing Company Within the City of Homer. City Manager. Recommend adoption.

Mayor Wythe called for a motion for the adoption of Resolution 16-096 by reading of title only.

ZAK/ADERHOLD – SO MOVED.

¹ The donation of the sculpture was reviewed by the Parks Art Recreation and Culture Advisory Commission on June 16, 2016 and accepted into the Municipal Art Collection for placement at the library.

² Resolution 16-091 will return to Council on September 26, 2016.

Councilmember Aderhold acknowledged the public comment about applying our leases differently and would like to make sure the lease to GSFA is applied as it would be to anyone else.

City Manager Koester told Council GSFA will be treated like another lease. It is a ground lease appraised every five years with no special incentives, terms and conditions. We are treating the lease like any other business be it a non-profit or for-profit business. The Joint Agreement spells out that GSFA will do all the reporting. The City is just the landowner and has offered a long-term lease through Resolution 16-086.

Councilmember Smith commented on the lack of conformity to existing leases. If we provide new opportunities we should be accommodating to current lease holders to provide employment and expansion opportunities. We want to make sure to address any conditions of non-conformity.

Mayor Wythe commented leases established 30 years ago would be different to new leases with new procedures. That is the benefit of having a 40-year versus 20-year lease. We don't change all existing leases just because we have made a change in the Lease Policy.

Councilmember Aderhold asked to define the EDA (Economic Development Administration) in the Joint Agreement.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

COMMENTS OF THE AUDIENCE

Steve Zimmerman, city resident, questioned the sales tax increase in relation to the amount of inflation. Kevin Hogan's lease is less than 10 years old. He doesn't know what he is comparing to other leases, but there may be non-compliance issues with a few of them. He told Council to try not to spend so much money as we don't have it and taxes can't go up any more.

Tom Zitzmann thanked Council for the proclamation on National Estuaries Week. Maintaining the berm at Bishop's Beach and the impediments to prevent people from driving on the beach have made a significant improvement this summer. He suggested expanding areas outside Bishop's Beach estuary to help the berms heal.

COMMENTS OF THE CITY ATTORNEY

City Attorney Wells was not present.

COMMENTS OF THE CITY CLERK

City Clerk Johnson announced absentee and early voting that begins on Monday, September 19th and continues through Election Day.

COMMENTS OF THE CITY MANAGER

City Manager Koester had no comments.

COMMENTS OF THE MAYOR

Mayor Wythe congratulated the library on their 10-year anniversary and announced the event on September 17th at the library. She asked people to give hard consideration to the police station bond funding. It is a necessity to make it safer for employees and patrons. Tours of the police station are available. She encouraged anyone to see the current conditions.

COMMENTS OF THE CITY COUNCIL

Councilmember Smith appreciates the people that participated tonight and encouraged everyone to vote. It is an important right that we have. He reflected on the commemoration of 911 yesterday. It had an impact on him and he remembers the events vividly. It has transfigured and transformed our nation in many ways. It is worthy of reflection. At the top of the CIP it says a carefully prepared CIP has many uses. It can assist a community to plan for maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford. We are chasing a \$1M deficit and borrowed from the HART to fill that gap. The current plan for the new police station is projected to add \$144,000 to annual maintenance costs. It is a 15% increase to that deficit. We haven't solved the fiscal gap and can't afford it. He has been to all the committee meetings since elected. We need a new police station, but can't afford it on that big of a scope. People need the big picture at what we are looking at fiscally and what the state is looking at. The cumulative cost of everything we do will have a serious effect.

Councilmembers Aderhold and Van Dyke had no comments.

Councilmember Zak thanked Mayor Navarre for coming to talk to us about the tax propositions on the borough ballot. He appreciates the sales tax clarification and a lot of good work done by the Borough. He looks forward to having the Assembly here next week for their meeting so that local citizens can attend. He thanked Derotha of South Peninsula Hospital for sharing information on what we need for Homer Medical Center and the HVAC for the hospital. Daniel received the recognition for the senior center. On Saturday from 3:00 to

5:00 p.m. you can go to the senior center and participate in wine tasting. He hopes the voters show up to vote. He is supporting the public safety building since the timing is right. We have to consider the costs, but the interest rates for the state are good and bonding won't get any better. The Public Safety Building Review Committee has done a lot of work in the past two years by securing the location and Ken Castner is telling everyone how important the police station is to the community. If people have questions they can reach out to Ken or him. The future city council will take a hard look at what being requested and whittle it down more. We need to make sure we have public safety and fire services in the future.

ADJOURNMENT

There being no further business to come before the Council, Mayor Wythe adjourned the meeting at 7:52 p.m. The next Regular Meeting is Monday, September 26, 2016 at 6:00 p.m., Worksession at 4:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

JO JOHNSON, MMC, CITY CLERK

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-147

TO: MAYOR WYTHE AND HOMER CITY COUNCIL
FROM: JO JOHNSON, CITY CLERK
DATE: SEPTEMBER 19, 2016
SUBJECT: LIQUOR LICENSE TRANSFER FOR CAFÉ CUPS

We have been notified by the ABC Board of an application for liquor license transfer in the City of Homer for the following:

Lic. #	Doing Business As	License Type	Licensee	Premises Address
3210	Café Cups	Restaurant/Eating Place	Babaloo, LLC	162 W. Pioneer Ave. Homer, AK

RECOMMENDATION: Voice non objection and approval for the liquor license renewals.

Fiscal Note: Revenues.



Alcohol and Marijuana Control Office
 550 W 7th Avenue, Suite 1600
 Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

What is this form?

This transfer license application form is required for all individuals or entities seeking to apply for the transfer of ownership and/or location of an existing liquor license. Applicants should review **Title 04 of Alaska Statutes** and **Chapter 304 of the Alaska Administrative Code**. All fields of this form must be completed, per AS 04.11.260, AS 04.11.280, AS 04.11.290, and 3 AAC 304.105.

This form must be completed and submitted to AMCO's main office, along with all other required forms and documents, before any license application will be considered complete.

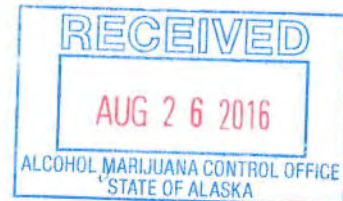
Section 1 – Transferor Information

Enter information for the *current* licensee and licensed establishment.

Licensee:	Bivalves Inc	License #:	3210
License Type:	Restaurant / Eating Place	Statutory Reference:	AS 04.11.160
Doing Business As:	Cafe Cups		
Premises Address:	162 W. Pioneer Avenue		
City:	Homer	State:	Alaska
		ZIP:	99603
Local Governing Body:	City of Homer		

Transfer Type:

- Regular transfer
- Transfer with security interest
- Involuntary retransfer



OFFICE USE ONLY		L.F.	FP	FP	RDP
Complete Date:		Transaction #:	14071, 14072, 14073, 14083		
Board Meeting Date:		License Years:	2015-16		
Issue Date:		BRE:	SLB		



Alcohol and Marijuana Control Office
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 Anchorage, AK 99501
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 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

Section 2 – Transferee Information

Enter information for the *new* applicant and/or location seeking to be licensed.

Licensee:	Babaloo LLC				
Doing Business As:	Cafe Cups				
Premises Address:	162 W. Pioneer Avenue				
City:	Homer	State:	Alaska	ZIP:	99603
Community Council:	n/a				

Mailing Address:	PO Box 1934				
City:	Homer	State:	Alaska	ZIP:	99603

Designated Licensee:	Pavel Mikhail				
Contact Phone:	907-399-4499	Business Phone:	907-235-8330		
Contact Email:	pflk70@hotmail.com				

Seasonal License? Yes No If "Yes", write your six-month operating period: _____

Section 3 – Premises Information

Premises to be licensed is:

- an existing facility a new building a proposed building



The next two questions must be completed by beverage dispensary (including tourism) and package store applicants only:

What is the distance of the shortest pedestrian route from the public entrance of the building of your proposed premises to the outer boundaries of the nearest school grounds? Include the unit of measurement in your answer.

What is the distance of the shortest pedestrian route from the public entrance of the building of your proposed premises to the public entrance of the nearest church building? Include the unit of measurement in your answer.



Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

Section 4 – Sole Proprietor Ownership Information

This section must be completed by any sole proprietor who is applying for a license. Entities should skip to Section 5.

If more space is needed, please attach a separate sheet with the required information.

The following information must be completed for each licensee and each affiliate (spouse).

This individual is an: applicant affiliate

Name:					
Address:					
City:		State:		ZIP:	

This individual is an: applicant affiliate

Name:					
Address:					
City:		State:		ZIP:	

Section 5 – Entity Ownership Information

This section must be completed by any entity, including a corporation, limited liability company (LLC), partnership, or limited partnership, that is applying for a license. Sole proprietors should skip to Section 6.

If more space is needed, please attach a separate sheet with the required information.

- If the applicant is a corporation, the following information must be completed for each *stockholder who owns 10% or more* of the stock in the corporation, and for each *president, vice-president, secretary, and managing officer*.
- If the applicant is a limited liability organization, the following information must be completed for each *member with an ownership interest of 10% or more*, and for each *manager*.
- If the applicant is a partnership, including a limited partnership, the following information must be completed for each *partner with an interest of 10% or more*, and for each *general partner*.

Entity Official:	Pavel Mikhail				
Title(s):	Member	Phone:	907-399-4499	% Owned:	50
Address:	36689 Veiled Street				
City:	Anchor Point	State:	Alaska	ZIP:	99603





Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

Entity Official:	Jessica Mikhail			
Title(s):	Member	Phone:	907-399-4480	% Owned: 50
Address:	36698 Veiled Street			
City:	Anchor Point	State:	Alaska	ZIP: 99603

Entity Official:				
Title(s):		Phone:		% Owned:
Address:				
City:		State:		ZIP:

Entity Official:				
Title(s):		Phone:		% Owned:
Address:				
City:		State:		ZIP:

This subsection must be completed by any applicant that is a corporation or LLC. Corporations and LLCs are required to be in good standing with the Alaska Division of Corporations (DOC) and have a registered agent who is an individual resident of the state of Alaska.

DOC Entity #:	10039815	AK Formed Date:	7-7-16	Home State:	Alaska
Registered Agent:	Pavel Mikhail	Agent's Phone:	907-399-4499		
Agent's Mailing Address:	PO Box 1934				
City:	Homer	State:	Alaska	ZIP:	99603

Residency of Agent: Yes No

Is your corporation or LLC's registered agent an individual resident of the state of Alaska?





Alcohol and Marijuana Control Office
550 W 7th Avenue, Suite 1600
Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

Section 6 – Other Licenses

Ownership and financial interest in other alcoholic beverage businesses:

Yes No

Does any representative or owner named as a transferee in this application have any direct or indirect financial interest in any other alcoholic beverage business that does business in or is licensed in Alaska?

If "Yes", disclose which individual(s) has the financial interest, what the type of business is, and if licensed in Alaska, which license number(s) and license type(s):

Section 7 – Authorization

Communication with AMCO staff:

Yes No

Does any person other than a licensee named in this application have authority to discuss this license with AMCO staff?

If "Yes", disclose the name of the individual and the reason for this authorization:

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AUG 26 2016
ALCOHOL MARIJUANA CONTROL OFFICE
STATE OF ALASKA



Alaska Alcoholic Beverage Control Board

Form AB-01: Transfer License Application

Section 8 – Transferor Certifications

Additional copies of this page may be attached, as needed, for the controlling interest of the current licensee to be represented.

I declare under penalty of unsworn falsification that the undersigned represents a **controlling interest** of the current licensee. I additionally certify that I, as the current licensee (either the sole proprietor or the controlling interest of the currently licensed entity) have examined this application, approve of the transfer of this license, and to the best of my knowledge and belief find the information on this application to be true, correct, and complete.

[Handwritten Signature]

Signature of transferor

JENNIFER A OLSEN

Printed name of transferor

Subscribed and sworn to before me this 28 day of July, 2016.

[Handwritten Signature]

Signature of Notary Public



Notary Public in and for the State of Alaska

My commission expires: Dec. 9, 2019

[Handwritten Signature]

Signature of transferor

DAVE OLSEN

Printed name of transferor



Subscribed and sworn to before me this 28 day of July, 2016.

[Handwritten Signature]

Signature of Notary Public



Notary Public in and for the State of Alaska

My commission expires: Dec. 9, 2019



Alaska Alcoholic Beverage Control Board
Form AB-01: Transfer License Application

Section 9 – Transferee Certifications

Read each line below, and then sign your initials in the box to the right of each statement:

Initials

I certify that all proposed licensees (as defined in AS 04.11.260) and affiliates have been listed on this application.

pm

I certify that all proposed licensees have been listed with the Division of Corporations.

pm

I certify that I understand that providing a false statement on this form or any other form provided by AMCO is grounds for rejection or denial of this application or revocation of any license issued.

pm

I certify that all licensees, agents, and employees who sell or serve alcoholic beverages or check the identification of a patron will complete an approved alcohol server education course, if required by AS 04.21.025, and, while selling or serving alcoholic beverages, will carry or have available to show a current course card or a photocopy of the card certifying completion of approved alcohol server education course, if required by 3 AAC 304.465.

pm

I agree to provide all information required by the Alcoholic Beverage Control Board in support of this application.

pm

As an applicant for a liquor license, I declare under penalty of unsworn falsification that I have read and am familiar with AS 04 and 3 AAC 304, and that I have examined this application, including all accompanying schedules and statements, and to the best of my knowledge and belief find them to be true, correct, and complete.

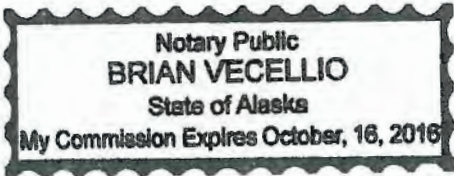


[Signature]
Signature of transferee

7/29/16
Printed name

Subscribed and sworn to before me this 29th day of July, 2016

[Signature]
Signature of Notary Public



Notary Public in and for the State of Alaska

My commission expires: 10/16/2016



Alcohol and Marijuana Control Office
 550 W 7th Avenue, Suite 1600
 Anchorage, AK 99501
alcohol.licensing@alaska.gov
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 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-03: Restaurant Designation Permit Application

What is this form?

A restaurant designation permit application is required for a licensee desiring designation under 3 AAC 304.715 – 3 AAC 304.795 as a bona fide restaurant, hotel, or eating place for purposes of AS 04.16.010(c) or AS 04.16.049. Designation will be granted only to a holder of a beverage dispensary, club, recreational site, golf course, or restaurant or eating place license, and only if the requirements of 3 AAC 304.305, 3 AAC 304.725, and 3 AAC 304.745, as applicable, are met. A detailed floor plan of the proposed designated and undesignated areas of the licensed business and a menu or expected menu listing the meals to be offered to patrons must accompany this form. Applicants should review AS 04.16.049 – AS 04.16.052 and 3 AAC 304.715 – 3 AAC 304.795. All fields of this form must be completed. The required \$50 permit fee may be made by credit card, check, or money order.

This form must be completed and submitted to AMCO's main office before any license application will be considered complete.

Section 1 – Establishment Information

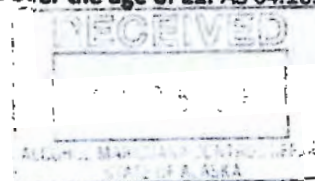
Enter information for licensed establishment.

Licensee:	Babaloo LLC				
License Type:	Restaurant / Eating Place	License Number:	3204 3210		
Doing Business As:	Cafe Cups				
Premises Address:	162 W. Pioneer Ave				
City:	Homer	State:	AK	ZIP:	99603

Section 2 – Type of Designation Requested

This application is for the request of the following designation(s) (check all that apply):

- Bona fide hotel, restaurant, or eating place: AS 04.11.100, 3 AAC 304.715 – 3 AAC 304.745
- Dining by persons 16 – 20 years of age: AS 04.16.049(a)(2)
- Dining by persons under the age of 16 years, accompanied by a person over the age of 21: AS 04.16.049(a)(3)
- Employment for persons 16 or 17 years of age: AS 04.16.049(c)
- Dining after standard closing hours: AS 04.16.010(c)



OFFICE USE ONLY				
Issue Date:		Transaction #:		B/E: <i>LAG</i>

SEP 6 '16 PM 4:42



Alaska Alcoholic Beverage Control Board

Form AB-03: Restaurant Designation Permit Application

Section 3 – Additional Information

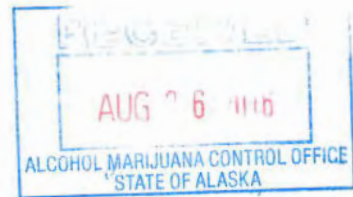
Enter all hours that your establishment intends to be open. Include variances in weekend/weekday hours, and indicate am/pm:

Tuesday-Friday 11am-3pm and 5pm-9:30pm
Saturday 5pm-9:30pm

Are any forms of entertainment offered or available within the licensed business or on the proposed designated portions of the premises? Yes No

If "Yes", describe the entertainment offered or available:

[Empty box for entertainment description]



Food and beverage service offered or anticipated is:

- table service buffet service counter service other

If "other", describe the manner of food and beverage service offered or anticipated:

[Empty box for other service description]

Is an owner, manager, or assistant manager 21 years of age or older always present on the premises during business hours? Yes No

Blueprints, CAD drawings, or other clearly drawn and marked diagrams may be submitted in lieu of the third page of this form.

I have attached blueprints, CAD drawings, or other supporting documents in addition to, or in lieu of, the third page of this form that meet the requirements of this form. Yes No

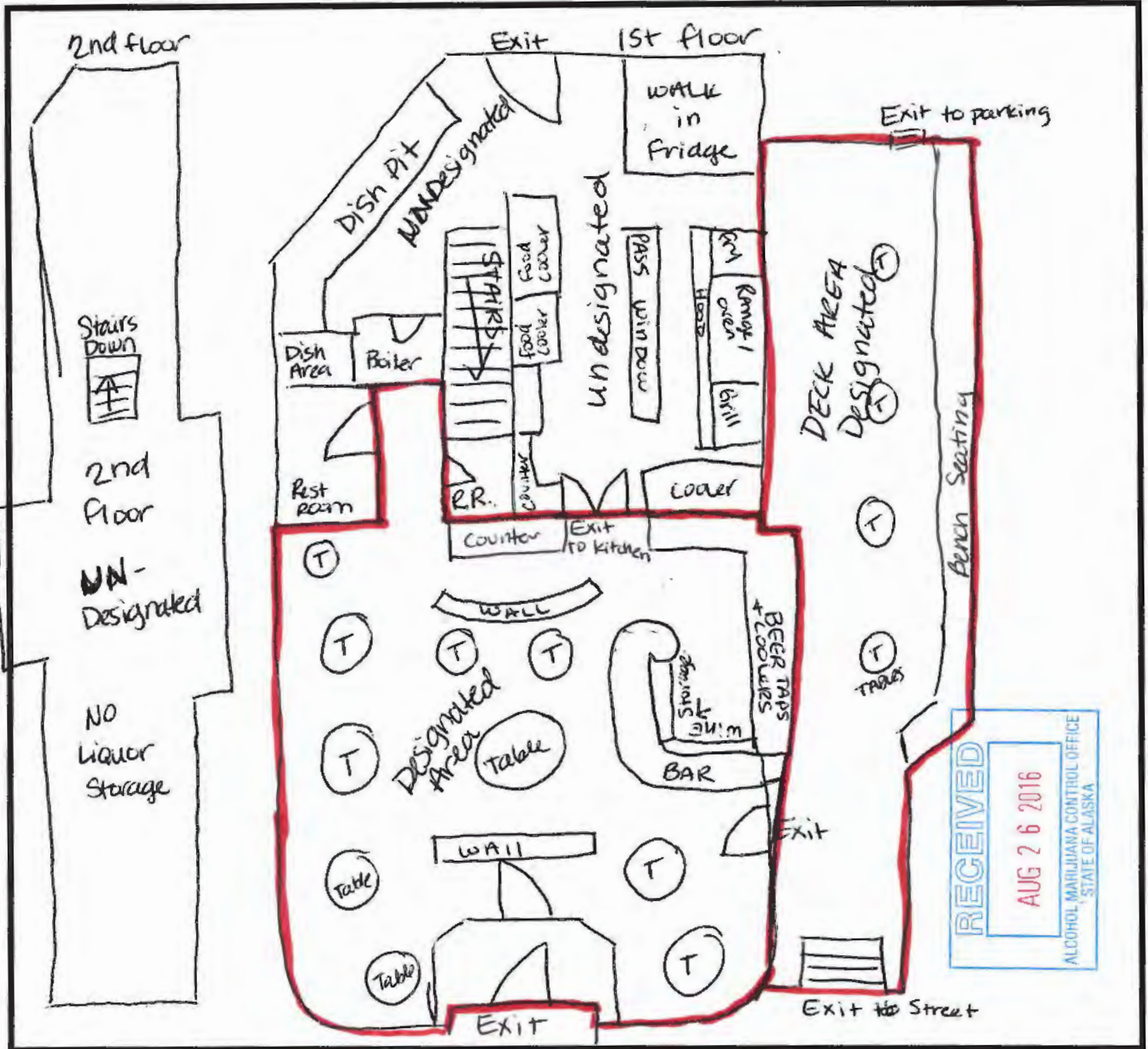


Alaska Alcoholic Beverage Control Board

Form AB-03: Restaurant Designation Permit Application

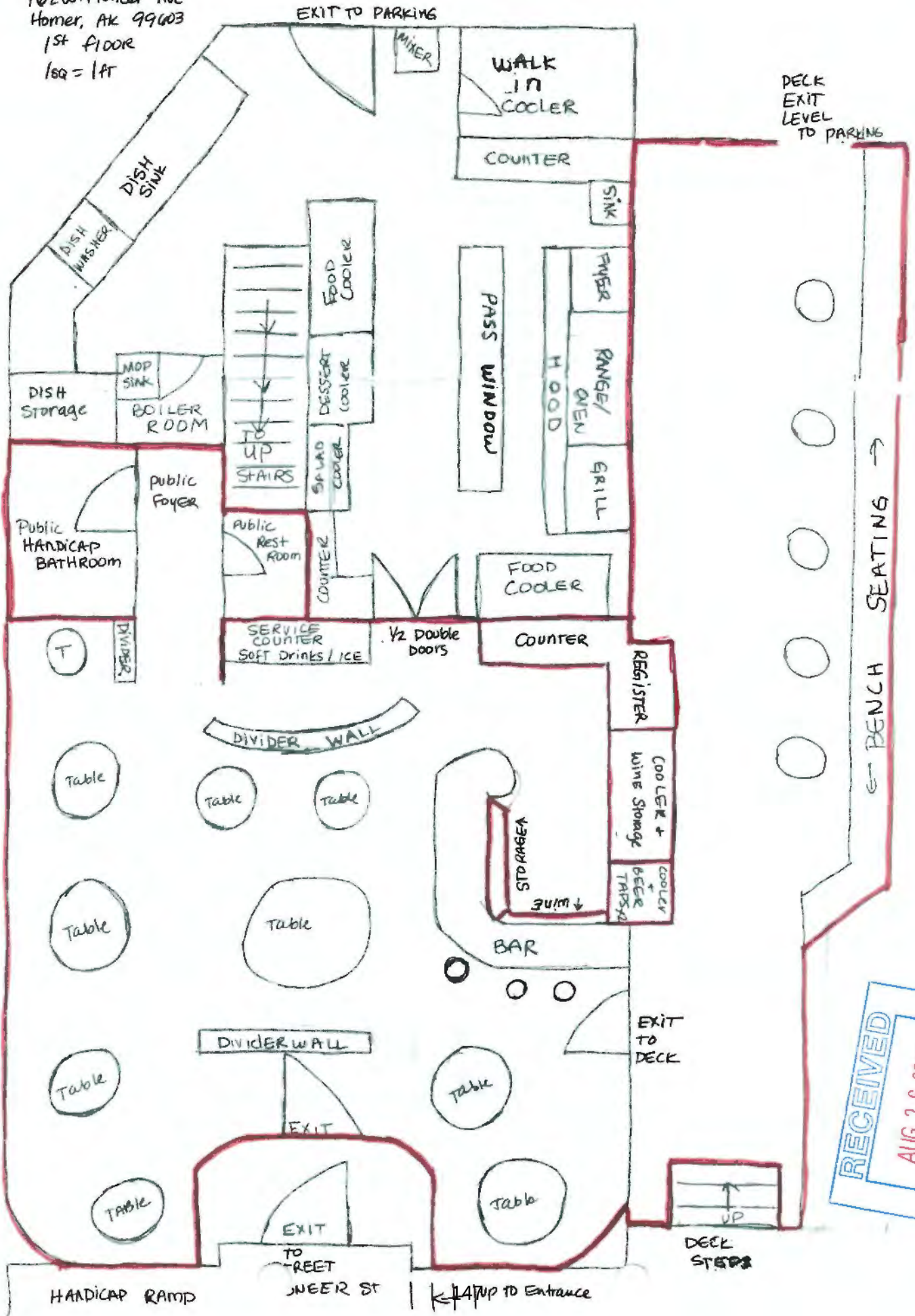
Section 4 - Detailed Floor Plan

Provide a detailed floor plan that clearly indicates the proposed designated and undesignated areas of the licensed business.



Designated area outlined in Red

Cafe cups
162 W. Pioneer Ave
Homer, AK 99603
1st Floor
1sq = 1ft



RECEIVED
AUG 26 2016
ALCOHOL MARIJUANA CONTROL OFFICE
STATE OF ALASKA



Alaska Alcoholic Beverage Control Board

Form AB-03: Restaurant Designation Permit Application

Section 5 – Certifications and Approvals

Read each line below, and then sign your initials in the box to the right of each statement:

Initials

I have included with this form a detailed floor plan of the proposed designated and undesignated areas of the licensed business.

pm

I have included with this form a menu, or an expected menu, listing the meals to be offered to patrons.

pm

I certify that the license for which I am requesting designation is either a beverage dispensary, club, recreational site, golf course, or restaurant or eating place license.

pm

I declare under penalty of perjury that I have examined this form, including all attachments and accompanying schedules and statements, and to the best of my knowledge and belief find it to be true, correct, and complete.

Paul Ev...

Signature of licensee

Adam Stover

Signature of Notary Public

PAVEL MIKHAIL

Printed name of licensee

Notary Public in and for the State of ALASKA

My commission expires: JAN 7, 2020

Subscribed and sworn to before me this 25TH day of AUGUST, 2016.



Local Government Review (to be completed by an appropriate local government official):

Approved Disapproved

Signature of local government official

Date

Printed name of local government official

Title





Alcohol and Marijuana Control Office
550 W 7th Avenue, Suite 1600
Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-03: Restaurant Designation Permit Application

AMCO Enforcement Review:

Signature of AMCO Enforcement Supervisor

Printed name of AMCO Enforcement Supervisor

Enforcement Recommendations:

AMCO Director Review:

Approved Disapproved

Signature of AMCO Director

Printed name of AMCO Director

Date

Limitations:

RECEIVED

AUG 26 2016

ALCOHOL & MARIJUANA CONTROL OFFICE
STATE OF ALASKA



Alcohol and Marijuana Control Office
 550 W 7th Avenue, Suite 1600
 Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board
Form AB-02: Premises Diagram

What is this form?

A detailed diagram of the proposed licensed premises is required for all liquor license applications, per AS 04.11.260 and 3 AAC 304.185. Your diagram must include dimensions and must show all entrances and boundaries of the premises, walls, bars, fixtures, and areas of storage, service, and consumption. If your proposed premises is located within a building or building complex that contains multiple businesses and/or tenants, please provide an additional page that clearly shows the location of your proposed premises within the building or building complex, along with the addresses and/or suite numbers of the other businesses and/or tenants within the building or building complex.

The second page of this form is not required. Blueprints, CAD drawings, or other clearly drawn and marked diagrams may be submitted in lieu of the second page of this form. The first page must still be completed, attached to, and submitted with any supplemental diagrams. An AMCO employee may require you to complete the second page of this form if additional documentation for your premises diagram is needed.

This form must be completed and submitted to AMCO's main office before any license application will be considered complete.

Yes No

I have attached blueprints, CAD drawings, or other supporting documents in addition to, or in lieu of, the second page of this form.

Section 1 – Establishment Information

Enter information for the business seeking to be licensed, as identified on the license application.

Licensee:	Babaloo LLC	License Number:	3201		
License Type:	Restaurant / Eating Place				
Doing Business As:	Cafe Cups				
Premises Address:	162 W. Pioneer Ave				
City:	Homer	State:	AK	ZIP:	99603

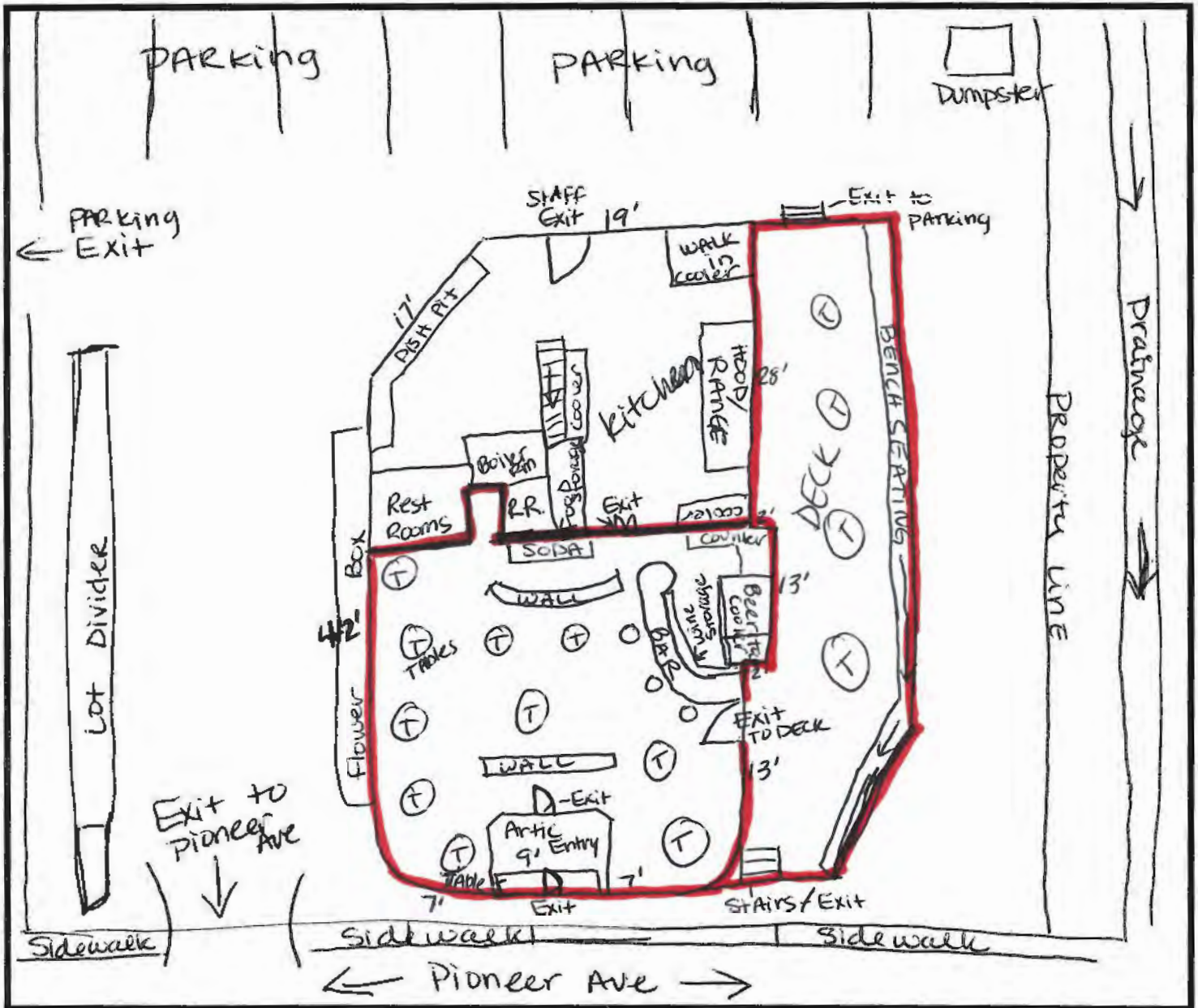




Alaska Alcoholic Beverage Control Board
Form AB-02: Premises Diagram

Section 2 - Detailed Premises Diagram

Clearly indicate the boundaries of the premises and the proposed licensed area within that property. Clearly indicate the interior layout of any enclosed areas on the proposed premises. Clearly identify all entrances and exits, walls, bars, and fixtures, and outline in red the perimeter of the areas designated for alcohol storage, service, and consumption. Include dimensions, cross-streets, and points of reference in your drawing. You may attach blueprints or other detailed drawings that meet the requirements of this form.



on the lighter side

coarse salad

the original wild rice salad is a coarse salad. It is made with wild rice, green beans, and carrots. It is a healthy and delicious salad.

steak

the original steak is a simple steak. It is made with a piece of beef and a little bit of seasoning. It is a classic and delicious dish.

tonight's topped beefed

the original topped beefed is a beefed topped steak. It is made with a piece of beef, topped with a sauce, and served with a side of potatoes. It is a hearty and delicious meal.

steak burger

the original steak burger is a burger made with a piece of steak. It is topped with cheese, lettuce, and tomato. It is a delicious and easy-to-make burger.

prime rib revisited

the original prime rib is a prime rib roast. It is a large piece of beef that is roasted and served with a sauce. It is a classic and delicious dish.

prime rib sauce

the original prime rib sauce is a sauce made with beef broth, mushrooms, and onions. It is a delicious and easy-to-make sauce.

prime rib salad

the original prime rib salad is a salad made with prime rib, lettuce, and tomatoes. It is a healthy and delicious salad.



The everyday cut

These are the everyday cuts that you'll find in the grocery store. They're the most common and most versatile cuts in the kitchen.

prime rib

an excellent choice for a special occasion or a holiday dinner

indian green curry

made with fresh vegetables and a spicy sauce, it's a great choice for a healthy meal

slaskan king crab legs

these are the best crab legs you can get, and they're perfect for a party

tiger prawns

these are the largest prawns you can get, and they're perfect for a seafood dinner

baby back ribs

these are the most tender ribs you can get, and they're perfect for a barbecue

charbroiled ribeye steak

these are the most flavorful steaks you can get, and they're perfect for a steakhouse

dave's twisted fettuccine

these are the most delicious pasta you can get, and they're perfect for a pasta dinner

lobst migone

these are the most tender and flavorful lobsters you can get, and they're perfect for a seafood dinner





children's options

grilled chese with french fries (\$5)

mixed pasta with butter & parmesan (\$5)

fried shrimp with french fries (\$7)

last but definitely not least

dessert

*selections change every evening & are created
by our own talented & beloved baker*

*featuring local draught beer by Homer
Brewing Company, fine wines by the glass
& bottle, Kaladi cofee and espresso, &
fabulous Zen Chai tea*

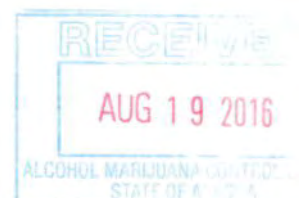
*as we insure a product worthy of our
name & your dollar, we prepare limited
amounts of some items daily - at times
we may run out - ok?*

*phone in & take out orders always welcome
ask about reserving cafe cups for
your special unch or dinner event*

*don't forget your cafe cups
tee-shirt or sweatshirt*

thank you and please come again

			BOTTLE	GLASS
Merlot				
2101	<i>Blackstone</i>	<i>California</i>	28	7.5
2102	<i>Francis Coppola</i> <i>Diamond Collection Blue Label</i>	<i>California</i>	36	9
2106	<i>Shafer</i>	<i>Napa Valley, California</i>	76	
2107	<i>Plumpjack</i>	<i>Napa Valley, California</i>	80	
Malbec/Petite Sirah				
1203	<i>Alta Vista Malbec</i>	<i>Argentina</i>	30	8
1202	<i>Masi Tupungato</i> <i>(Malbec/Corvina)</i>	<i>Argentina</i>	32	8.5
1206	<i>Crusher Petit Sirah</i>	<i>California</i>	30	8
1204	<i>Girard Petite Sirah</i>	<i>California</i>	46	
1205	<i>Foppiano Petite Sirah</i>	<i>California</i>	59	
Pinot Noir				
1002	<i>Mark West</i>	<i>California</i>	31	8.25
1003	<i>Parker Station</i>	<i>California</i>	33	
1006	<i>Forefront by Pine Ridge</i>	<i>Central Coast, California</i>	38	10
1007	<i>Wild Horse</i>	<i>Central Coast, California</i>	49	
Zinfandel				
1101	<i>Four Vines</i> <i>"Old Vines Cuvée"</i>	<i>California</i>	24	7
1104	<i>Cakebread</i>	<i>Napa, California</i>	52	





City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: MARK ROBL, POLICE CHIEF
FROM: MELISSA JACOBSEN, DEPUTY CITY CLERK
DATE: SEPTEMBER 7, 2016
SUBJECT: LIQUOR LICENSE TRANSFER

We have been notified by the ABC Board of an application for a liquor license transfer in the City of Homer for the following:

Type: Restaurant/Eating Place
Lic #: 3210
DBA Name: Café Cups
Service Location: 162 W. Pioneer Ave., Homer, AK 99603
Owner: Babaloo, LLC
Mailing Address: P.O. Box 1934, Homer, AK 99603

This matter is scheduled for the September 26, 2016 City Council meeting. Please respond with objections/non-objections to this liquor license renewal by **Wednesday, September 21, 2016**.

Thank you for your assistance.

ORDINANCE REFERENCE SHEET
2016 ORDINANCE
ORDINANCE 16-47

An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating FY 2016 State Homeland Security Program Grants for Upgrading the City's Radio Communication System in the Amount of \$343,363.40, and Authorizing the City Manager to Execute the Appropriate Documents.

Sponsor: City Manager

1. Council Regular Meeting September 26, 2016 Introduction
 - a. Memorandum 16-149 from Special Projects and Communications Coordinator
 - b. Department of Homeland Security Grant Award Package

**CITY OF HOMER
HOMER, ALASKA**

City Manager

ORDINANCE 16-47

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, ACCEPTING AND APPROPRIATING FY 2016 STATE HOMELAND SECURITY PROGRAM GRANTS FOR UPGRADING THE CITY'S RADIO COMMUNICATION SYSTEM IN THE AMOUNT OF \$343,363.40, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The City's entire radio communication system is aging and must be replaced soon to keep up with technological advances; and

WHEREAS, The City is pleased to have been awarded \$343,363.40 from the Division of Homeland Security and Emergency Management (DSH&EM); \$47,363.40 to relocate two repeaters for higher placement on the Homer Spit to improve radio communication performance and reach; and \$296,000.00 to replace the public safety radio system dispatch consoles with new units; and

WHEREAS, Radio communication system upgrades is a proposed project on the City of Homer Capital Improvement Plan 2017-2022.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby accepts and appropriates a 2016 State Homeland Security Program Grant to the City of Homer from the DHS&EM in the amount of \$343,363.40 for upgrading the City's radio communication system as follows:

Revenue:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
	State Homeland Security Program Grant	\$343,363.40

Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
	Radio Communication System Upgrades	
	Relocate two repeaters	\$ 47,363.40
	Replace the public safety radio system	\$296,000.00

dispatch consoles

Section 2. The City Manager is authorized to execute the appropriate documents.

Section 3. This is a budget amendment ordinance, is temporary in nature, and shall not be codified.

ENACTED BY THE HOMER CITY COUNCIL this _____ day of September, 2016.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

AYES:
NOES:
ABSTAIN:
ABSENT:

First Reading:
Public Hearing:
Second Reading:
Effective Date:

Reviewed and approved as to form:

Mary K. Koester, City Manager

Holly C. Wells, City Attorney

Date: _____

Date: _____

Fiscal information: N/A, existing budget.



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum 16-149

TO: Mayor and the City Council
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: September 20, 2016
SUBJECT: 2016 Homeland Security Program Grant Award

Alaska Division of Homeland Security and Emergency Management recently announced recipients of FY2016 State Homeland Security Program grant funds. The City of Homer was awarded \$343,363.40 for two projects related to upgrading the City's radio communication system.

\$47,363.40 was awarded to relocate two City of Homer repeaters (one of the primary fire department repeaters and one of the primary police department repeaters) for higher placement on the Homer Spit to improve radio communication performance and reach.

\$296,000.00 was awarded to replace the public safety radio system dispatch consoles with new units. This Homeland Security award is timely. The current consoles will time out of their manufacturer support in 2018. After support ends, a critical parts failure in dispatch could possibly shut Homer's public safety communication system down. Additionally, FCC is in the process of implementing another round of narrowing bandwidth requirements. All communication system components will need to be upgraded by 2020 to maintain compliance and interoperability with other Alaska-based agencies.

FY2016 State Homeland Security Program funding greatly assists in maintaining the integrity of the City of Homer's operational communication for local incident response and broader emergency response in the event of a natural or manmade disaster. Funding is dependent the City Council formally accepting the grant award.

RECOMMENDATION:

Introduce Ordinance 16-47 to accept and appropriate the FY2016 State Homeland Security Program Grant.



THE STATE
of **ALASKA**
GOVERNOR RICH WALKER

Department of Military and
Veterans Affairs

Division of Homeland Security
and Emergency Management

P.O. Box 5750
JBER, AK 99505-0750
Main: 907.428.7000
Fax: 907.428.7009
www.reddy.alaska.gov

September 6, 2016

Ms. Katie Koester, Signatory Official
City of Homer
491 E. Pioneer Ave.
Homer, AK 99603

RE: 2016 State Homeland Security Program, EMW-2016-SS-0002
State Grant No.: 20SHSP-GY16

Certified Mail #: 9171 9690 0935 0126 7427 06

Dear Ms. Koester:

The Division of Homeland Security and Emergency Management (DHS&EM) received funds from the U.S. Department of Homeland Security under the 2016 State Homeland Security Program. We are pleased to award the City of Homer the amount of \$343,363.40 under this grant. Funding from this program is provided to support, build, and sustain the ability of states, territories, and urban areas to prevent, protect against, mitigate, respond to, and recover from terrorist attacks and other all-hazards events.

Please review the Grant Requirement and Program Terms and Conditions as articles have changed to incorporate the provisions of 2 CFR Part 200. All changes to these items will be discussed at the 2016 Grant Kick-Off Meetings. Participation at a Kick-Off Meeting is required.

Please review Project Budget Details for Environmental and Historical Preservation requirements and approved project specifics. As a reminder, all procurement transactions must be conducted in a manner providing full and open competition. To ensure this, DHS&EM requires a Procurement Method Report with every expense (with the exception of local advertising, legal notices, and travel arrangements) submitted for reimbursement under this grant. In addition, all service contracts, purchases over \$25,000, and non-competitive/sole source purchases must be pre-approved by DHS&EM. Please see the Procurement Method Report for additional details.

Enclosed are two pre-signed Obligating Award Documents (OAD). Please review the information for accuracy and review any Special Conditions. Sign both OADs, keep one original for your records, and return the other original within 30 days of jurisdiction receipt to:

State Administrative Agency (SAA) Point of Contact
PO Box 5750
JBER, AK 99505

Ms. Koester
September 6, 2016
Page 2 of 2

If the OADs cannot be returned within 30 days due to local jurisdiction policies, a Notice of Intent to Accept Grant Award form and instructions are available for download on DHS&EM's Grants website, <http://ready.alaska.gov/grants.htm>.

If signatory points of contacts have changed since submittal of the application, please complete and return a Signatory Authority Form with the signed OAD. The Signatory Authority Form is available for download on DHS&EM's Grants website. If needed, Electronic Payment enrollment forms are also available upon request.

If you have any questions, please contact the Division Project Manager for this grant, Adrian Avey, at (907) 428-7027, (800) 478-2337, or by email at mva.grants@alaska.gov.

Sincerely,



Michael J. Sutton
Deputy Director

Enclosures: (2 originals) Obligating Award Document
Project Budget Details Report
Quarterly Activities Plan
EHP Screening Memo

cc: Mark Robl, Jurisdiction Project Manager
John Li, Jurisdiction Chief Financial Officer

State of Alaska				Page 1 of 7				
Division of Homeland Security and Emergency Management				FEDERAL AWARD DATE				
Under US Department of Homeland Security Federal Emergency Management Agency Grant Programs Directorate				July 28, 2016				
OBLIGATING AWARD DOCUMENT				FEDERAL GRANT PROGRAM				
RECIPIENT NAME AND ADDRESS				PERFORMANCE PERIOD		AMENDMENT		
City of Homer 491 E. Pioneer Ave. Homer, AK 99603				FROM: September 01, 2016		AMENDMENT #:		
				TO: September 30, 2016		EFFECTIVE DATE:		
				STATE PROGRAM NUMBER				20SHSP-GY16
DUNS NUMBER		040171563		FUNDING ALLOCATION				
BIN		92-0030963		PLANNING		EXERCISE		
METHOD OF PAYMENT		Electronic		TRAINING		EQUIPMENT \$343,363.40		
PURPOSE OF AWARD								
The attached Project Budget Details is the funding allocation. Grant program guidelines and federal, state, and local contracting and procurement compliance requirements apply.								
GRANT REQUIREMENTS AND PROGRAM TERMS AND CONDITIONS								
The acceptance of a grant from the United States government creates a legal duty on the part of the recipient to use the funds or property made available in accordance with the conditions of the grant. (GAO Accounting Principles and Standards for Federal Agencies, Chapter 2, Section 16.6(c)) See attached for continued Grant Requirements and Program Terms and Conditions.								
SPECIAL CONDITIONS (Grant funds cannot be expended until these conditions have been met. See Obligating Award for details)								
See Attached								
AGENCY INFORMATION								
ADDRESS		Division of Homeland Security and Emergency Management PO Box 5750 JBER, AK 99505-5750				WEBSITE		http://ready.alaska.gov
						EMAIL		rnva.grants@alaska.gov
						PHONE		907-428-7000
						FAX		907-428-7009
STATE PROJECT MANAGER		PHONE		FAX		EMAIL		
Adrian Avey		(907) 428-7027		(907) 428-7009		adrian.avey@alaska.gov		
AGENCY APPROVAL				RECIPIENT ACCEPTANCE				
NAME AND TITLE OF APPROVING AGENCY OFFICIAL				NAME AND TITLE OF AUTHORIZED RECIPIENT OFFICIAL				
Michael J. Sutton, Deputy Director				Katie Koester, Signatory Official				
SIGNATURE OF APPROVING AGENCY OFFICIAL				SIGNATURE OF AUTHORIZED RECIPIENT OFFICIAL				
				DATE		DATE		
				9/2/16				
FOR STATE USE ONLY								
Division File Number:		1.6.2.08		Date Returned				
Fund	Unit	AR Unit	Object	Activity	Function	Program	PPC	
1004	2001	099170010	7001	2012	16 SHSP HOMR	25HSP2016	GYSHSP	

Grant Requirements

- (A) Monies may not be obligated outside of the time period as stated on the grant document. An obligation occurs when funds are encumbered, as with a purchase order and/or commitment of salaries and benefits. All obligated and encumbered funds must be liquidated within 45 days of the end of the performance period (unless otherwise specified in the Program Terms and Conditions) when the *Final Performance Progress Reports* are due.
- (B) The signature of the signatory officials on this award certifies that all financial expenditures, including all supporting documentation submitted for reimbursement, have been incurred by the jurisdiction, and are eligible and allowable expenditures consistent with the grant guidelines for this project. The jurisdiction shall follow the financial management requirements imposed on them by the Division of Homeland Security and Emergency Management (DHS&EM).
- (C) The signature of the signatory officials on this award attests to the jurisdiction's understanding, acceptance, and compliance with Acknowledgement of Federal Funding; Lobbying; Debarment, Suspension and other responsibility matters; Drug-free Workplace; Conflict of Interest, and Non-Supplanting certifications. Federal funds will not be used to supplant state or local funds. Federal funds may be used to supplement existing funds to augment program activities, and not replace those funds which have been appropriated in the budget for the same purpose. Potential supplanting may be the subject of application and pre-award, post-award monitoring, and audit. Any cost allocable to a particular Federal award or cost objectives under the principles provided for in 2 CFR Part 200, Subpart E, may not be charged to other Federal awards to overcome fund deficiencies.
- (D) The jurisdiction shall ensure the accounting system used allows for separation of fund sources. These grant funds cannot be commingled with funds from other federal, state or local agencies, and each award is accounted for separately.
- (E) The jurisdiction shall comply with the requirements under 2 CFR 25, Appendix A, to maintain and keep jurisdiction information current within the System of Award Management (SAM). Also the jurisdiction is requirement to be non-delinquent to the Federal government as required in OMB Circular A-128.
- (F) The jurisdiction shall comply with Federal Laws and Regulations: Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Section 504 of the Rehabilitation Act of 1973, Title IX of the Education Amendments of 1972, Age Discrimination Act of 1975, Americans with Disabilities Act of 1990. Per Executive Order 13166. The jurisdiction will take reasonable steps to ensure Limited English Proficient (LEP) persons have meaningful access to its programs and activities. Executive Order 13347 Individuals with Disabilities in Emergency Preparedness requires government to support safety and security for individuals with disabilities in situations involving disasters, including earthquakes, tornadoes, fires, floods, hurricanes, and acts of terrorism. Executive Order 13224 prohibits transactions with and support to organizations associated with terrorism. Energy Policy and Conservation Act, National Environmental Policy Act (NEPA) of 1969 and the Coastal Wetlands Planning, Protection, and Restoration Act of 1990 (as applicable.) The USA PATRIOT Act of 2001, Trafficking Victims Protection Act of 2000, Hotel and Motel Fire Safety Act of 1990, Fly America Act of 1974, subrecipients who collect Personally Identifiable Information (PII) are required to have a publically-available privacy policy that describes what PII they collect, how they use the PII, whether they share PII with third parties, and how individuals may have their PII corrected where appropriate.
- (G) The jurisdiction certifies that it has an Affirmative Action Plan/Equal Employment Opportunity Plan. An EEO Plan is not required for subrecipients of less than \$25,000.00 or fewer than 50 employees.
- (H) The jurisdiction certifies that its employees are eligible to work in the U.S. as verified by Form I-9, Immigration & Naturalization Service Employment Eligibility.
- (I) It is the responsibility of the jurisdiction as the subrecipient of these federal funds to fully understand and comply with the requirements of:
1. Administrative requirements
2 CFR Part 200 *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*
http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/titled02/2cfr200_main_02.tpl
 2. Cost Principles
2 CFR Part 200 Subpart E *Cost Principles*
<http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=a470d16f3403a225479f2a8a6c7c4058&n=pt2.1.200&r=PART&iv=HTML#sp2.1.200.e>
 3. Audit Requirements
2 CFR Part 200 *Subpart F Audit Requirements*
<http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=a470d16f3403a225479f2a8a6c7c4058&n=pt2.1.200&r=PART&iv=HTML#sp2.1.200.f>
 - a. **Federal:** The applicant agrees that, as a condition of receiving any federal financial assistance, a Single audit of those federal funds will be performed, if required by law, and further agrees it will comply with all applicable audit requirements.
 - b. **State:** If the applicant is an entity that received state financial assistance the applicant shall submit to the State coordinating agency, within one year after the end of the audit period, an annual audit report covering the audit period as required by 2 AAC 45.010.
 - c. Subrecipients identified as "non-compliant" by the Alaska Dept. of Administration, Division of Finance, Single Audit Coordinator shall be subject to the following grant payment restrictions:
 - 1) The Division of Homeland Security & Emergency Management (DHS&EM) will not process grant payments of any nature directly to the subrecipient.
 - 2) Subrecipients will be required to meet the Single Audit requirements as specified by the Alaska Dept. of Administration, Division of Finance, Single Audit Coordinator.

- 3) Subrecipients will provide compliance evidence (letter of engagement) to DHS&EM before any payment will be processed.
 - 4) DHS&EM may process On-Behalf-Of (OBO) payments to vendors for costs directly associated to the scope of work on approved awards.
 - 5) Performance periods will not be extended due to a subrecipient's failure to comply with Single Audit requirement.
 - 6) Payments made in error to subrecipients that are "non-compliant" must be repaid to the State of Alaska within 90 days of receipt of notice from DHS&EM.
4. **Procurement and Contracts.** Contracts must be of a reasonable cost, generally be competitively bid, and must comply with Federal, State, and local procurement standards. Detailed requirements for eligible procurement methods and contract types can be found in 2 CFR Part 200, Subpart D. The applicant agrees to review and follow procurement and contract requirements necessary for compliance with the grant program. Further, the applicant understands that failure to comply with these requirements may result of loss of funding for the entire project.
 5. **Debarred/Suspended Vendors.** As required by Executive Orders 12549 and 12689, Debarment and Suspension, and implemented at 2 CFR Part 180, the applicant certifies that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this award been convicted of a or had a civilian judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or perform a public a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
 - d. Have not within a three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause of default. Where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.
 6. **Reporting of Matters Related to Recipient Integrity and Performance.**
If the total value of the subrecipients' active grant, cooperative agreements, and procurement contracts from all Federal assistance office exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, the subrecipient must comply with the requirement set forth in the government-wide Award Term and Condition for Recipient Integrity and Performance Matters located at 2 CFR Part 200, Appendix XII, the full text of which is incorporated here by reference in the terms and conditions of the subrecipients' award.
 7. **Conflict of Interest**
2 CFR Part 200.112 – the jurisdiction must disclose in writing to DHS&EM any potential conflict of interest per the applicable Federal awarding agency policy in the award's performance period.
 8. **False Claims Act, Program Fraud Civil Remedies, and Mandatory Disclosures**
 - a. 31 U.S.C. §3729, no recipient of federal payments shall submit a false claim for payment.
 - b. 38 U.S.C. §3801-3812, details the administrative remedies for false claims and statements made.
 - c. 2 CFR Part 200.113 – the jurisdiction must disclose, in a timely manner and in writing to DHS&EM, all violations of Federal criminal law involving fraud, bribery, or gratuity potentially affecting the award.
 9. **Federal Leadership on Reducing Text Messaging while Driving.**
All subrecipients are encourage to adopt and enforce policies that ban text messaging while driving as described in Executive Order 13513, including conducting initiatives described in Section 3(a) of the Order when on official government business or when performing any work for or on behalf of the federal government.
 10. **Technology Requirements**
28 CFR Part 23, Criminal Intelligence System Operating Policies
 11. **Research and Development (R&D) Requirements**
Grants awarded to DHS&EM are not R&D
 12. **Duplication of Benefits**
2 CFR Part 200, Subpart E, Cost Principles
 13. **Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended, 42 U.S.C. §5121-5206, and Related Authorities, where applicable.**
 14. **State Requirements**
 - a. Alaska State Procurement Code AS 36.30, AS36.30.005-.030
www.state.ak.us/local/akpages/ADMIN/dqs/docs/as3630.doc
 - b. Alaska Administrative Code Title 2 Chapter 12, 2 AAC 12.74. <http://www.legis.state.ak.us/cgi-bin/foiolsa.dll/eac>
 - c. Alaska Administrative Manual <http://doa.alaska.gov/dol/manuals/aam/index.htm>

SHSP Program Terms and Conditions

The total allocation of the 2016 State Homeland Security Program awarded to the Division of Homeland Security and Emergency Management (DHS&EM) is \$3,734,500.00 under *Federal Grant EMW-2016-SS-0002, CFOA# 97.067*. The City of Homer has been awarded \$343,363.40, which shall be used to support activities essential to the ability of states, territories, and urban areas to prevent, protect against, mitigate, respond to, and recover from terrorist attacks and other all-hazards events. The performance period of this grant award is September 1, 2016 through September 30, 2018. Project conditions must be completed by this date. The City of Homer cannot sub-grant all or any part of this award to any other entity or organization. All awards require confirmation within the first reporting quarter that activities toward projects will be made, or DHS&EM may execute de-obligation of the funds.

(A) Changes to Award: All change requests must be submitted in writing, or electronically to the DHS&EM project manager, accompanied by a justification narrative and budget/spending plan, for review and approval. Changes must be consistent with the scope of the project and grant guidelines. Requests for changes will be considered only if the reporting requirements are current, and if terms and conditions have been met at the time of the request. Changes in the programmatic activities, or purpose of the project, changes in key persons specified on the grant award, contractual services for activities central to the purposes of the award, requests for additional funding, change in project site, or release of special conditions may result in an amendment to this award. No transfers of funds between budget categories will be authorized, only de-obligation of funds, except on a case-by-case basis.

(B) Reporting Requirements: The City of Homer shall submit timely quarterly *Performance Progress Reports* and *Financial Progress Reports* to the project manager at DHS&EM. Instructions and blank forms are located electronically at <http://ready.alaska.gov/grants>, and may be reproduced. Jurisdictions must check the web site quarterly for the most current forms. Use of outdated forms will not be accepted. Quarterly reports are due:

Number of Scheduled Report Due	Jurisdiction Performance Period	Performance Progress and Financial Progress Report Due Dates
1	09/01/2016-09/30/2016	Waived
2	10/01/2016-12/31/2016	01/20/2017
3	01/01/2017-03/31/2017	04/20/2017
4	04/01/2017-06/30/2017	07/20/2017
5	07/01/2017-09/30/2017	10/20/2017
6	10/01/2017-12/31/2017	01/20/2018
7	01/01/2018-03/31/2018	04/20/2018
8	04/01/2018-06/30/2018	07/20/2018
9	07/01/2018-09/30/2018	10/20/2018
10	Final Report	11/15/2018

Invoices with progress reports will be submitted to DHS&EM by the due date as specified in the above schedule. Should the grant period be extended for any reason, a modified report schedule will accompany the award amendment.

The *Performance Progress Report (PPR)* contains an AK-PPR-A cover page form and an AK-PPR-B Program Indicators form. Both forms must be completed and submitted by the report due date. Requests for grant extensions, budget adjustments, project realignments, and significant problems or delays are reported on the AK-PPR-A. An AK-PPR-A must be submitted even if no additional information is required. The AK-PPR-B shall describe the progress and percent completed of projects and detail any related expenditures submitted on the *Financial Progress Report*. *Financial Progress Reports* shall describe the status of the funds, show encumbrances, and receipts of program income, cash or in-kind contributions to the project, whether or not a local match is required. A final PPR is a summary report, showing project completion, evaluating project activities and measuring performance against project goals for the entire performance period, and is required in addition to the last quarterly PPR. An *Action Report/Improvement Plan (AAR/IP)* is required within 30 days of the conduct of an exercise.

(C) Signatory Requirements: The primary signatory official, project manager and financial officer as listed on the *Signatory Authority Form* must sign the original obligating award document and any amendments. Delegates may sign quarterly and final reports, however, the signatures of the project manager, signatory official and the financial officer must be three different signatures.

(D) Reimbursements: Submit on the *Financial Progress Report* form. Reimbursement shall be based upon authorized and allowable expenditures consistent with project narrative and budget detail and grant guidelines, and submission of timely quarterly *Performance Progress* and *Financial Progress Reports*. Payments may be withheld pending correction of deficiencies or for use of outdated forms. Reimbursement of expenditures may be requested at any time within the performance period. Expenditures must be supported with source documentation (e.g. copies of invoices, receipts, timesheets with name/wage/hours, cost allocation, warrants, etc.), method of solicitation must be documented with a *Procurement Method Report* and documentation of payment must be included.

- **Personnel Costs:** Payroll reports signed and certified by the Chief Financial Officer that capture the employee name, position, coded allocation to the project, amount paid, are acceptable. Staff may not self-certify their own time and wages. The City of Homer shall retain all supporting payroll records, including time and attendance records signed by the employee and supervisor and copies of warrants as per the recordkeeping requirements in Section N. Limited to 50 percent for employees assigned to program management functions, not operational duties. The limit does not apply to contractors.
- **Contracts:** All sole-source procurements, single vendor response to a competitive bid, service contracts of any value, and contracts over \$25,000 require DHS&EM pre-approval prior to implementation. Final signed copies of all contracts are required for submission to DHS&EM with the request for reimbursement.

- + **Program Income and Local Match:** Program income may be used to supplement project costs, reduce project costs, or may be refunded to the federal government, and must be used for allowable program costs and be expended prior to requests for reimbursement. Local matching funds must clearly support the source, the amount, and the timing of all matching contributions.
- + **Equipment:** Allowable equipment categories are listed on the web-based Authorized Equipment List (AEL) on the Responder Knowledge Base (RKB). Documentation required per instructions attached to DHS&EM quarterly reports.
- + **Travel:** Travel must be listed in the approved budget.
- + **Training:** Requires DHS&EM pre-approval prior to registering or participating in training opportunities.
- + **Exercise:** Requires submission of an AAR/IFP within 30 days after conduct of the exercise.
- + **Food and Beverages:** All food and/or beverage expenses require pre-approval by DHS&EM and are only allowable costs if related to a grant-funded sheltering exercise, such as a Mass Care Shelter Exercise where food is prepared as part of the exercise objectives in evaluating food preparation capabilities.

(E) Non-reimbursable Expenses:

- + Contracts, service contracts of any value, single vendor response to a competitive bid, and/or procurements over \$25,000 not pre-approved by DHS&EM
- + Sole source contracts and procurements not pre-approved by DHS&EM
- + Reimbursable training and related travel costs not pre-approved by DHS&EM
- + Construction and renovation
- + Indirect costs
- + Management and Administration (M&A) costs to manage sub-contracts
- + Supplementing
- + Maintenance and/or wear and tear costs of general use vehicles (e.g., construction vehicles), medical supplies, and emergency response apparatus (e.g., fire trucks, ambulances) Maintenance and/or wear and tear costs of general use vehicles and emergency response apparatus during exercises.
- + Equipment purchased for an exercise cannot be used for permanent installation and/or beyond the scope of the conclusion of the exercise.
- + Hiring of sworn public safety officers to fill traditional public safety duties or to supplant traditional public safety positions and responsibilities
- + Weapons, weapons accessories, ammunition
- + Entertainment and sporting events
- + Personal items such as laundry, personal hygiene items, magazines, in-room movies, personal travel
- + Travel insurance, visa, and passport charges
- + Lodging costs in excess of federal per diem, as appropriate
- + Lodging fees associated with violation of the lodging facility's policies, such as smoking in a non-smoking room
- + Lunch when travel is wholly within a single day
- + Stand-alone working meals
- + Bar charges, alcoholic beverages
- + Tips
- + Finance, late fees, or interest charges
- + Lobbying, political contributions, legislative liaison activities
- + Organized fund-raising, including salaries of persons while engaged in these activities
- + Land acquisition
- + Organizational Costs
- + Expenditures not supported with appropriate documentation when submitted for reimbursement. Only properly documented expenditures will be processed for payment. Unsupported expenditures will be returned to the jurisdiction for resubmission.

(F) Property and Equipment Management: The City of Homer shall maintain an effective property management system; safeguards to prevent loss, damage or theft; maintenance procedures to keep equipment in good condition; and disposition procedures. A *Property Inventory Report* is available at <http://ready.alaska.gov/grants> shall be submitted to DHS&EM annually each June 20 with the *Financial Progress Report*, and continued submission is required annually until final disposition of the equipment. No equipment purchased with these grant funds may be assigned to other entities or organizations without the expressed approval in writing from DHS&EM, prior to the jurisdiction's encumbrance or expenditure for that equipment. Management of property and equipment shall be in accordance with state laws and procedures as outlined, and 44 CFR Part 13, sections 13.31 and 13.32. For items over \$5,000.00, a Single Equipment Reporting Form must be submitted at the time of reimbursement at the time of reimbursement request.

(G) Procurement: Each purchase in excess of \$25,000.00, service contracts of any value, sole-source procurement, and single vendor response to a competitive bid require pre-approval of DHS&EM. A *Procurement Method Report* documenting method of solicitation is required for reimbursement for every procurement (with the exception of local advertising, legal notices and travel arrangements). Contractors that develop or draft specifications, requirements, *Statements of Work (SOW)*, and/or *Requests for Proposals (RFP)* for a proposed procurement shall be excluded from bidding or submitting a proposal to compete for the award of such procurement. Local bidder's preference is not allowed for federally funded procurements. Procurement transactions shall be conducted to provide maximum open and free competition.

(H) Contracts: Any contract entered into during this grant period shall comply with local, state and federal government contracting regulations. To the extent that subrecipients of a grant use contractors, subrecipients shall use small, minority, women-owned or disadvantaged business concerns and contractors to the extent practicable. Contracts for professional and consultant services must include local, state and federal government required contract language, a project budget, and require pre-approval by DHS&EM prior to implementation. Contract deliverables must meet the intent of the grant application and grant requirements. Justification is required for compensation for individual consultant services, which must be reasonable and consistent with the amount paid for similar services in the market place. Detailed invoices and time and effort reports are required for consultants. A *Procurement Method Report* documenting method of solicitation is required for reimbursement for every procurement.

(I) Use of DHS Seal, Logo and Flags: All subrecipients must obtain DHS&EM approval prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.

(J) Publications and Copyright: All recipients must affix the applicable copyright notices of 17 U.S.C. § 401 or 402 and an acknowledgement of Government sponsorship (including award number) to any work first produced under Federal financial assistance awards, unless the work includes any information that is otherwise controlled by the Government (e.g., classified information or other information subject to national security or export control laws or regulations) Publications created with funding under this grant should prominently contain the following statement: *This document was prepared under a grant from the Federal Emergency Management Agency (FEMA)'s Grant Programs Directorate, U.S. Department of Homeland Security and the Alaska Division of Homeland Security and Emergency Management. Points of view or opinions expressed in this document are those of the*

authors and do not necessarily represent the official position or policies of FEMA's Grant Programs Directorate, the U.S. Department of Homeland Security or the State of Alaska.

(K) Acknowledgment of Federal Funding: All subrecipients must acknowledge their use of federal funding when issuing statements, press releases, requests for proposals, bid invitations, and other documents describing projects or programs funded in whole or in part with Federal funds.

(L) Federal Debt Status: All subrecipients are required to be non-delinquent in their repayment of any Federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. See OMB Circular A-129 and form SF-424, item number 17 for additional information and guidance.

(M) False Claims Act and Program Fraud Civil Remedies: All subrecipients must comply with the requirements of 31 U.S.C. § 3729 which set forth that no subrecipient of federal payments shall submit a false claim for payment. See also 38 U.S.C. § 3801-3812 which details the administrative remedies for false claims and statements made.

(N) Recordkeeping Requirements: Grant financial and administrative records shall be maintained for a period of three (3) years following the date of the closure of the grant award, or audit if required. Time and effort, personnel and payroll records for all individuals reimbursed under the award must be maintained. Property and equipment records shall be maintained for a period of three (3) years following the final disposition, replacement or transfer of the property and equipment.

(O) Performance Measures: Quarterly Progress Reports shall demonstrate performance and progress relative to:

1. Acceptable performance on applicable critical tasks in Exercises using approved scenarios
2. Progress in achieving project timelines and milestones identified on the Grant Activities Plan
3. Percent measurable progress toward completion of project
4. How funds have been expended during reporting period, and explains expenditures related to the project

(P) Subrecipient Monitoring Policy: Periodic monitoring is required to ensure that program goals, objectives, timelines, budgets and other related program criteria are being met. DHS&EM reserves the right to periodically monitor, review and conduct analysis of the City of Homer's financial, programmatic and administrative policies and procedures such as: accounting for receipts and expenditures, cash management, maintaining adequate financial records, means of allocating and tracking costs, contracting and procurement policies and records, payroll records and means of allocating staff costs, property/equipment management system(s), progress of project activities, etc. This may include desk and field audits. Technical assistance is available from DHS&EM staff. The Monitoring Policy is available in the Grants Management Handbook at <http://ready.alaska.gov/grants>.

(Q) Penalty for Non-Compliance: For the reasons listed below, special conditions may be imposed, reimbursements may be partially or wholly withheld, the award may be wholly or partly suspended or terminated, or future awards, reimbursements and award modifications may be withheld. DHS&EM may institute the following, but is not limited to, withholding authority to proceed to the next phase of a project, requiring additional or more detailed financial reports, additional project monitoring, and/or establish additional prior approvals. DHS&EM shall notify the City of Homer of its decision in writing stating the nature and the reason for imposing the conditions/restrictions, the corrective action required and timeline to remove them, and the method of requesting reconsideration of the imposed conditions/restrictions. The City of Homer must respond within five (5) days of receipt of notification.

1. Unwillingness or inability to attain project goals
2. Unwillingness or inability to adhere to Special Conditions or Grant Assurances
3. Failure or inability to adhere to grant guidelines and federal compliance requirements
4. Improper procedures regarding contracts and procurements
5. Inability to submit reliable and/or timely reports
6. Management systems which do not meet federal required management standards

(R) Termination for Cause: If performance is not occurring as agreed, the award may be reduced or terminated without compensation for reduction or termination costs. DHS&EM will provide five (5) days notice to City of Homer stating the reasons for the action, steps taken to correct the problems, and the commencement date of the reduction or termination. DHS&EM will reimburse City of Homer only for acceptable work or deliverables, necessary and allowable costs incurred through the date of reduction or termination. Final payment may be withheld at the discretion of DHS&EM until completion of a final DHS&EM review. Any equipment purchased under a terminated grant may revert to DHS&EM at the option of DHS&EM.

(S) Termination for Convenience: Any project may be terminated upon convenience, in whole or in part, for the convenience of the Government. The U.S. Department of Homeland Security and the DHS&EM, by written notice, may terminate this grant, in whole or in part, when it is in the Government's interest. Allowable costs obligated and/or incurred through the date of termination shall be reimbursed. Any equipment purchased under a terminated grant may revert to DHS&EM at the option of DHS&EM.

(T) Project Implementation: Due to the competitiveness of the 2016 State Homeland Security Grant, approved projects must be ready-to-go. Project implementation shall begin within the first reporting quarter.

1. If a project cannot be operational within the first reporting quarter of the approved award date, the subrecipient should provide notice to DHS&EM, stating the implementation delay and expected starting date. At the discretion of DHS&EM, the grant award is subject to cancellation and funds may be de-obligated and reallocated to other projects if project implementation is unjustifiably delayed.

(U) The City of Homer shall comply with the requirements and restrictions of the Federal Fiscal Year (FFY) 2016 Homeland Security Grant Program (HSGP) Program Guidance, State Overview and Guidelines, State Preparedness Report, and the State Homeland Security Strategy. By signing this obligating award document, the City of Homer certifies it has read, understood and accepted these documents as binding.

(V) No funds will be reimbursed until City of Homer fiscal and programmatic representatives attend a 2016 Grant Kick-Off Meeting to be held throughout the state in September and October, 2016. Activity towards grant acceptance and projects may take place prior to Kick-Off meeting attendance.

(W) The City of Homer must complete a Quarterly Activities Plan by January 20, 2017. Information on this requirement will be provided at 2016 Grant Kick-off meetings.

(X) The City of Homer must complete/update the Alaska Assessment annually by December 31.

(Y) The City of Homer must have programmatic jurisdictional representatives at the annual DHS&EM Multiyear Training and Exercise Plan Workshop (TEPW).

(Z) The signature of the signatory officials on this award attests to the City of Homer's understanding and acceptance of the National Incident Management System (NIMS) compliance requirements. For FFY 2016, the Alaska Assessment will be the required means to report NIMS compliance for future preparedness award eligibility.

Special Conditions

(A) The City of Homer shall not undertake any project having the potential to impact Environmental or Historical Preservation (EHP) resources without the prior approval of FEMA, including but not limited to communications towers, physical security enhancements, new construction, and modifications to buildings, structures and objects that are 50 years old or greater. The City of Homer must comply with all conditions placed on the project as the result of the EHP review. Any change to the approved project scope of work will require re-evaluation for compliance with these EHP requirements. If ground disturbing activities occur during project implementation, the City of Homer must ensure monitoring of ground disturbance, and if any potential archeological resources are discovered, the City of Homer will immediately cease construction in that area and notify FEMA and the appropriate State Historic Preservation Office. Any construction activities that have been initiated without the necessary EHP review and approval will result in a non-compliance finding and will not be eligible for FEMA funding. The City of Homer must submit an Environmental Historic Preservation (EHP) Statement of Work Request for the following project(s):

- †. Repeater Relocation

We certify we have read, understood, and accept the Grant Terms and Conditions, the Grant Requirements, and Assurances and Agreements, and Special Conditions in accordance with this Award.

Project Manager's Signature

Chief Financial Officer's Signature

Signatory Official's Signature

ORDINANCE REFERENCE SHEET
2016 ORDINANCE
ORDINANCE 16-48

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 2.04.030 to Permit City Employees and the City Manager to Make Local Office Campaign Contributions and Amending HCC 1.18.030 to Add HCC 1.18.030(Q), Which Incorporates HCC 2.04.030, and Its Prohibition Against Council Member Influence and Direction of City Employees and the City Manager, Into the Homer Ethics Code.

Sponsor: Mayor

1. Council Regular Meeting September 26, 2016 Introduction

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Mayor

4 **ORDINANCE 16-48**
5

6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE 2.04.030 TO PERMIT CITY
8 EMPLOYEES AND THE CITY MANAGER TO MAKE LOCAL OFFICE
9 CAMPAIGN CONTRIBUTIONS AND AMENDING HCC 1.18.030 TO
10 ADD HCC 1.18.030(q), WHICH INCORPORATES HCC 2.04.030, AND
11 ITS PROHIBITION AGAINST COUNCIL MEMBER INFLUENCE AND
12 DIRECTION OF CITY EMPLOYEES AND THE CITY MANAGER, INTO
13 THE HOMER ETHICS CODE.
14

15 WHEREAS, The purpose of the Homer Ethics Code is, in part, to set reasonable
16 standards of conduct for City of Homer (“City”) employees, officers, and officials and ensure
17 that these employees, officers, and officials are aware of the standards of conduct demanded
18 of them; and
19

20 WHEREAS, HCC 2.04.030 prohibits certain acts and conduct by City officials, the City
21 Manager, and City employees but is located in a section of the Code applying to the City
22 Manager and thus easily missed by City officials and employees; and
23

24 WHEREAS, It is in the City’s best interest to incorporate HCC 2.04.030 by reference into
25 the Homer Ethics Code, thereby increasing City official and employee awareness of the
26 prohibitions imposed by HCC 2.04.030; and
27

28 WHEREAS, It is also in the City’s best interest to permit City employees and the City
29 Manager to make campaign contributions to candidates for elected positions within the
30 municipal government.
31

32 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
33

34 Section 1. Homer City Code Chapter 2.04 entitled “City Manager” is amended to read
35 as follows:
36

37		Chapter 2.04
38		City Manager
39	2.04.010	Appointment.
40	2.04.020	Duties and powers.
41	2.04.030	Interference in administration and elections.
42	2.04.040	Ineligible persons.

[Bold and underlined added. Deleted language stricken through.]

43 2.04.010 Appointment.

44 a. The City Manager shall be appointed by the City Council as provided for
45 under the statutes of the State of Alaska.

46 b. The City Manager shall annually appoint, subject to City Council
47 confirmation, an acting City Manager who shall assume the duties and powers
48 of the City Manager in his or her absence. The City Council may revoke the
49 confirmation at any time.

50

51 2.04.020 Duties and powers.

52 The duties and powers of the City Manager shall be as follows:

53 a. He or she is the executive and administrative officer of the City.

54 b. He or she shall administer the affairs of all City departments.

55 c. He or she shall devote his or her time to the discharge of his or her official
56 duties, attend all meetings of the Council unless excused therefrom by the
57 Mayor or Council, and keep the Council advised at all times of the affairs and
58 needs of the City.

59 d. He or she shall make recommendations to the Council as he or her
60 considers expedient or necessary and once a year he or her shall present a
61 detailed statement of what he or her have ~~has~~ done during the year covered
62 by the report.

63 e. He or she shall prepare and recommend to the Council an annual budget.

64 f. He or she shall execute and enforce ordinances and resolutions of the City,
65 administer all contracts entered into by the City and see that provisions of all
66 franchises, permits, leases, and privileges granted by the City are observed.

67 g. He or she shall appoint and remove the heads of all departments, boards,
68 bureaus and all other officers and employees of the City, except the City
69 Attorney, who shall be appointed by and serve at the pleasure of the Council,
70 and he shall have supervision and control over them and their work with power
71 to transfer an employee from one department to the other. He shall supervise
72 all other City departments to the end of obtaining the utmost efficiency in each
73 of them.

74 h. He or she shall supervise the operation of all public utilities owned and
75 operated by the City and shall have general supervision of all City-owned
76 property.

77 i. He or she shall act as purchasing agent for all City departments, subject to
78 provisions of the annual budget. All purchases shall be made by requisition
79 approved by him.

80 j. He or she shall take part in and may enter into all discussions by the City
81 Council but shall have no vote.

82 k. Before assuming office he or she shall take an oath to faithfully discharge
83 the duties of his or her office and furnish a bond in such sum as the Council by
84 resolution shall require. Cost of such bond shall be paid by the City.

Added language stricken through.

85 2.04.030 Interference in administration ~~and elections.~~

86 No member of the Council shall directly or indirectly, by suggestion or
87 otherwise, attempt to influence or coerce the Manager in the making of any
88 appointment or removal of any officer or employee or in the purchase of supplies, or
89 attempt to exact any promise relative to any appointment from any candidate for
90 Manager; or discuss directly or indirectly with him **or her** the matter of any specific
91 appointment to any City office or employment, or to give orders directly to any officer
92 or employee or to deal with the Manager individually and not by the Council as a body.
93 Nothing in this section shall be construed, however, as prohibiting the Council while in
94 open session from fully and freely discussing with or suggesting to the Manager
95 anything pertaining to City affairs or the interests of the City. ~~Neither the Manager nor~~
96 ~~any person in the employ of the City shall take part in securing or contributing any~~
97 ~~money toward the nomination or election of any candidate for a municipal office.~~

98

99 2.04.040 Ineligible persons.

100 No person related to the Manager by consanguinity or affinity within the third
101 degree shall hold any appointive office or employment with the City except by
102 approval of the Council.

103

104 Section 2. Homer City Code Chapter 1.18.030 is amended to add HCC 1.18.030(q) and
105 to read as follows:

106

107 1.18.030 Standards and prohibited acts.

108 a. City officials, the City Manager, and City hired consultants and contractors,
109 while acting in such capacity, shall not knowingly make false statements to
110 influence official action.

111 b. Official Action. No City official or the City Manager shall participate in any
112 official action in which:

113 1. The person is the applicant, a party or has a substantial financial
114 interest in the subject of the official action.

115 2. Within a period of one year after the action the person will have a
116 substantial financial interest in the subject of the official action.

117 3. The person resides or owns land within a 300-foot periphery of any
118 property that is the subject of any action.

119 4. The person does or will recognize a substantial financial interest as a
120 result of the action.

121 5. Exceptions.

122 a. This subsection does not prohibit a person from acquiring a
123 substantial financial interest in the subject of the action after the
124 longer of 12 months after the official action is approved, or 12
125 months after the person's term or employment ends.

Added language. Deleted language ~~stricken through.~~

126 b. This section does not prohibit any gain or loss that would
127 generally be in common with all other citizens or a large class of
128 citizens.

129 c. This section does not prohibit any gain or loss that would
130 generally be in common with other property owners on property
131 that is further than 300 feet from the periphery of any property
132 that is the subject of an action.

133 c. City officials and the City Manager acting in the course of their official duties
134 are allowed to participate in official actions on behalf of the City or when the
135 City itself is the applicant or subject of the action.

136 d. Undue Influence. No City official or the City Manager shall attempt to
137 influence the City's selection of any bid or proposal, or the City's conduct of
138 business, in which the City official or the City Manager has a substantial
139 financial interest. This subsection does not prohibit a City official or the City
140 Manager from being an applicant while holding City office or City position, if
141 the person takes no official action concerning his or her own application. A City
142 official or City Manager may give testimony and make appearances before City
143 bodies on his or her own behalf.

144 e. Participation in Appointments. No City official shall participate in, vote on, or
145 attempt to influence the selection of an appointee to any board, commission
146 or committee (1) having authority to take official action on any pending matter
147 or application in which that official has a substantial financial interest or (2) if
148 that official has a substantial financial interest with a nominee for the
149 appointment.

150 f. No official shall participate in, vote on, or attempt to influence the selection
151 of an appointee to the Homer Advisory Planning Commission if that official has,
152 or could reasonably be expected to have within one year after the date of the
153 appointment:

154 1. A rezoning, quasi-judicial or platting action pending before the
155 Commission; or

156 2. An application that would require approval by a quasi-judicial or
157 platting action of the Commission.

158 In the case of the reappointment of an incumbent to another term, the
159 prohibition above also applies to an official who had such a matter pending
160 before the Homer Advisory Planning Commission within one year before the
161 date of the reappointment. The Board of Ethics may, upon written request,
162 grant an exception to this one-year period when it determines the public
163 interest does not require continuing enforcement of the prohibition.

164 g. Use of Office for Personal Gain. No City official or the City Manager shall seek
165 office or position or use their office or position for the purpose of obtaining
166 anything of value for himself **or herself**, an immediate family member or a
167 business that he **or she** owns or in which **he or she** holds an interest, or for the

Deleted language stricken through.

168 purpose of influencing any matter in which he **or she** has a financial interest.
169 This subsection does not prohibit the receipt of authorized remuneration for
170 the office or position.

171 h. Inappropriate Use of Office Title or Authority. No City official or the City
172 Manager shall use the implied authority of office or position for the purposes of
173 unduly influencing the decisions of others, or promoting a personal interest
174 within the community. City officials and the City Manager will refrain from
175 using their title except when duly representing the City in an authorized
176 capacity. Unless duly appointed by the Mayor or Council to represent the
177 interests of the full Council, Council members shall refrain from implying their
178 representation of the whole by the use of their title.

179 i. Representing Private Interests. No City official shall, for compensation,
180 represent or assist those representing private business or personal interests
181 before the City Council, administration, or any City board, commission or
182 agency. Nothing herein shall prevent an official from making verbal or written
183 inquiries on behalf of constituents or the general public to elements of City
184 government or from requesting explanations or additional information on
185 behalf of such constituents. No official may solicit or accept a benefit or
186 anything of value from any person for having performed this service.

187 j. Confidential Information. No City official or the City Manager may disclose
188 information he or she knows to be confidential concerning employees of the
189 City, City property, City government, or other City affairs, including but not
190 limited to confidential information disclosed during an executive session,
191 unless authorized or required by law to do so.

192 k. Outside Activities. A City official or the City Manager may not engage in
193 business or accept employment with, or render services for, a person other
194 than the City or hold any office or position where that activity, office, or
195 position is incompatible with the proper discharge of the official's or City
196 Manager's City duties or would tend to impair the official's or the City
197 Manager's independence of judgment in performing City duties. This
198 prohibition shall include but not be limited to the following activities:

199 1. A person who holds an appointed City office on a board or
200 commission shall not be eligible for employment with the City in the
201 department related to the board or commission during the official's
202 term of office and until one year has elapsed following the period of
203 service. An exception may be made on a case-by-case basis with the
204 express authorization of the City Council.

205 2. A person who holds or has held an elective City office shall not be
206 eligible for appointment to an office or for employment with the City
207 during the official's period of service and until one year has elapsed
208 following the period of service. An exception may be made on a case-by-
209 case basis with the express authorization of the City Council.

Added language Deleted language ~~stricken through.~~

210 l. Gratuities. No City official or the City Manager shall accept a gratuity from any
211 person engaging in business with the City or having a financial interest in a
212 decision pending with the City. No City official or the City Manager shall give a
213 gratuity to another City official for the purpose of influencing that person's
214 opinion, judgment, action, decision or exercise of discretion as a City official.
215 This subsection does not prohibit accepting:

- 216 1. A meal of reasonable value;
- 217 2. Discounts or prizes that are generally available to the public or large
218 sections thereof;
- 219 3. Gifts presented by an employer to its employees in recognition of
220 meritorious service, or civic or public awards;
- 221 4. A lawful campaign contribution made to a candidate for public office;
- 222 5. An occasional nonpecuniary gift insignificant in value;
- 223 6. Any gift which would have been offered or given to him **or her** if he **or**
224 **she** were not a City official or the City Manager.

225 m. Use of City Property. No City official, the City Manager, or City hired
226 consultant or contractor may use, request or permit the use of City vehicles,
227 equipment, materials or property for any non-City purpose, including but not
228 limited to private financial gain, unless that use is available to the general
229 public on the same terms or unless specifically authorized by the City Council.
230 This subsection does not prohibit de minimis personal use.

231 n. Political Activities – Limitations of Individuals. A City official may not take an
232 active part in a political campaign or other political activity when on duty.
233 Nothing herein shall be construed as preventing such officials from exercising
234 their voting franchise, contributing to a campaign or candidate of their choice,
235 or expressing their political views when not on duty or otherwise
236 conspicuously representing the City.

237 o. Influencing Another City Official's Vote. A City official may not attempt to
238 influence another City official's vote or position on a particular item through
239 contact with the City official's employer or by threatening financial harm to
240 another City official.

241 p. City officials or the City Manager shall not participate in public testimony
242 before any City body in any matter in which they have a substantial financial
243 interest unless:

- 244 1. They or the City is the applicant; or
- 245 2. They fully and publicly disclose the nature of their interest in the
246 subject of the action.

247 **q. No City Council member may be in violation of HCC 2.04.030.**

248
249 Section 3. This ordinance shall be of a permanent and general character and shall be
250 included in the City code.
251

[Bold and underlined added.] Deleted language stricken through.

252 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
253 _____, 2016.

254
255 CITY OF HOMER

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257
258 _____
259 MARY E. WYTHE, MAYOR

260 ATTEST:

261
262
263 _____
264 JO JOHNSON, MMC, CITY CLERK

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266
267
268 YES:

269 NO:

270 ABSTAIN:

271 ABSENT:

272
273
274
275 First Reading:

276 Public Hearing:

277 Second Reading:

278 Effective Date:

279
280 Reviewed and approved as to form.

281
282 _____
283 Mary K. Koester, City Manager

284
285 _____
286 Holly C. Wells, City Attorney

287
288 Date: _____

Date: _____

Fiscal Note: NA

[Bold and underlined added] Deleted language ~~stricken through.~~

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 Public Works Director

5 **RESOLUTION 16-097**

6
7 A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE
8 CONTRACT FOR THE 2016-2019 SNOW REMOVAL AND SANDING
9 SERVICES TO THE FIRM OF GREGOIRE CONSTRUCTION OF HOMER,
10 ALASKA, IN THE AMOUNT OF \$405.00 SNOW REMOVAL PER TRIP
11 AND \$281.00 SANDING PER TRIP, AND AUTHORIZING THE CITY
12 MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

13
14 WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was
15 advertised in the Homer News on September 1 and 8, 2016, sent to two in-state and one
16 Washington state plans rooms, and posted on the Clerk's home page; and

17
18 WHEREAS, Bids were due on September 15, 2016 and three bids were received; and

19
20 WHEREAS, Gregoire Construction, of Homer, Alaska, was found to be the lowest
21 responsive bidder.

22
23 WHEREAS, This award is not final until written notification is received by the firm from
24 the City of Homer.

25
26 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the
27 contract for the 2016-2019 Snow Removal and Sanding Services contract to the firm of
28 Gregoire Construction, of Homer, Alaska, in the amount of \$405.00 snow removal per trip and
29 \$281 sanding per trip, and authorizes the City Manager to execute the appropriate documents
30 necessary to complete this work.

31
32 PASSED AND ADOPTED by the Homer City Council this 26th day of September, 2016.

33
34 CITY OF HOMER

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37 _____
38 MARY E. WYTHE, MAYOR
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43 ATTEST:

44

45

46

47 _____
JO JOHNSON, MMC, CITY CLERK

48

49 Fiscal Note: Fire Dept. 100.151.5210

50 Police Dept. 100.160.5244

51 City Hall 100.140.5210

52 Library 100.145.5244



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum 16-148

TO: Katie Koester, City Manager
FROM: Carey Meyer, Public Works Director
DATE: September 16, 2016
SUBJECT: **Snow Removal and Sanding Services 2016-2019**

On September 15, 2016 bids were opened for the above three-year renewable service contract. This work was advertised in the Homer News on September 1 and 8, 2016. This service contract provides snow plowing and sanding services for City Hall, the Fire Department, the Police Department, the Public Library and the Skyline Drive Fire Station.

Three bids were received from qualified firms. The bid results were totaled per citywide trip and the results are:

Firm Name	Snow Plow/Trip	Sanding/Trip	Total/Trip
Gregoire Construction	\$ 405.00	\$ 281.00	\$ 686.00
Harness Bros. Construction	\$ 542.50	\$ 542.50	\$ 1085.00
First Class Services	\$ 650.00	\$ 550.00	\$ 1200.00

RECOMMENDATION: The City Council adopt Resolution 16-097 awarding the 2016~2019 Snow Removal and Sanding Services Contract to Gregoire Construction of Homer, Alaska, and authorize the City Manager to execute the appropriate documents.

Fiscal Note:

Account No.'s:

Fire 100.150. 5210
Police 100.160. 5244
City Hall 100.140. 5210
Library 100.145. 5244

INVITATION TO BID

**By the City of Homer, Alaska
for
SNOW REMOVAL AND SANDING SERVICES
2016/17, 2017/18, 2018/19**

Sealed Bids will be received by the Office of the City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603 until **2:00 p.m. on September 15, 2016** at which time they will be publicly opened and read. Bids received after the time specified will be considered non-responsive and shall not be considered.

The project consists of furnishing all labor, materials, equipment, tools, supervision, and other facilities necessary to perform the work. The work includes, but is not limited to the following:

The plowing and sanding of five (5) parking lots and associated sidewalks. Areas of work consist of the Fire Department, the Police Department, City Hall, the Library, and Skyline Drive Fire Station.

Please direct all questions regarding this project to:

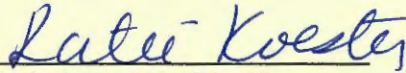
Dan Gardner
Public Works Superintendent
3575 Heath Street
Homer, Alaska 99603
(907) 235-3170

Proposal Requirements and plan holder registration forms are available online at <http://www.cityofhomer-ak.gov/rfps> **All proposers must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.**

The City of Homer reserves the right to accept or reject any or all bids, and to waive irregularities or informalities in the bids, and to award the contract to the bidder that best meets the aforementioned criteria. The City shall not accept faxed bids.

Dated this 22 day of August, 2016.

City of Homer


Katie Koester, City Manager

Publish: Homer News 09/01/16 & 9/08/16
Acct. Nos.: City Hall 100-0140-5227; Library 100-0145-5227; Fire 100-0150-5227;
Police 100-0160-5227

**CITY OF HOMER
 BID TALLY SHEET**

PROJECT: INVITATION TO BID SNOW REMOVAL AND SANDING SERVICES 2016/17, 2017/18, 2018/19

DUE DATE & TIME: September 15, 2016 2:00 p.m.

CITY CLERK'S OFFICE

BIDDER NO.	BIDDER NAME & ADDRESS	BID AMOUNT				
		Fire Dept	Police Dept	City Hall	Library	Skyline Fire Station
1.	First Class Services Box 1 Anchor Point, AK 99556	Snow Removal \$90	\$65	\$145	\$250	\$100
		Sanding \$90	\$65	\$145	\$150	\$100
		TOTAL TRIP CHARGE ALL 5 BUILDINGS SNOW REMOVAL \$650 SANDING \$550				
2.	Gregoire Construction P.O. Box 2372 Homer, AK 99603	Snow Removal \$75	\$75	\$90	\$115	\$50
		Sanding \$50	\$50	\$80	\$100	\$1.00
		TOTAL TRIP CHARGE ALL FIVE BUILDINGS SNOW REMOVAL \$405.00 SANDING \$281.00				
3.	Harness Bros. Construction 1060 Eagle Way Homer, AK 99603	Snow Removal \$94.50	\$84.50	\$94.50	\$174.50	\$94.50
		Sanding \$94.50	\$84.50	\$94.50	\$174.50	\$94.50
		TOTAL TRIP CHARGE ALL FIVE BUILDINGS SNOW REMOVAL \$542.50 SANDING \$542.50				

Staff Present: Renee Krause, Deputy City Clerk; Kim Gilbert, Accts Payable, Finance Dept; and Dan Garner, Supt., Mitch Hrachiar, GIS Tech., Public Works

Comments: _____

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 PARC Advisory Commission

5 **RESOLUTION 16-100**

6
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
8 APPROVING AND ACCEPTING THE DONATION OF A WATERCOLOR
9 PAINTING FROM FRIENDS OF THE HOMER LIBRARY TITLED
10 *LIBRARY ENTRANCE, HOMER, ALASKA* BY LOCAL ARTIST JAN
11 PEYTON TO BE PLACED AT THE LIBRARY.
12

13 WHEREAS, Friends of the Homer Library would like to donate a watercolor painting
14 titled *Library Entrance, Homer, Alaska* to the Library; and
15

16 WHEREAS, *Library Entrance, Homer, Alaska* is a watercolor by local artist Jan Peyton of
17 the entrance façade to the Homer Public Library; and
18

19 WHEREAS, The painting is fitting to be displayed at the Library as it depicts a mother
20 and child holding hands and walking into the Library; it captures the vital role of the Library in
21 our community.
22

23 WHEREAS, There are two paintings of the Library at its previous locations and this
24 painting will complete the set.
25

26 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves
27 and accepts the donation of a watercolor painting from Friends of the Homer Library titled
28 *Library Entrance, Homer, Alaska* by local Artist Jan Peyton to be placed at the Library.
29

30 PASSED AND ADOPTED by the Homer City Council this 26th day of September, 2016.
31

32 CITY OF HOMER
33

34
35 _____
36 MARY E. WYTHE, MAYOR
37

38 ATTEST:
39
40

41 _____
42 JO JOHNSON, MMC, CITY CLERK
43

44 Fiscal Note: N/A



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-154

TO: MAYOR WYTHE AND CITY COUNCIL

FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

THRU: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: SEPTEMBER 21, 2016

SUBJECT: DONATION OF ART TO THE HOMER PUBLIC LIBRARY

The Commission discussed and reviewed the application for a donation of a watercolor of the entrance façade to the Homer Public Library. The commission recommends acceptance by City Council and inclusion in the Municipal Art Collection and that the piece will be hung and maintained at the Library.

Following is the excerpt from the minutes of the meeting of September 15, 2016:

NEW BUSINESS

D. Gift Application Review and Recommendation to Council

LOWNEY/BRANN - MOVED TO RECOMMEND CITY COUNCIL ACCEPT THE DONATION OF A WATERCOLOR PAINTING INTO THE MUNICIPAL ART COLLECTION WITH PLACEMENT AT THE HOMER PUBLIC LIBRARY.

There was a brief discussion and clarification on the application regarding the artist's fees and if the city has to pay these fees along with the process.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Recommendation:

Motion to approve the request to accept the donation and include in the Municipal Art Collection.



MUNICIPAL ART COLLECTION GIFT PROPOSAL APPLICATION

PLEASE TYPE OR PRINT CLEARLY AND MAKE YOUR RESPONSES COMPLETE AND THROUGH.

DATE 0410

CONTACT PERSON Mercedes Harness TITLE Coordinator

ORGANIZATION IF APPLICABLE Friends of the Homer Library

ADDRESS 00 Hazel Ave CITY Homer STATE AK ZIP 99602

PHONE 4000100 FAX _____ CELL 0001000

EMAIL mercedes@friendshomerlibrary.org

TELL US WHY YOU WISH TO DONATE THIS ARTWORK TO THE CITY OF HOMER? _____

It is a painting of the "new" library on Hazel Ave.

PROPOSED ARTWORK

TITLE OF ARTWORK Library Entrance, Homer, Alaska

ARTIST(S) NAME Jan Peyton

YEAR COMPLETED 01 DIMENSIONS 40x100

MATERIALS USED TO CREATE ARTWORK The painting is done with professional grade watercolor pigments on Arches 140 lb. watercolor paper. It has acid free matting, regular glass, and a wooden frame.

PHYSICAL DESCRIPTION OF THE PROPOSED PIECE--

A portrait of the outside entrance of the library.

NARRATIVE DESCRIPTION OF THE PROPOSED ARTWORK - TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE -

In the forefront a mother and child hold hands walking into the library captures the vital role of the library in our community.

IS THE PROPOSED PIECE ONE OF A KIND? yes IS THE PIECE PART OF A SERIES, LIMITED OR OTHERWISE? no
IF SO, AN EDITION OF HOW MANY? n/a IS THE PIECE COMPLETED? yes IF NOT WHEN IS THE
EXPECTED COMPLETION DATE? n/a
WHAT IS THE CURRENT CONDITION OF THE PIECE? It's a brand new painting in excellent condition.

PROPOSED SITE OR LOCATION

DO YOU HAVE A SITE(S) IN MIND FOR THE PLACEMENT OF THE ARTWORK? IF SO WHERE? _____
Next to the portraits of the Pioneer Age libraries near the circulation desk.

IS THIS A CITY OWNED PROPERTY IF NOT WHO OWNS THE PROPERTY? This is a gift from the Friends of the Homer Library
to the City of Homer.

WHAT IS THE RATIONALE FOR SELECTING THIS/THESE LOCATION(S)? There are watercolor painting of the library at its
previous locations, this painting completes the set.

ARE YOU AWARE OF ANY PERMITS OR PERMISSIONS THAT MAY BE REQUIRED? none required

TECHNICAL SPECIFICATIONS

DESCRIBE HOW THE ARTWORK IS CONSTRUCTED OR MADE. PLEASE INCLUDE ANY DOCUMENTATION AT THE END OF
THIS APPLICATION. The painting is made with watercolors on watercolor paper and professionally matted and framed.

HOW IS THE ARTWORK TO BE PROPERLY INSTALLED? Mounted on the wall next to the other paintings.

DOES THE PIECE REQUIRE ELECTRICITY, PLUMBING OR OTHER UTILITY HOOKUPS? no

WHO WILL BE INSTALLING THE ARTWORK? City of Homer with assistance from the Friends of the Homer Library, if
necessary.

WHAT IS THE EXPECTED LIFETIME AND STAYING POWER OF THE MATERIALS USED IN CREATING THE PIECE? _____

The painting should last the life of the library.

WHAT MAINTENANCE IS REQUIRED AND HOW OFTEN? o maintenance is required.

PLEASE IDENTIFY ANY SPECIFIC MAINTENANCE PROCEDURES AND OR EQUIPMENT AND THE ASSOCIATED COSTS: _____

A

WHAT PRECAUTIONS HAVE BEEN TAKEN TO GUARD AGAINST VANDALISM IF ANY? _____

It will be hung near the circulation desk, in the purqiew of the staff.

WHAT STEPS HAVE BEEN TAKEN TO ASSURE THIS PIECE WILL NOT PRESENT A SAFETY HAZARD? _____

A

BUDGET

PROJECT MANAGEMENT FEES	\$ _____	INSURANCE	\$ _____
ARTIST'S FEES	\$ <input type="checkbox"/> 00	UTILITY HOOKUP	\$ _____
PURCHASE PRICE	\$ _____	DELIVERY	\$ _____
PERMITS	\$ _____	INSTALLATION	\$ _____
STRUCTURAL ENGINEERING	\$ _____	SIGNAGE	\$ _____
SITE PREPARATION	\$ _____	RECOGNITION	\$ _____
OTHER COSTS NOT LISTED	\$ _____	DESCRIPTION	_____

DATE PIECE WAS LAST APPRAISED? _____

WHAT IS THE VALUE OF THE PIECE OR ESTIMATED MARKET VALUE IF NO APPRAISAL WAS DONE? 00 _____

TIMELINE

WHAT IS THE TIMELINE FOR THE COMPLETION OR INSTALLATION OF THE PIECE? IDENTIFY THE DIFFERENT STAGES AND

DATE GOALS TO PREPARE THE PIECE FOR DONATION The painting is complete and ready to be installed.

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE PIECE? _____

one.

WHAT EXPAECTATIONS DO YOU HAVE FOR THE CITY OF HOMER IN ACCEPTING THIS ARTWORK? _____

That it will be hung in the library in accordance with the library director's wishes.

COMMUNITY INVOLVEMENT

WAS THERE ANY COMMUNITY OR USER INVOLVEMENT IN SELECTING THE RECOMMENDED LOCATION? _____

e sought input from library staff and olunteers.

PLEASE INCLUDE ANY LETTER(S) OF SUPPORT FOR THE PROJECT OR PROPOSED DONATION.

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

AN RESUME OR BIO FROM THE ARTIST WHO CREATED OR WILL CREATE THE ARTWORK.

FIVE TO TEN IMAGES OF PAST WORK FROM THE ARTIST. THESE CAN BE PHOTOGRAPHS.

THREE TO FIVE CLEAR IMAGES OF THE PROPOSED ARTWORK

SCALE DRAWING/MODEL OF THE PROPOSED ARTWORK

IF YOU HAVE A SITE(S) IN MIND PLEASE INCLUDE PHOTO AND DESCRIPTION OF THE SITE(S) AND A SCALED

DRAWING OF THE PROPOSED ARTWORK IN THE RECOMMENDED LOCATION.

A COPY OF A FORMAL APPRAISAL IF AVAILABLE

TECHNICAL SPECIFICATIONS, MAINTENANCE MANUAL OR DRAWINGS/RECOMMENDATION FROM STRUCTURAL ENGINEER.

APPLICATIONS ARE TO BE SUBMITTED TO:

THE CITY OF HOMER

CITY CLERKS OFFICE

491 E. PIONEER AVENUE

HOMER, AK 99603

OR YOU MAY SUBMIT VIA FAX AT 907-235-3143 TO SUBMIT VIA EMAIL PLEASE SEND TO clerk@ci.homer.ak.us

IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE CLERK'S OFFICE AT 235-3130.

Artist Bio – Jan Peyton

I first came to Homer in November 1977 for a job interview. The majestic views and wildness of Alaska captivated my spirit, and I stayed. Although my profession was teaching, I couldn't help but sketch and paint the amazing landscapes in front of me.

Having been instructed in art at a young age by my grandmother, I began oil painting when I was ten years old. I moved from oils to acrylics and prior to moving to Alaska, experimented with watercolors. Intrigued by this medium for over thirty-eight years, I have nurtured my relationship with watercolors.

Teaching afforded me time in the summers to paint, between raising two daughters and gardening. During the late 1980's and early 90's, my work was exhibited in several juried art shows. While spending summers in Halibut Cove, I was moved to paint the changing tides and light as it reflected off the still cove waters. Encouraged by artist and teacher, Alex Combs, I ventured into a gallery exhibition in 1995. Thus began my professional artist status. I joined more galleries and now painting is my main occupation here and on Maui.

My work is available in Homer at Fireweed Gallery, and on the spit at Diamond Ridge Art Studio and Brown Bear Gallery.





1 **CITY OF HOMER**
2 **HOMER, ALASKA**

Reynolds

3
4 **RESOLUTION 16-102**

5
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AUTHORIZING THE CITY MANAGER TO APPLY FOR A LAND AND
8 WATER CONSERVATION FUND (LWCF) GRANT FOR KAREN
9 HORNADAY PARK IMPROVEMENTS IN AN AMOUNT UP TO
10 \$125,000 AND EXPRESSING ITS COMMITMENT TO PROVIDE A
11 LOCAL CASH MATCH OF \$125,000.
12

13 WHEREAS, Homer's Karen Hornaday Park is a multi-purpose park encompassing
14 sports fields, a playground, picnic area, campground, Woodard Creek, and spectacular views
15 on almost 40 acres that is popular with residents and visitors of all ages; and
16

17 WHEREAS, The community has been working diligently at upgrading the Park in
18 accordance with the Karen Hornaday Hillside Park Master Plan adopted by the City Council in
19 2009; and
20

21 WHEREAS, Improvements include a new playground, new dugouts, drainage
22 improvements, and upgrades to the ball fields; and
23

24 WHEREAS, The City of Homer Parks Art Recreation and Culture Advisory Commission
25 has identified Fairview Avenue Trail completion as the next step in the implementation of the
26 Karen Hornaday Hillside Park Master Plan; and
27

28 WHEREAS, The Land and Water Conservation Fund grant proposed project includes
29 developing the Fairview Avenue Trail to provide pedestrian access to Karen Hornaday Park;
30 and
31

32 WHEREAS, The Fairview Avenue Trail will be Americans with Disabilities Act (ADA)
33 accessible; and
34

35 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby expresses its
36 support for a Land and Water Conservation Fund grant application of \$125,000 and
37 authorizes the City Manager to submit the appropriate documents.
38

39 BE IT FURTHER RESOLVED that the Council expresses its commitment to provide a
40 cash match of \$125,000 from Homer Accelerated Roads and Trails Program (HART) to meet
41 the grant match requirements.
42

43 PASSED AND ADOPTED by the Homer City Council this 26th day of September, 2016.

44

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CITY OF HOMER

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MARY E. WYTHE, MAYOR

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51 ATTEST:

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JO JOHNSON, MMC, CITY CLERK

56

57 Fiscal Note: \$125,000 matching funds from Homer Accelerated Roads and Trails Program
58 (HART).



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-155

TO: KATIE KOESTER, CITY MANAGER
CC: JO JOHNSON, MMC, CITY CLERK
FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
THRU: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: SEPTEMBER 21, 2016
SUBJECT: LAND AND WATER CONSERVATION FUND GRANT

At the regular meeting on September 15, 2016 the Commission discussed and made a recommendation to request application for a Land and Water Conservation Fund Grant for the construction of the Fairview Avenue portion of the Woodard Creek Trail part of Karen Hornaday Park Master Plan – Phase 2.

Following is an excerpt of the minutes of that discussion including the motion to request:

C. Land and Water Conservation Grant Application for Projects – Jack Gist or Fairview Park Trail

Chair Steffy read the title into the record. He requested input from Commissioner Lowney.

LOWNEY/STEFFY – MOVE TO FORWARD A RECOMMENDATION AND REQUEST FOR STAFF TO SUBMIT A LAND AND WATER CONSERVATION FUND GRANT APPLICATION FOR THE FAIRVIEW AVENUE PORTION OF THE WOODARD CREEK TRAIL.

Commissioner Lowney provided input regarding the Fairview Avenue Trail citing the park being a previous Land and Water Conservation grant recipient, acknowledging staff concerns regarding the difficulties in writing this grant, the costs are already known, application would be for the Fairview portion of the trail and that would reduce the those estimated costs, not completing the portion that goes up into the park until the road is realigned; the trail would go through significant wetlands even though it goes right along that bench; this will also assist with some drainage issues behind the ballfields.

Commissioner Brann agrees but the grant is available for purchasing property too and agrees that the trail supersedes the purchase of the property but would advocate for staff to keep a look out for grants that would allow purchasing that property.

Commissioner Lowney mentioned that in the future they could look at tapping to a fund created by the city from land that was sold.

Chair Steffy agreed and felt comfortable making that recommendation but commented that his experience with grants October 31st is awful soon and would like to add to the recommendation that if staff deems that it is unfeasible that they keep it on the schedule to apply next year grant cycle.

Commissioner Lowney disagreed and wanted to make the recommendation and just leave it to the discretion of the City Manager.

Commissioner Sharp acknowledged needing to be brought up to speed but asked about additional projects that the commission has in the wings that this grant could apply to. Chair Steffy provided some input mentioning the Non-Motorized Trail Plan, Summary from the Trails Symposium, the Capital Improvement Plan, Karen Hornaday Park Master Plan.

Chair Steffy asked if there was any disagreement in forwarding the recommendation to apply for the Land & Water Conservation Fund Grant for the Fairview Ave Trail. There was no objection voiced from the commission.

Recommendation:

Approve the request to apply for the Land and Water Conservation Grant for the Fairview Avenue portion of the Woodard Creek Trail.



Karen Hornaday Park Improvements, Phase 2

PARCAC scaled down scope of Phase 2 to include only highest priority items

Project Description

& Benefit: Homer's popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It is also used to host community events such as the Highland Games. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Phase 2 priorities focus on safe and inclusive access to the park and its essential facilities. The road to access the park runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Woodard Creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the City's only creek.

Phase 2 will address these safety and accessibility priorities by

- (1) relocating the park access road towards the easterly border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.
- (2) Constructing a ADA accessible trail along Fairview Avenue as an approach to an eventual Woodard Creek trail; and

Plans & Progress: The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fundraising by HoPP, an independent group organized to make playground improvements, helped complete Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and the development of a new day use area between the two ball fields which was completed in 2014. The City spent \$25,000 on preliminary engineering for moving the road, one of the goals of Phase 2. An eventual Phase 3 will replace the current aging bathroom facility and address handicap accessibility and ADA improvements within the playground.

Total Project Cost: \$948,569

Woodard Creek Access Trail
(along Fairview Avenue): \$222,299

Schedule: 2018 - 2019

Priority Level: 2



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park's attractions.

FY 2017 - DRAFT Document

VISITORS

ANNOUNCEMENTS
PRESENTATIONS
BOROUGH REPORT
COMMISSION REPORTS

MAYOR'S PROCLAMATION

2016 BREAST CANCER AWARENESS MONTH

WHEREAS, October is National Breast Cancer Awareness Month and October 21, 2016 is National Mammography Day; and

WHEREAS, Breast cancer is the most common cancer among women, except for skin cancer; and

WHEREAS, Breast cancer is the second leading cause of cancer death in women, after lung cancer, and the chance of developing invasive breast cancer at some time in a woman's life is about 1 in 8; and

WHEREAS, In 2016 around 246,660 new cases of female breast cancer will be diagnosed in the United States with 500 of those in Alaska, and about 40,450 people in the United States with 70 in Alaska will die from the disease; and

WHEREAS, In the United States an estimated 2,600 cases of male breast cancer will be diagnosed in 2016 and about 440 men will die of the disease; and

WHEREAS, Death rates from breast cancer have been declining, and this change is believed to be the result of earlier detection and improved treatment; and

WHEREAS, Mammography--an "x-ray" of the breast--is recognized as the single most effective method of detecting breast changes that may be cancer long before physical symptoms can be seen or felt; and

WHEREAS, Preventative screening services such as mammograms are covered 100% by most insurance companies since 2012; and

WHEREAS, Most uninsured and under-insured individuals qualify for screening and diagnostic mammograms through the Alaska Breast and Cervical Health Check program.

NOW, THEREFORE, I, Mary E. Wythe, Mayor of the City of Homer, do hereby proclaim the month of October 2016 as BREAST CANCER AWARENESS MONTH and October 21st as MAMMOGRAPHY DAY in the City of Homer, Alaska.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Homer, Alaska, to be affixed this 26th day of September, 2016.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

PUBLIC HEARING(S)

**CITY OF HOMER
PUBLIC HEARING NOTICE
CITY COUNCIL MEETING**

**Resolution 16-054 and Ordinance 16-46
2017-2022 Capital Improvement Plan
and Legislative Priorities for State Fiscal Year 2018**

A **public hearing** is scheduled for **Monday, September 26, 2016** during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Resolution 16-054 internet address:

<http://www.cityofhomer-ak.gov/resolutions>

Resolution 16-054, A Resolution of the City Council of Homer, Alaska, Amending the City of Homer Fee Schedule to Implement a New Graduated Harbor Moorage Rate Structure. Port and Harbor Director/Port and Harbor Advisory Commission.

2017-2002 CIP internet address:

<http://www.cityofhomer-ak.gov/economicdevelopment>

2017-2022 CAPITAL IMPROVEMENT PLAN AND LEGISLATIVE PRIORITIES FOR STATE FISCAL YEAR 2018

Ordinance 16-46 internet address:

<http://www.cityofhomer-ak.gov/ordinances>

Ordinance 16-46, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the Amount of \$248,421.00 to Fund the Assistant Fire Chief Position for Two Years, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.



All interested persons are welcome to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

** Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: clerk@ci.homer.ak.us or fax 235-3143.

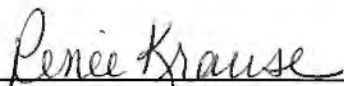
Jo Johnson, MMC, City Clerk

Publish: Homer News: September 22, 2016

CLERK'S AFFIDAVIT OF POSTING

I, Renee Krause, Deputy City Clerk for the City of Homer, Alaska, do hereby certify that a copy of the Public Hearing Notice for **Resolution 16-054**, Amending the City of Homer Fee Schedule to Implement a New Graduated Harbor Moorage Rate Structure; **2017-2022 Capital Improvement Plan and Legislative Priorities for State Fiscal Year 2018; Ordinance 16-46**, Accepting and Appropriating a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the Amount of \$248,421.00 to Fund the Assistant Fire Chief Position for Two Years was distributed to the City of Homer kiosks located at City Clerk's Office, and the Homer Public Library on Wednesday September 14, 2016 and posted the same on City of Homer Website on Tuesday, September 13, 2016.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal of said City of Homer this 14th day of September, 2016.



Renee Krause, CMC, Deputy City Clerk



1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Port and Harbor Director/
4 Port & Harbor Advisory Commission

5
6 **RESOLUTION 16-054**

7
8 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
9 AMENDING THE CITY OF HOMER FEE SCHEDULE TO IMPLEMENT
10 A NEW GRADUATED HARBOR MOORAGE RATE STRUCTURE.

11
12 WHEREAS, The Port Director/Harbormaster established how harbor moorage fees are
13 structured and implemented, and are to be included in the City of Homer Fee Schedule; and

14
15 WHEREAS, The City of Homer Fee Schedule to amend the harbor moorage rate
16 structure is effective January 1, 2017.

17
18 WHEREAS, The Port and Harbor Advisory Commission discussed and unanimously
19 supported the recommendation by the Port Director/Harbormaster to implement a new
20 graduated harbor moorage rate structure of \$0.05 increase per linear foot, based on the
21 following equation,

Permanent Moorage Rate	(\$)	$\frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$
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22 and cap the increases at the 86 foot vessel size.

23
24 NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the City of
25 Homer Fee Schedule to include the graduated harbor moorage rate structure effective
26 January 1, 2017 as follows:

27
28 **PORT AND HARBOR DEPARTMENT**

29
30 Harbor Office - 235-3160
31 Fish Dock - 235-3162

32
33 (The following fees have been set by legislative enactments to HCC 10, Ord. 95-18(A) and
34 Resolutions 14-114, 12-037(S), 12-023, 10-89, 06-52, 06-04, 05-123, 04-96, 03-154(S), 03-104,
35 03-88, 00-39, 99-118(A), 99-101, 99-78(S), 99-30(A), 95-69 (Port/Harbor Tariff No. 600),
36 Resolution 95-19, Resolution 01-84(S)(A), Resolution 02-81(A), Resolution 07-121, Resolution
37 08-123, Resolution 15-091)

38
39 All rates except load and launch ramp fees and parking fees for Ramps 1 - 4, which are
40 inclusive of sales tax, will have sales tax applied. The resulting figure will be rounded to the
41 nearest half dollar for billing purposes.

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BOAT CHANGE FEE:

\$25.00 administrative fee

STALL WAIT LIST:

A \$30.00 per year charge will be assessed for a listing on a permanent reserved stall assignment.

Large quantity waste oil disposal (with Harbor Master approval) - \$3.25 gallon

PARKING FEES:

Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day). Parking fee is \$5 per calendar day. Posted parking time limits will be established and enforced as per Homer city code 10.04.100.

Seasonal permits for day use parking (Ramps 1-4): \$250.00.

Long Term parking permits required for Vehicles 20' or less parked in excess of seven (7) consecutive 24-hour days.

Long Term Parking annual permit (January 1st through December 31st): fee \$200.00.

Long Term Parking annual permit fee for vessel owners paying annual moorage in the Homer Harbor: fee \$100.00.

Vehicles over 20' and trailers are not eligible for long term parking permits.

Monthly parking permit for vehicles less than 20': fee \$70.00 for 30 consecutive days.

Monthly parking permit for vehicles over 20': fee \$85.00 for 30 consecutive days in a portion of Lot 9 only.

Long term parking will be enforced year around.

Parking lot restrictions for long term parking, May 1 through October 1, as depicted on attached map (Attachment A).

Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations apply.

Fines, \$25.00 per calendar day, limited to \$250.00 fine per calendar year, with \$200.00 of the fine credited towards the long term parking annual permit.

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ANNUAL HARBOR MOORAGE FEES:

\$43.49 per linear foot with an increase of \$0.05 per foot based on the following equation, plus \$50.00 administrative charge:

Permanent Moorage Rate	(\$)	$\frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$
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The graduated increases shall cap at the 86 foot vessel size.

Reserved Stall - length of the float stall assigned, or overall length of vessel whichever is greater, plus \$50.00 administrative charge.

Float Plane Fee - daily moorage rate of (2) 24' vessels shall be assessed on a daily basis for float planes or a monthly rate equal to the monthly rate for (2) 24' vessels.

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PORT DOCKAGE FEES:

100 Dockage charges will be assessed based on lineal foot per calendar day or portion thereof as
 101 follows:

0' to 100'	\$338.00	451' to 475'	\$1,604.00	651' to 675'	\$3,917.00
101' to 200'	\$506.00	476' to 500'	\$1,762.00	676' to 700'	\$4,420.00
201' to 300'	\$788.00	501' to 525'	\$1,996.00	701' to 725'	\$5,119.00
301' to 350'	\$1,005.00	526' to 550'	\$2,154.00	726' to 750'	\$5,858.00
351' to 375'	\$1,098.00	551' to 575'	\$2,334.00	751' to 775'	\$6,644.00
376' to 400'	\$1,206.00	576' to 600'	\$2,582.00	776' to 800'	\$7,459.00
401' to 425'	\$1,337.00	601' to 625'	\$2,957.00		
426' to 450'	\$1,490.00	626' to 650'	\$3,443.00		

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 118

A service charge of \$52 will be assessed to each vessel.

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These charges are applicable to the “outer face” and “trestle berth” of Deep Water Dock and to all berthing locations on Pioneer Dock. The “inside berth” (berth No.2) of Deep Water Dock will have a 4-hour minimum dockage charge of 1/6 the daily rate, and a half day (up to 12 hours) docking charge of 1/2 the daily rate, with no service charge applicable.

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 124

WHARFAGE:

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Minimum wharfage on any shipment will be ten dollars (\$10). Except as otherwise specifically provided, rates are in dollars per short ton of 2,000 lbs. or per 40 cu. ft.

128		
129	COMMODITY	WHARFAGE RATE
130	Freight N.O.S.	\$7.96
131	(Not Otherwise Specified)	
132	Freight at barge ramp	\$5.14
133	Poles, logs, cants or cut	\$3.95/thousand board ft.
134	finished lumber per M.M.	
135	(Note: Industry standard conversion formulas shall be used in converting pounds to board	
136	feet measure.)	
137		
138	Logs that are unloaded at Port of Homer barge beaching site will be charged 50% of the	
139	wharfage rate applicable to outbound (export) shipment. However if these cargoes are not	
140	exported over Deep Water Dock with full payment of outbound wharfage within 60 days of	
141	unloading at the barge beaching site, then the additional 50% of wharfage will be owed and	
142	paid for inbound products.	
143		
144	Petroleum products	\$0.84/barrel
145	(inbound and outbound)	\$0.02 per gallon
146	Wood Chips (all grades)	\$ as per contract
147		
148	Seafood/fish product	Setting a tariff of \$4.76 per ton of seafood/fish
149		product across the dock, regardless of species.
150		
151	Livestock: Horses, mules,	\$10.12 per head
152	cattle, hogs, sheep, goats,	
153	all other livestock	
154		
155	Fowl: Any kind, crated	\$10.12 per crate
156		
157	Boats: Up to and including twenty (20) feet LOA	\$15.66 each
158	Over twenty (20) feet LOA	\$1.60 per lineal ft.
159	(Fishing boats, pleasure craft, skiffs, dinghies and other boats moved over the docks.)	
160		
161	Demurrage:	0.09/sq. ft.
162		
163	UPLANDS STORAGE:	
164	Land for Gear Storage:	
165	First come-first served basis; approved by Harbormaster; primarily for fishing related gear.	
166	Open areas, fishing gear	0.12/ sq. ft.
167	Open areas, non-fishing gear	0.17/ sq. ft.
168	Boat Trailers:	
169	Short term storage, up to 7 days - space available basis - no fee.	
170	Long term storage, 8 days or more - not available May 1 to Oct 1	
171	Up to 30 feet	\$ 75.00/month Oct 1 to May 1

172 Over 30 feet \$100.00/month Oct 1 to May 1

173 TIDAL GRIDS:

174 The City of Homer operates two tidal grids. The wooden grid is for vessels of less than 60 feet
175 in length. The steel grid is only for use by vessels of 60 feet or greater in length. Vessels that
176 remain on either grid after their scheduled tide may be assessed a 50% surcharge for each
177 unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a
178 60' boat if a boat of less length is allowed to use this grid.

179

180 The rate per foot per tide is \$1.05 for vessels 0' - 59'

181 The rate per foot per tide is \$2.55 for vessels 60' - 80'

182 The rate per foot per tide is \$3.25 for vessels 81' - 100'

183 The rate per foot per tide is \$3.82 for vessels 101' - 120'

184 The rate per foot per tide is \$4.24 for vessels 121' - 140'

185

186 WATER:

187 Potable water furnished to vessels at the Deep Water Dock and Main Dock:

188 Quantity charge - \$38.81 per one thousand gallons (minimum five thousand gallons).

189 Scheduled deliveries will have a minimum charge of one hundred and two (\$102.00) dollars
190 for combined connection and disconnection.

191 Unscheduled deliveries will have a minimum charge of one hundred thirty nine dollars and
192 thirty two cents (\$139.32) for combined connection and disconnection.

193

194 ELECTRICITY (per kilowatt):

195 Reserved stalls having a meter base at the berth shall be charged a meter availability fee.

196 The meter availability fee - \$23.95 per month

197 Connect/disconnect fee - \$28.80

198

199 Metered transient vessels will be charged a meter availability fee of \$28.80 per month with a
200 one month minimum charge to be applied for shorter connection periods.

201 Connect/Disconnect fee 28.80. Unless other arrangements have been made in writing with
202 the Harbormaster, transient vessels shall be charged the following rates (where metered
203 power is unavailable).

	<u>110 volt</u>	<u>220 volt</u>	<u>208 volt/3-phase</u>
204 Daily (or part thereof)	\$ 10.20	\$ 20.12	\$42.50
205 Monthly	\$152.67	\$341.70	available meter only

206

207
208 * Vessels requiring conversion plugs may purchase them from the Harbormaster's office for a
209 nominal fee.

210

211 208 volt/3-phase electrical power is available at System 5 on a first come first served basis, for
212 vessels will be charged the following rates:

213 1. There will be an electrical usage charge per kilowatt hour as determined by the
214 local public utility:

- 215 2. Vessels will be charged a meter availability fee of \$28.80 per month with a one
216 month minimum charge to be applied for shorter connection periods.
217 3. There will be a \$28.80 connect/disconnect fee.
218

219 **TOWING:**

220 Inside small boat harbor: Skiff with operator – 1/2 hour \$68.00, Skiff with operator - 1 hour
221 \$102.00. Any additional personnel required will be charged at rate of \$102.00 per hour each.
222

223 **PUMPING VESSEL:**

224 \$40.79 per day or portion thereof for electrical pumps.

225 \$69.97 per hour or portion thereof for gas pumps.
226

227 **LABOR/PERSONNEL:**

228 All labor provided by City personnel shall be charged at \$102.00 per hour (1/2 hour minimum
229 at \$51.00). Work requiring callouts shall be charged at a minimum of two hours.
230

231 **SPECIAL SERVICES:**

232 Special services, including waste, bulk oil, or garbage disposal shall be billed at the City's
233 actual cost plus 125% of city costs for services arranged for by the City but provided by
234 others. Waste oil in quantities greater than 5 gallons, shall be charged a \$3.35 per gallon
235 handling and disposal fee.
236

237 **REGULATED GARBAGE HANDLING FEE:**

238 Contact the Homer Harbormaster office for a list of contractors certified to handle regulated
239 garbage at the Port of Homer. Fees will be negotiated between the contractor and vessel
240 managers.
241

242 **SEARCH AND RESCUE FEES:**

243 When the City utilizes city equipment and personnel to provide search and rescue assistance
244 to vessels outside of the Homer Port and Harbor, such as towing and rescue, the
245 Harbormaster will charge users of those services \$102.00 per hour for skiff and operator for
246 the first hour and for additional search and rescue assistance beyond one hour. Additional
247 personnel will be charged at the rate of \$102.00 per man per hour.
248

249 **PUBLIC LAUNCH RAMPS:**

250 Vessels shall be charged \$13.00 per day to launch from the public launch ramps from April 1
251 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to
252 the reserved stall only, not for other boats owned by the same individual.)
253

254 Vessel owners or operators may obtain a seasonal permit for \$130.00 entitling a specific
255 vessel and owner to launch from April 1 through October 15. (Reserved stall lessees exempt
256 for the boat assigned to and registered to the reserved stall only, not for other boats owned
257 by the same individual.)
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BEACHES AND BARGE RAMP:

The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Harbormaster. A beach use agreement will be filled out and signed by the user and Harbormaster prior to use of the beach.

The Harbormaster shall charge a fee of \$1.50 per foot based on the overall length of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp.

Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstances.

The user of any beach area or the barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by the harbor staff. The costs incurred by the harbor staff will be fully charged to the beach user. Labor rate for the harbor staff will be one hundred and two dollars (\$102.00) per hour per person, plus appropriate equipment rental and material costs.

Sandblasting of vessel hull is not permitted on City beaches or barge ramp; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramp.

FISH DOCK:

The Fish Dock is to be used primarily for the loading and unloading of fish, fish products and fishing gear.

Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor Officer on duty.

Every person using a crane on the Fish Dock shall first obtain a license from the City.

Blocking access to cranes \$150.00/hour

Unattended vessels \$150.00/hour

Failure to obtain prior approval for a use other than loading and unloading fish, fish products or fishing gear will result in the imposition of a surcharge of thirty (\$30.00) dollars per hour in addition to the regular fee.

ITEM	FEE
Annual access	\$52.00 per year
Card (private license)	(annual renewal fee)

303	Card replacement fee	\$15.00 per occurrence
304	Cold Storage	\$334.75/month
305	(Cold storage rate structure	\$309/per month for two (2) consecutive months
306	is for storage area of eight (8) feet	
307	by ten (10) feet	\$283.25/per month for three (3)
308	consecutive	
309		months
310		\$275.50/per month for nine (9) month season
311		Minimum one month rental
312		Inspection \$50/per hour
313	Bait Storage Fee (4x4x4)	
314	Per Day	\$5.15
315	Per Week	\$25.75
316	Per Month	\$77.25
317		
318	Ice Plant Bin Storage	\$200/per month, minimum two (2) months
319	(Roofed over, open sided	
320	storage bins at west end of	
321	of ice plant building sixteen (16) feet	
322	by twelve (12) feet)	
323		
324	Fish Dock crane	\$90.64/per hour
325	Minimum charge per hour for crane	Fifteen minutes
326	Ice	\$130.90/per ton
327		
328	Seafood Wharfage/Fish product	Setting a tariff of \$4.76 per ton of
329		seafood/fish product across the docks.
330		Regardless of species bait in quantities greater
331		than one ton that is loaded onto a vessel at Fish
332		Dock, shall be charged seafood wharfage.
333		
334	Freight NOS, Nonfish Cargo	\$14.50/per ton for cargo going over the
335		Fish Dock.
336		
337	Fish Waste Disposal Fees/Fish Grinder	\$5.00/Tub
338		\$30.00/Tote
339		
340	Fishing gear is free from wharfage, except as otherwise provided under a lease agreement,	
341	contract or operating agreement with the City of Homer, ice brought onto Fish Dock to be	
342	loaded into totes or transferred to boats at the dock, shall be charged wharfage at the Freight	
343	NOS rate, unless this is ice that was purchased from the City Ice Plant.	
344		

345 Minimum per hour charge for the cranes and cold storage inspection will be one quarter hour
346 (fifteen minutes). All additional charges will be in one-quarter hour (fifteen minutes)
347 increments.

348
349 MARINE REPAIR FACILITY:

350 User fees and vendor fees to be collected for use of the Homer Marine Repair Facility are as
351 follows:

- 352 (1) Upland Dry Dockage use Fee per Month: \$ 0.17 per square foot/ for vessels paying
353 annual moorage in Homer harbor 0.20 per square foot for transient daily,
354 monthly, semiannual moorage vessels
- 355 (2) Administration Fee per month of Dry Dockage uplands usage: \$50.00
- 356 (3) Beach Landing Fee per calendar day: \$1.50 per foot
- 357 (4) Vendor Fee per calendar year: \$150.00
- 358 (5) Harbor Labor Fee: \$102.00 per hour/\$51.00 minimum

359
360 PASSED AND ADOPTED by the Homer City Council this 23rd day of May, 2016.

361
362 CITY OF HOMER

363
364
365 _____
366 MARY E. WYTHE, MAYOR

367
368 ATTEST:

369
370
371 _____
372 JO JOHNSON, MMC, CITY CLERK

373
374 Fiscal Impact: To be determined.

375



Memorandum 16-084

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL
 FROM: PORT & HARBOR ADVISORY COMMISSION
 THROUGH: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
 DATE: MAY 13, 2016
 SUBJECT: NEW MOORAGE RATE STRUCTURE

Background

As you know, the Port and Harbor Advisory Commission and Port and Harbor staff has been hard at work since 2011 on the subject of harbor moorage rate increases and fee structure changes with the goal of making Homer Harbor’s moorage rates sustainable and equitable. The commission’s first goal of rate increases and sustainability was completed by amending the Terminal Tariff with Resolution 14-115, annually increasing moorage rates to be consistent with the Consumer Price Index, and Resolution 15-072, have moorage fees increased 3.2% per year for ten consecutive years, both taking effect January 1, 2016.

The secondary goal regarding equitability and the application of the fee structure to harbor users was first studied in 2014 and a square foot model was discussed, but after much input from large vessel owners that a square foot model was unfair, they ultimately decided against it. The commission then began looking into a graduated liner method for applying the rates to harbor users. Resolution 15-073 was adopted by City Council on August 15, 2015, allowing the Port and Harbor to contact with Northern Economics to assist the Port and Harbor Commission and staff in developing a graduated moorage rate structure, accompanied by a linear method version for comparison.

Northern Economics prepared a final study on January 12, 2016 and presented their findings to staff and the commission at their regular meeting on January 27, 2016. They recommended two rate structures and different approaches to applying each option. The first recommended alternative, Alternative A, was a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alternative, Alternative B, was a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$$

Two more discussions and public hearings were held on this topic and the commission came to a final consensus at their March 23, 2016 meeting and voted a unanimous yes to the following motion:

STOCKBURGER/DONICH MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET.

As stated previously, the current Marina billing software cannot support a different billing method. This software is out of date and falling further and further behind in supplying our needs; Harbor Staff has been working on finding a replacement software program, so far realizing that there is not a program currently on the market that fits our needs and we will have to have a custom program made. Staff is still hoping to resolve this issue before the end of the year so a new rate structure can be implemented by January 1, 2017.

Recommendation

Approve Resolution 16-054 amending the City of Homer Fee Schedule and Resolution 16-055 amending the Port of Homer Terminal Tariff No. 600 to change from the standard per linear foot moorage rate structure to a graduated rate structure of \$0.05 increase per linear foot, based on the given equation, and cap the increases at the 86 foot vessel size. This new rate structure shall take effect January 1, 2017. An extension will be requested by Port and Harbor staff if there is a delay in implementing the new Marina billing software.

Attached: Resolution 14-115 Amending Terminal Tariff to Include Annual CPI Moorage Rate Increases
Resolution 15-072 Amending Terminal Tariff to Include 3.2% Moorage Rate Increases for 10 Years
Resolution 15-073 Approving the 3.2% Moorage Rate Increase & to Contract with Northern
Economics for a Harbor Rate Structure Study
Northern Economics Moorage Rate Structure Study dated January 12, 2016
Port & Harbor Advisory Commission Meeting Minutes dated March 23, 2016 Re: Pending Business –
Harbor Rates

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 14-115

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600
MOORAGE RATES.

WHEREAS, Fees are reviewed annually during the budget cycle; and

WHEREAS, The Port and Harbor Advisory Commission discussed and recommended that the harbor moorage rates should be increased to the Port of Homer Terminal Tariff No. 600, consistent with the Consumer Price Index.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the Port of Homer Terminal Tariff No. 600 as follows:

RULE: 34.18 - HARBOR MOORAGE RATES (A)

EFF: 01JAN2013

SUBSECTION 200

(a) CALCULATION OF MOORAGE RATES:

Mooring charges shall commence when a vessel is made fast to a wharf, pier, harbor float or other facility, or when a vessel is moored to another vessel so berthed (rafting). Charges shall continue until such vessel is completely free from and has vacated the port and harbor facilities.

A vessel moored at any time between 12:01 A.M. and 10:00 A.M. shall be charged a full day's moorage. The Harbormaster may, in his discretion and with proper and appropriate advance notice, waive a daily rate for a vessel that will occupy mooring space for a minimum time and, provided that the Harbormaster determines the use of the public facilities by others will not be congested or adversely affected.

Mooring charges shall be calculated on the length of the vessel, or in the case of a reserved stall, the length of the float stall assigned, whichever is greater.

Length shall be construed to mean the distance expressed in feet from the most forward point at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel. The length shall include all hull attachments such as bowsprits, dinghies, davits, etc.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	35
		REVISED PAGE NO.	15th

44
 45 RULE: 34.18 - HARBOR MOORAGE RATES
 46 (continued)
 47

48 For billing purposes, when the actual length of the vessel is not immediately available, length
 49 of the vessel as published in "Lloyd's Register of Shipping" may be used. The City of Homer
 50 reserves the right to: (1) obtained the length from the vessel's register, or (2) measure the
 51 vessel.

52
 53 All vessels in the harbor are subject to these rates, except properly registered seine skiffs or
 54 work skiffs attached to the mother vessel. Work skiff is defined as a boat that is usually
 55 carried on the deck or super structure of the mother vessel and is regularly used in the
 56 commercial enterprise of the mother vessel.

57
 58 (b) ANNUAL MOORAGE FEE:

59 The annual moorage fee for reserved moorage and transient moorage privileges shall be ~~forty~~
 60 ~~dollars and fifty cents~~ **forty-one dollars and seventy cents (\$40.50 \$41.70)** per lineal foot
 61 based on the overall length of the vessel (including all hull attachments such as bowsprits,
 62 davits, dinghies, swimsteps etc.) plus a fifty dollar (\$50.00) administration charge; or for a
 63 reserved stall, the length of the finger float stall assigned, or the overall length of the vessel,
 64 whichever is greater plus a fifty dollar (\$50.00) administration charge.

65
 66 Any reproduction in the moorage fee due to a substituted or amended moorage agreement is
 67 not applied retroactively and the owner or operator is not entitled to a refund or a pro-rata
 68 adjustment of the moorage fees already due or paid. Any moorage agreement that expires
 69 will, after five days, automatically be charged a monthly rate retroactive to the expiration
 70 date. Unregistered vessels will also, after 5 days, automatically be charged a monthly rate
 71 retroactively to the date the vessel entered the harbor.

72 (1) All reserved stall assignments are on an annual basis beginning October 1 and
 73 ending September 30 of the following year. Prepayment of a full year's
 74 moorage is due on or before October 1 of each year. Payment for reserved
 75 moorage will only be accepted from the individual assigned the reserved stall.
 76 The reserved stall payment shall be paid in full at the time the reserved
 77 stall/moorage agreement is executed to the satisfaction of the Harbormaster.
 78 Any other arrangements are at the discretion of the Harbormaster and must be

79 made in advance.

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80

81

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	36
		REVISED PAGE NO.	7th

82

83 RULE: 34.18 - HARBOR MOORAGE RATES

84 (continued)

85

86 (2) A reserved stall assignment granted after October 1 will be charged a fee based
 87 on the number of months (including the month which it is granted regardless
 88 of the day of the month) left in the fiscal year ending September 30.

89

90 (c) A semiannual transient rate is available on a prepaid basis only for transient vessels
 91 mooring in the Small Boat Harbor for a period of six consecutive months. The
 92 transient semiannual rate is 67% of the annual rate. Vessels that do not renew will
 93 automatically be charged the monthly rate.

94

95 (d) The monthly transient rate will be 17% of the annual rate. Vessels that are properly
 96 registered and pay all moorage fees in advance may deduct fifty cents (\$.50) per foot
 97 per month.

98

99 (e) The daily transient rates are: 3% of the annual rate.
 100 Vessels that properly register and pay all moorage fees in advance may deduct five
 101 dollars per day from the daily rate.

102

103 (f) FLOAT PLANE FEES:

104 With proper registration and specific permission from the Harbormaster, float planes
 105 may arrange for short-term moorage in the Small Boat Harbor. This is only allowed
 106 when ice and weather conditions prevent float planes from landing on Beluga Lake.


107

108 A fee in the amount equal to the daily rate for moorage of two (2) 24' vessels shall be
 109 assessed on a daily basis for float planes mooring within the confines of the Small
 110 Boat Harbor. A monthly rate in the amount equal to the monthly rate for two 24'
 111 vessels shall be assessed for float plane moorage for longer periods, and the moorage
 112 charge computed for a float plane's stay in the harbor shall be the lowest total charge
 113 resulting from the application of either the daily or the monthly rate indicated.

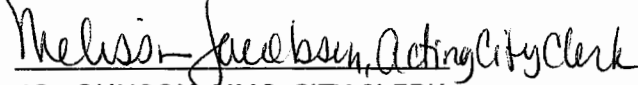
114
115 PASSED AND ADOPTED by the City Council of Homer, Alaska, this 8th day of
116 December, 2014.

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121

CITY OF HOMER


MARY E. WYTHE, MAYOR

122 ATTEST:

123
124 
125 JO JOHNSON, MMC, CITY CLERK

126
127 Fiscal Note: N/A



1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Lewis/
4 Port and Harbor Advisory Commission

5 **RESOLUTION 15-072**

6
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
8 AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600 AND
9 THE CITY OF HOMER FEE SCHEDULE ANNUAL MOORAGE RATES.

10
11 WHEREAS, City Council Resolution 06-100 resolves to establish a goal of gradually,
12 over ten years, attaining a cash balance in depreciation reserve accounts equal to 40% of
13 depreciable capital assets (excluding land); and

14
15 WHEREAS, In November 2012, the Homer City Council allocated \$20,000 for the
16 purpose of a port and harbor fee and tariff rate study; and

17
18 WHEREAS, In May 2013 an RFP was issued requesting proposals from qualified firms to
19 enter into a contract to conduct the study; and

20
21 WHEREAS, The contract was awarded to Northern Economics who completed the
22 work in November 2013; and

23
24 WHEREAS, Northern Economics presented the report to the City Council in December,
25 2013 and forward the report to the Port and Harbor Commission with the direction to review
26 and implement; and

27
28 WHEREAS, The Commission determined to focus on the harbor rates as its first priority
29 of recommendations of the report; and

30
31 WHEREAS, Northern Economics recommended either a square foot method or a
32 graduated linear foot method (the per foot moorage rate increases as vessels become longer)
33 to achieve a fair and equitable distribution of moorage fees; and

34
35 WHEREAS, The Commission considered and rejected a square foot method to achieve
36 the rate increase over a ten year period; and

37
38 WHEREAS, The Commission has selected the graduated linear foot method as its
39 preferred alternative to achieve a fair and equitable rate distribution; and
40

41 WHEREAS, The Commission has determined it necessary to increase rates at 3.2% per
42 year for the next ten years, plus the annual consumer price index (CPI) to achieve the financial
43 goal; and
44

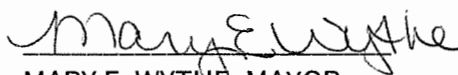
45 WHEREAS, The Commission held an open house on April 22 and a public hearing on
46 June 24 to receive testimony.
47

48 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the
49 Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule for annual
50 moorage fees to include a 3.2% moorage fee increase per year in addition to the annual CPI
51 increase effective January 1, 2016 and;
52

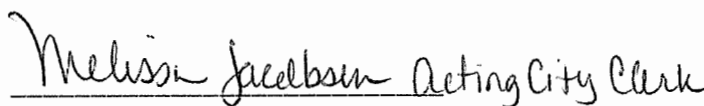
53 BE IT FURTHER RESOLVED that a graduated linear foot rate structure be developed,
54 along with its implementation schedule in time for its use in assessing moorage rates
55 effective January 1, 2017.
56

57 PASSED AND ADOPTED by the Homer City Council on this ^{24th}~~10th~~ day of August, 2015.
58

59 CITY OF HOMER
60

61 
62 MARY E. WYTHE, MAYOR
63

64
65 ATTEST:

66 
67 Melissa Jacobson Acting City Clerk
68 JO JOHNSON, MMC, CITY CLERK
69

70
71 Fiscal Note: N/A
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**CITY OF HOMER
HOMER, ALASKA**

Lewis/
Port and Harbor Director

RESOLUTION 15-073

A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING A CONTRACT IN AN AMOUNT NOT TO EXCEED \$20,000 TO NORTHERN ECONOMICS TO PREPARE A GRADUATED RATE STRUCTURE, AND ALSO LINEAR RATE STRUCTURE FOR COMPARISON, AMENDING THE PORT OF HOMER TERMINAL TARIFF MOORAGE RATES TO INCORPORATE A 32% RATE INCREASE OVER TEN YEARS TO FUND THE PORT AND HARBOR RESERVES AS RECOMMENDED IN THE NORTHERN ECONOMICS NOVEMBER 2013 RATE STUDY; AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Port and Harbor Advisory Commission held a worksession on April 8, 2014 to review and discuss the Port and Harbor Rate Study prepared by Northern Economics; and

WHEREAS, The Commission has addressed the Port and Harbor Rate Study at each of their regular meetings since then, considering a square foot methodology of assessing rates and also a straight linear method; and

WHEREAS, The Commission received input from large vessel owners that the square foot methodology put an unfair burden on their class of vessel; and

WHEREAS, The Commission brought forward a linear rate increase and received input from small vessel owners that supported considering a graduated methodology that would spread the cost more fairly among vessel classes; and

WHEREAS, Harbor staff suggested and the Commission agreed they have done as much as they can developing a rate structure that is perceived as fair and equitable and that Northern Economics has the experience to develop a graduated rate structure for the Commission to consider.

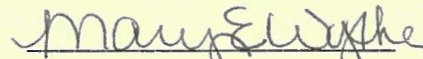
NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby awards a contract in an amount not to exceed \$20,000 to Northern Economics to prepare a graduated rate structure, and also linear rate structure for comparison, amending the Port of Homer Terminal Tariff Moorage Rates to incorporate a 32% rate increase over ten years to fund the Port and Harbor Reserves as recommended in the Northern Economics November 2013 Rate Study and authorizing the City Manager to execute the appropriate documents.

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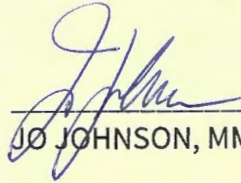
PASSED AND ADOPTED by the Homer City Council on this 10th day of August, 2015.



CITY OF HOMER


MARY E. WYTHE, MAYOR

ATTEST:


JO JOHNSON, MMC, CITY CLERK

Fiscal Note: \$20,000 funded under account 400.600

Memorandum

Date: January 12, 2016
To: Bryan Hawkins, Port Director, City of Homer
From: Northern Economics, Inc.
Re: Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer’s current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

Recommendations

Based on the findings of this rate structure analysis, Northern Economics makes the following recommendations to be considered by the Port and Harbor Commission.

Recommended alternatives

Northern Economics recommends two rate structure alternatives to be moved forward for further discussion and evaluation by the Port and Harbor Commission. The first recommended alternative, Alternative A, is a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alternative, Alternative B, is a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

The recommended alternatives were selected from a list of five rate structure options that exemplify the most common trends found throughout the rate structures sampled for this study.

Two different approaches to applying the recommended alternatives have also been identified. The first approach is a rate structure that starts at a minimum vessel length of 6 feet and progresses consistently out to 200 feet, the maximum vessel length serviced by the harbor, similar to the current flat rate structure. The second approach is to place a cap on the rate structure for vessels that are too large to fit into a stall and instead must side tie to a transit raft. This second approach would result in a progressive rate for vessels up to 86 feet in length and a flat rate for larger vessels that are required to use a transient raft instead of a stall. The second approach is aimed at adjusting the rate structure for the different level of service provided to vessels that use a stall compared to vessels using the transient raft.

User group differentiation

Some of the harbors sampled in the rate structure review charge different rates based on the user type, typically differentiating between recreational and commercial users. The harbors that implemented different user-based rate structures typically catered strongly to a single user group, most commonly commercial fishing, unlike Homer’s harbor which accommodates a variety of user groups. Reduced rates for commercial users are often subsidized by other local government departments through transfers and are used as a tool to increase sales tax revenues and job creation within the community or a specific industry. Northern Economics does not recommend that Homer adopt a user-based rate structure at this time since the harbor serves a diverse group of users and does not receive any financial benefits from the city for sales tax revenues its users generate

Continue to offer discounts for longer reserved moorage

Homer Harbor currently offers discounts for yearly, semi-annual, and monthly billing cycles for reserved moorage. These discounts help to reduce administrative costs associated with billing and collecting reserved moorage fees and assist in managing cash flows within the harbor. Northern Economics recommends maintaining this practice under the selected rate structure.

Transition over multiple years

Northern Economics recommends transitioning to the selected rate structure over multiple years to mitigate steep increases in moorage rates that could potentially shock the market and negatively impact demand. Continued annual increases based on the change in the Anchorage Consumer Price Index (CPI), as well as the 3.2 percent annual increase established by Resolution 15-072, should also be factored into the transition plan. Due to the progressive nature of the recommended alternative rate structures, vessels with longer lengths may require a longer transition period than smaller vessels. Table 1 illustrates an example of a transition plan for the two recommended alternatives. This example uses the average annual increase in CPI between 2010 and 2014, 2.3 percent, as a proxy for future annual CPI-based rate adjustments. The columns for years 1 through 7 show the annual percentage increase in moorage rates during the example transition plans. The shaded cells indicate years in which an additional rate increase is added to the annual CPI and Resolution 15-072 rate adjustment to bring the current flat rate structure in line with the recommended alternatives.

Table 1. Example Transition Plan: Percent Increase in Moorage Rate by Year

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5
Current Structure	18	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	86	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	112	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Table 2 shows the annual moorage fees that would result from the transition plan illustrated in Table 1. The transition plan takes place over six years for Alternative A and five years for Alternative B with a maximum annual increase in annual moorage rates of 8.2 percent when the annual CPI-based adjustments and Resolution 15-072 annual increases are factored in.

Table 2. Example Transition Plan- Annual Moorage by Year

Alternative	Vessel Length (ft)	Annual Moorage Fee (\$) by Year							
		Current	1	2	3	4	5	6	7
Alternative A	18	782.82	833.70	879.56	927.93	978.97	1,032.81	1,089.62	1,149.55
	32	1,391.68	1,495.40	1,606.85	1,695.23	1,788.47	1,886.83	1,990.61	2,100.09
	54	2,348.46	2,536.63	2,739.87	2,959.41	3,122.17	3,293.89	3,475.06	3,666.18
	86	3,740.14	4,043.95	4,372.44	4,727.61	5,111.63	5,526.85	5,830.83	6,151.52
	112	4,870.88	5,271.95	5,706.05	6,175.89	6,684.42	7,234.82	7,830.54	8,261.22
Alternative B	18	782.82	836.68	882.69	931.24	982.46	1,036.49	1,093.50	1,153.64
	32	1,391.68	1,489.02	1,593.17	1,680.80	1,773.24	1,870.77	1,973.66	2,082.21
	54	2,348.46	2,520.83	2,705.84	2,904.44	3,064.18	3,232.71	3,410.51	3,598.09
	86	3,740.14	4,031.85	4,346.31	4,685.29	5,050.72	5,328.50	5,621.57	5,930.76
	112	4,870.88	5,257.50	5,674.80	6,125.23	6,611.41	7,136.18	7,528.67	7,942.75
Current Structure	18	782.82	825.88	871.30	919.22	969.78	1,023.11	1,079.39	1,138.75
	32	1,391.68	1,468.22	1,548.97	1,634.17	1,724.05	1,818.87	1,918.91	2,024.45
	54	2,348.46	2,477.63	2,613.89	2,757.66	2,909.33	3,069.34	3,238.16	3,416.26
	86	3,740.14	3,945.85	4,162.87	4,391.83	4,633.38	4,888.21	5,157.07	5,440.70
	112	4,870.88	5,138.78	5,421.41	5,719.59	6,034.17	6,366.05	6,716.18	7,085.57

Once a transition plan is developed, Northern Economics recommends publishing planned rate increases a few year in advance to allow vessel owners to plan ahead and make necessary adjustments to absorb the moorage rate increases.

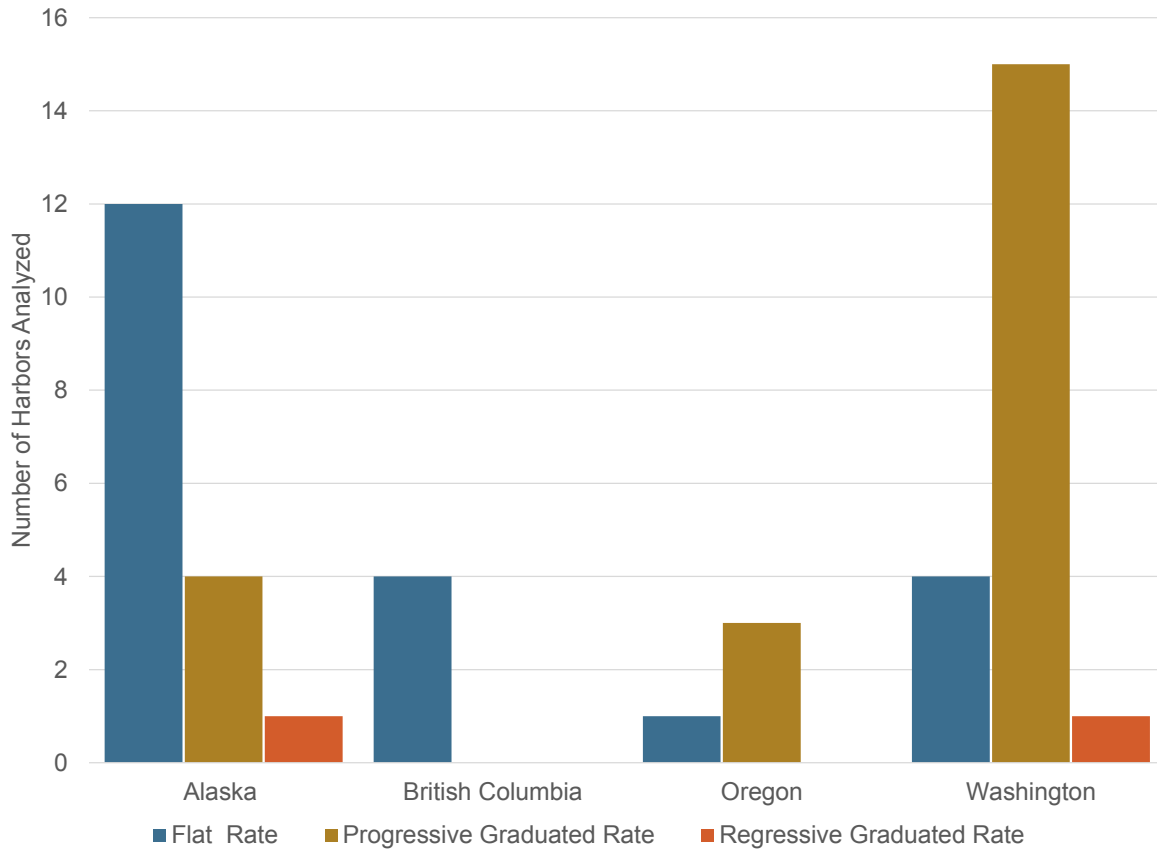
Rate Structure Review

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

Table 3 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five rate structure options and resulting recommended alternatives presented in this report.

Table 3. Graduated Rate Structures by Port

Port ^a	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	\$0.01 ^b	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	\$6 ^c	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thome Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:

^a Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulsbo (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.

^b Rate structure uses a \$0.01 increase between tiers instead of a consistent percent change between tiers

^c Rate structure uses a \$6 increase between tiers instead of a consistent percent change between tiers

Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that use a flat rate structure for transient moorage.

Rate Structure Options for Homer

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change

between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five rate structure options that illustrate the most common attributes found in the graduated rate structures sampled. These structure options illustrate how a graduated rate structure could be applied to Homer.

Option 1: A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

Option 2: A progressive graduated rate structure with smaller tiers set at a constant interval of 5 feet. The rate increase for each tier ranges from 1.0 to 0.1 percent and increases at a decreasing rate.

Option 3: A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

Option 4: A regressive graduated rate structure with tiers set at a constant interval of 10 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

Option 5: A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

To narrow down the five options presented above, Northern Economics considered the pros and cons of each rate structure and how well each option could be adapted to fit Homer Harbor. Table 4 summarizes the pros and cons identified for each rate structure option.

Table 4. Rate Structure Options Pros and Cons

Rate Structure	Pros	Cons
Option #1	Tiers are directly tied to the infrastructure used (slip size)	Larger tiers and bigger rate jumps between tiers
Option #2	Smaller tiers and rate increases, facilitating a smoother transition between tiers	Incentivizes vessel owner to try to fit into the lowest tier possible
Option #3	Simple rate structure with few tiers	Large tiers and big rate jumps between tiers
Option #4	Reduces rates for larger vessels	Does not reflect the cost of accommodating larger vs. smaller vessels
Option #5	Logical and justifiable rates charged per foot of vessel length	Very detailed rate sheets needed for successful implementation

Tier Size

One of the main differentiating factors between the five rate structure options presented above is tier size. Option 3 has the largest tiers (20 feet), followed by Option 1 (corresponding with slip size, ranging from 2 to 25 feet) and Option 4 (10 foot). Option 2 has the smallest tier size (5 feet). Option 5 employs a continuous rate that effectively has a tier size of 1 foot.

Transitioning from a flat rate structure to a graduated rate structure that uses fewer but larger tiers may be seen as a drastic change and cause some dissension among customers whose vessels are close to the transition points between tiers. Larger rate increases between tiers may also been seen as biased towards smaller vessel sizes or a specific user group. For these reasons, Northern Economics recommends implementing a rate structure that uses smaller tier sizes.

Regressive vs Progressive

The majority of the graduated rate structures sampled are progressive, meaning that they employ an increasing rate change between tiers. Progressive rates reflect the logic that larger vessels requiring larger turning basins and exert more force on harbor infrastructure, resulting in decreased utilization of the harbor basin and more wear and tear on facilities than smaller vessels. Larger vessel owners are thus charged a higher rate per foot to account for the increased costs associated with infrastructure designed to accommodate their vessels.

Regressive graduated structures were the least common structure found within the sample. Regressive structures are often used at harbors that want to attract larger vessels to fill available capacity or attract commercial vessels that bring in additional revenue to local governments through other taxes or fees. Homer Harbor currently has a waiting list, attracts a diverse range of harbor users and vessels sizes, and does not receive a financial benefit from the City of Homer's tax revenues. For these reasons Northern Economics does not recommend a regressive rate structure for Homer Harbor.

Recommended Alternative Rate Structures for Homer

Based on the criteria discussed above, Northern Economics recommends Options 2 and 5 as potential alternative rate structures for Homer Harbor. Moving forward, Option 2, a progressive rate structure with smaller tiers and rate increases, will be referred to as Alternative A and Option 5, the continuous progressive rate structure, will be referred to as Alternative B.

Northern Economics developed rate tables for each alternative, shown in Table 5 and Table 6, using the 2016 flat rate of \$43.49 per foot as the starting point for each structure.

Table 5 contains the rate structure for Alternative A, a progressive graduated structure using consistent 5-foot tiers. The rate changes between tiers increases incrementally at a decreasing rate between 1.0 percent and 0.1 percent. Under Alternative A, annual moorage for a 30 foot vessel would be \$1,343.24, which is 53 percent more than the annual moorage for a 20 foot vessel. Compared to the 2016 flat rate structure, the annual moorage under alternative A for a 30 foot vessel would increase by just over 3 percent.

Table 5. Rate Table, Alternative A

Vessel Size	% Increase in Tier	Annual Rate (\$/foot)
0-15	-	43.49
16-20	1.00	43.92
21-25	0.98	44.35
26-30	0.95	44.77
31-35	0.93	45.19
36-40	0.90	45.60
41-45	0.88	45.99
46-50	0.85	46.39
51-55	0.83	46.77
56-60	0.80	47.14
61-65	0.78	47.51
66-70	0.75	47.86
71-75	0.73	48.21
76-80	0.70	48.55
81-85	0.68	48.88
86-90	0.65	49.19
91-95	0.63	49.50
96-100	0.60	49.80
101-105	0.58	50.08
106-110	0.55	50.36
111-115	0.53	50.62
116-120	0.50	50.88
121-125	0.48	51.12
126-130	0.45	51.35
131-135	0.42	51.57
136-140	0.40	51.77
141-145	0.37	51.97
146-150	0.35	52.15
151-155	0.32	52.32
156-160	0.30	52.48
161-165	0.27	52.62
166-170	0.25	52.75
171-175	0.22	52.87
176-180	0.20	52.98
181-185	0.17	53.07
186-190	0.15	53.15
191-195	0.12	53.22
196-200	0.10	53.27

Alternative B is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by \$0.05 per foot. The rate is calculated according to the formula:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

Table 6 displays the calculated annual moorage rates under Alternative B. The rate increase per foot for this alternative was developed to mirror the rates presented in Alternative A.

Table 6. Rate Table, Alternative B

Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)
6	43.49	40	45.19	74	46.89	108	48.59	142	50.29	176	51.99
7	43.54	41	45.24	75	46.94	109	48.64	143	50.34	177	52.04
8	43.59	42	45.29	76	46.99	110	48.69	144	50.39	178	52.09
9	43.64	43	45.34	77	47.04	111	48.74	145	50.44	179	52.14
10	43.69	44	45.39	78	47.09	112	48.79	146	50.49	180	52.19
11	43.74	45	45.44	79	47.14	113	48.84	147	50.54	181	52.24
12	43.79	46	45.49	80	47.19	114	48.89	148	50.59	182	52.29
13	43.84	47	45.54	81	47.24	115	48.94	149	50.64	183	52.34
14	43.89	48	45.59	82	47.29	116	48.99	150	50.69	184	52.39
15	43.94	49	45.64	83	47.34	117	49.04	151	50.74	185	52.44
16	43.99	50	45.69	84	47.39	118	49.09	152	50.79	186	52.49
17	44.04	51	45.74	85	47.44	119	49.14	153	50.84	187	52.54
18	44.09	52	45.79	86	47.49	120	49.19	154	50.89	188	52.59
19	44.14	53	45.84	87	47.54	121	49.24	155	50.94	189	52.64
20	44.19	54	45.89	88	47.59	122	49.29	156	50.99	190	52.69
21	44.24	55	45.94	89	47.64	123	49.34	157	51.04	191	52.74
22	44.29	56	45.99	90	47.69	124	49.39	158	51.09	192	52.79
23	44.34	57	46.04	91	47.74	125	49.44	159	51.14	193	52.84
24	44.39	58	46.09	92	47.79	126	49.49	160	51.19	194	52.89
25	44.44	59	46.14	93	47.84	127	49.54	161	51.24	195	52.94
26	44.49	60	46.19	94	47.89	128	49.59	162	51.29	196	52.99
27	44.54	61	46.24	95	47.94	129	49.64	163	51.34	197	53.04
28	44.59	62	46.29	96	47.99	130	49.69	164	51.39	198	53.09
29	44.64	63	46.34	97	48.04	131	49.74	165	51.44	199	53.14
30	44.69	64	46.39	98	48.09	132	49.79	166	51.49	200	53.19
31	44.74	65	46.44	99	48.14	133	49.84	167	51.54		
32	44.79	66	46.49	100	48.19	134	49.89	168	51.59		
33	44.84	67	46.54	101	48.24	135	49.94	169	51.64		
34	44.89	68	46.59	102	48.29	136	49.99	170	51.69		
35	44.94	69	46.64	103	48.34	137	50.04	171	51.74		
36	44.99	70	46.69	104	48.39	138	50.09	172	51.79		
37	45.04	71	46.74	105	48.44	139	50.14	173	51.84		
38	45.09	72	46.79	106	48.49	140	50.19	174	51.89		
39	45.14	73	46.84	107	48.54	141	50.24	175	51.94		

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 80 feet in length under the alternative rate structures and the 2016 flat rate of \$43.49 per foot. The table also shows the percent change in moorage payments relative to the 2016 flat rate.

Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length

Rate Structure	Vessel Length (ft.)						
	18	24	32	42	54	68	80
Annual Moorage Payment (\$)							
Alternative A	790.65	1,064.48	1,446.04	1,931.76	2,525.47	3,254.74	3,883.86
Alternative B	793.62	1,065.36	1,433.28	1,902.18	2,478.06	3,168.12	3,775.20
2016 Flat Rate	782.82	1,043.76	1,391.68	1,826.58	2,348.46	2,957.32	3,479.20
Change From 2016 Flat Rate (%)							
Alternative A	1.0	2.0	3.9	5.8	7.5	10.1	11.6
Alternative B	1.4	2.1	3.0	4.1	5.5	7.1	8.5

Figure 2 compares the 2016 annual flat rate per foot with the two recommended alternative rate structures.

Figure 2. Comparison of Alternative Rate Structures by Vessel Length

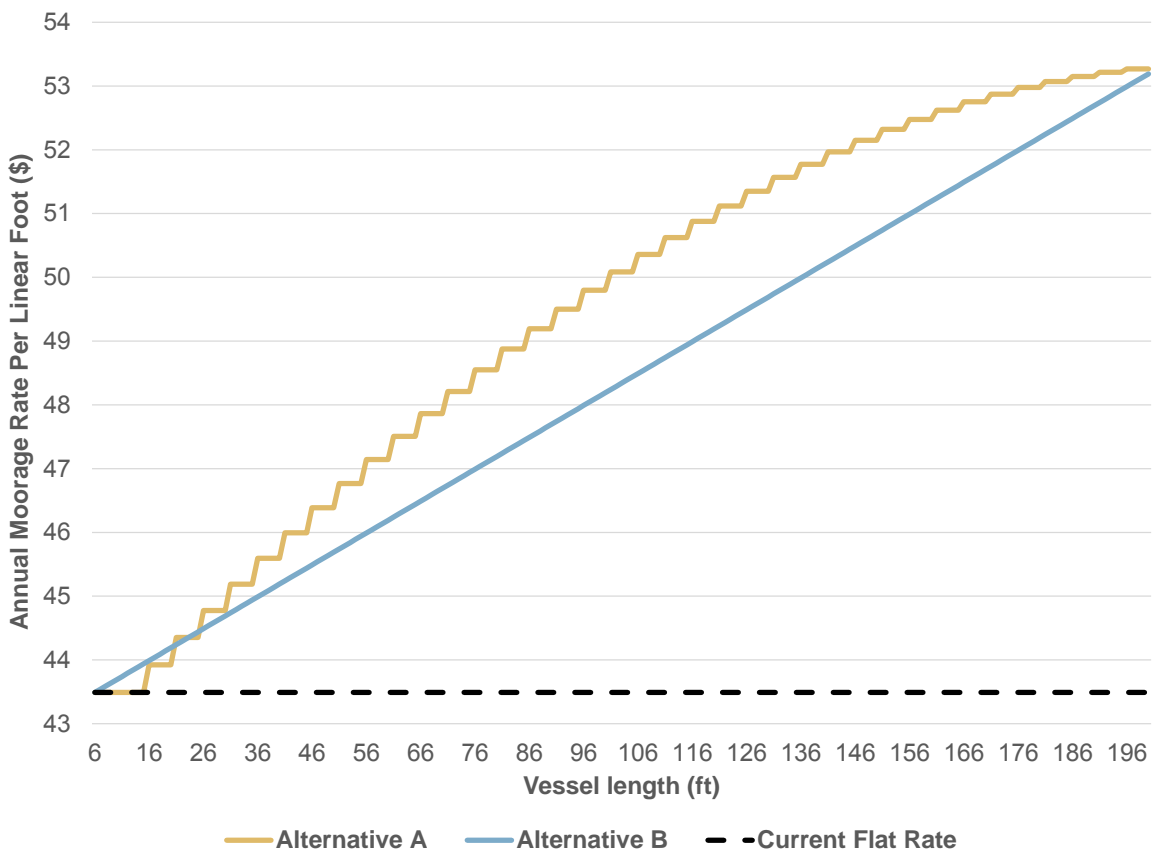
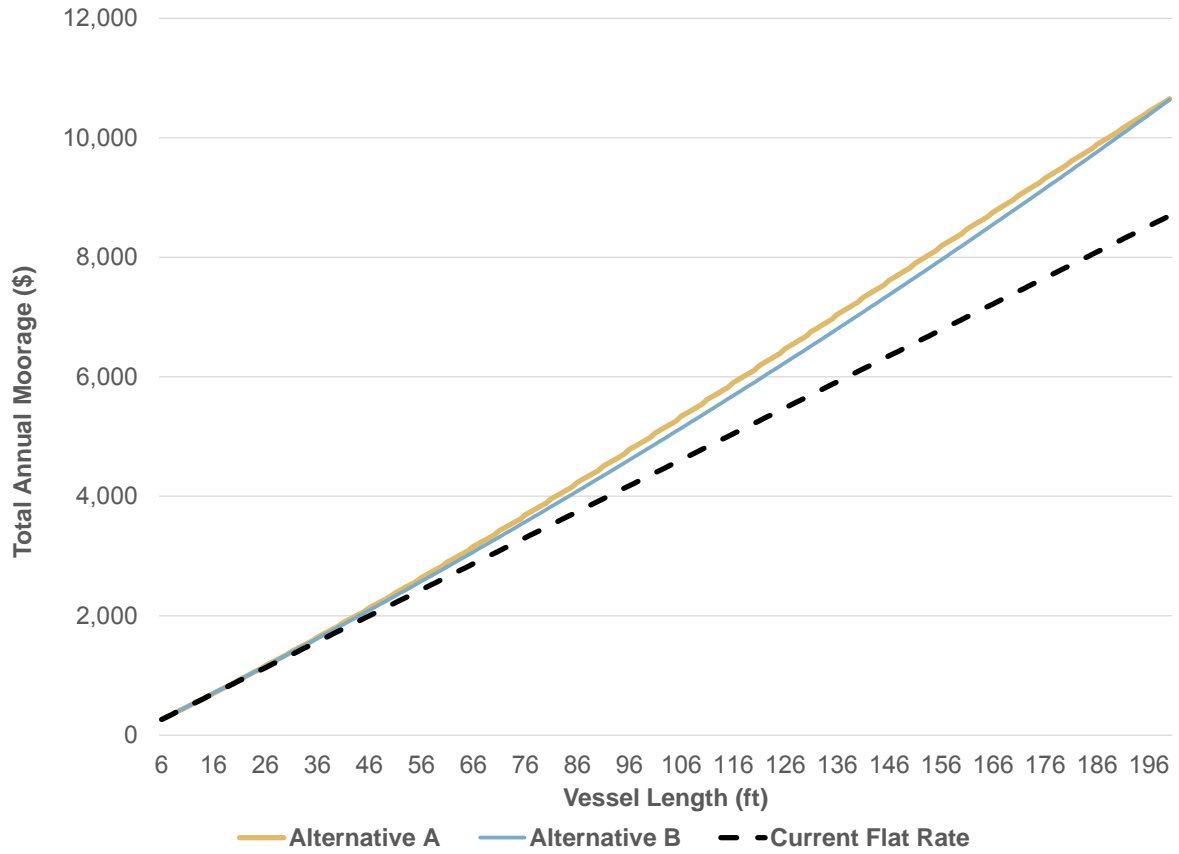


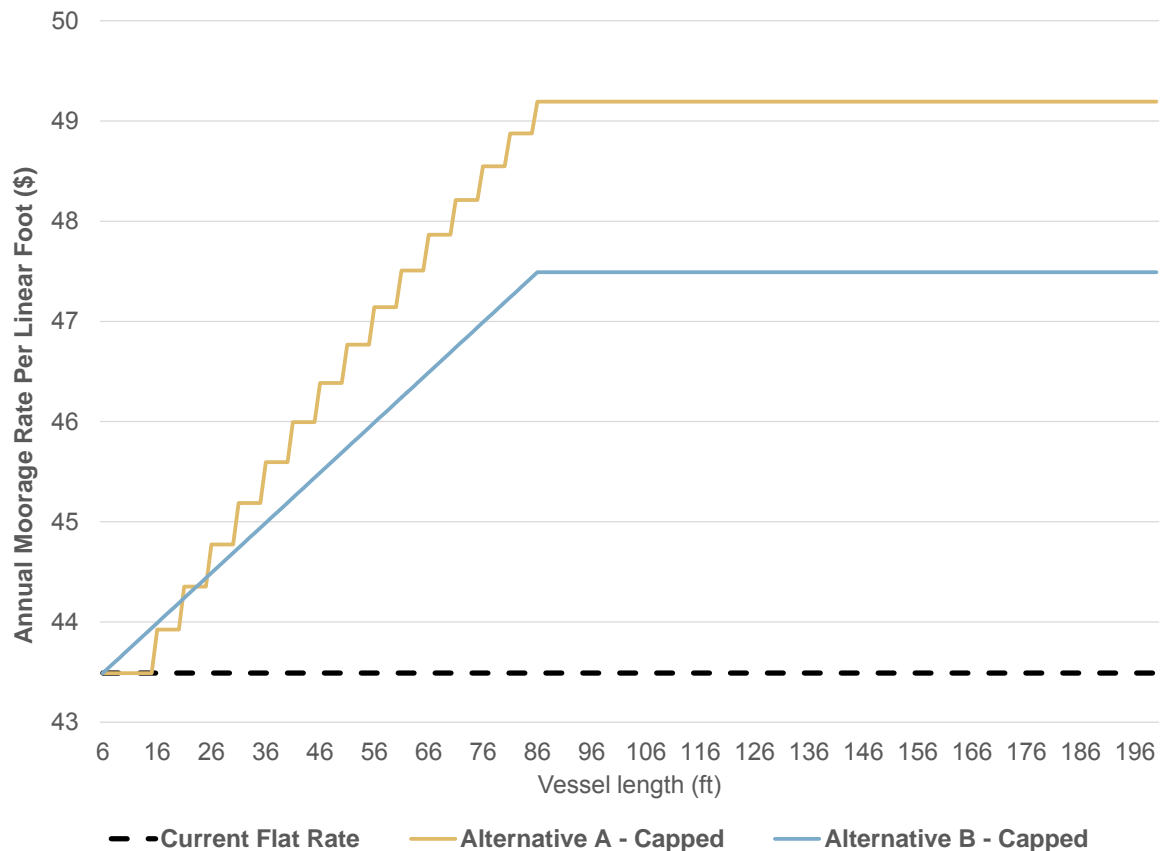
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

Figure 3. Comparison of Annual Moorage under Recommended Alternatives by Vessel Length



Homer Harbor has 883 stalls ranging from 18 feet to 75 feet and can accommodate vessels up to 86 feet in length. Vessels longer than 86 feet use the harbor by side tying to transit rafts. Due to the lower level of service offered to vessels at the transit rafts, one modification could be to add a cap on the annual rate for vessels over 86 feet in length. Figure 4 shows the two recommended alternatives with the rate cap.

Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap



Differentiation by User Type

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen’s Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen’s Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

Table 8. Commercial Moorage Discounts by Harbor

Harbor	Rate Structure	Discount for Commercial Relative to Recreational (%)
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated-Progressive	13-39
Nanaimo	Flat Rate	32-35

Source: Websites and rate sheets collected from harbors.

Both Fishermen’s Terminal and Blaine Harbor require proof of active commercial fishing in order to qualify for the commercial rates. Fish tickets, landing permits, or fishing permits from the current or previous season are acceptable as proof of active commercial fishing. Both harbors emphasize that the vessel must be actively participating in commercial fishing activities and require that these documents be submitted every two years for long term tenants.

Blaine Harbor implemented a reduced rate structure for commercial vessels in 2011 in an effort to promote the local fishing and maritime trade community. Commercial users are subsidized through the Economic Development Fund. Blaine Harbor’s goal in offering reduced commercial moorage is to attract vessels from other harbors, increase taxes paid to Whatcom County, and promote job creation within the community. After a review of its active commercial fishing rate structure in 2014, Blaine’s Port Commission approved a two percent increase in commercial rates starting in 2017 in an attempt to reduce the amount of subsidy provided by the Economic Development Fund.

Fishermen’s Terminal has a long history of supporting the commercial fishing industry, and for its first 88 years in operation this facility was exclusively for commercial fishing vessels. Fishermen’s Terminal is part of the larger Port of Seattle system, which includes Sea-Tac Airport, cargo terminals, cruise ship terminals, Bell Harbor Marina, and Shilshole Bay Marina. The facilities within this port system are focused on specific user groups and Fishermen’s Terminal, as the name suggests, caters primarily to commercial fishermen. The reduced rate structure for active commercial vessels, like Blaine Harbor, was implemented to encourage commercial fishing activities within the community. Fishermen’s Terminal does not operate as an enterprise and is not expected to break even, but instead is used as an economic driver that results in increased revenues through other tax structures in King County. While this program is not directly subsidized, the Port of Seattle receives a portion of the revenues collected through King County property taxes and the Port Authority then distributes a portion of the transferred revenues to Fishermen’s Terminal.

In the case of both Blaine Harbor and Fishermen’s Terminal, user-specific rate structures are used as an economic stimulant with the goal of generating additional revenues through other local tax structures. Subsidies or transfers from local governments allow for the ports implementing these rate structures to be compensated for the increased economic activity they are encouraging.

Annual Moorage Rates Comparison

rev 3/12/2015

RESERVED MOORAGE								
Based on Homer Harbor Stall Sizes*								
Harbor	Rate Formula	20'	24'	32'	40'	50'	60'	75'
Homer	\$41.70 x length + fee	\$884.00	\$1,050.80	\$1,384.40	\$1,718.00	\$2,135.00	\$2,552.00	\$3,177.50
Kodiak	0-40 ft: \$30.00 x length 40-60 ft: \$41.00 x length 61-80 ft: \$61.00 x length 81-100 ft: \$71.50 x length	\$600.00	\$720.00	\$960.00	\$1,200.00	\$2,050.00	\$2,460.00	\$4,575.00
Seward	\$47.47 x length + fee	\$1,009.40	\$1,259.28	\$1,639.04	\$2,018.80	\$2,553.50	\$3,028.20	\$3,740.25
Valdez	\$34.46 x length Tour Boats: \$69.46 x length	\$689.20 -	\$827.04 -	\$1,102.72 -	\$1,288.80 -	\$1,378.40 -	\$2,067.60 \$4,167.60	\$2,584.50 \$5,209.50
Whittier	\$64.20 x length	\$1,284.00	\$1,540.80	\$2,054.40	\$2,568.00	\$3,210.00	\$3,852.00	\$4,815.00

TRANSIENT MOORAGE								
Based on Varied Boat Sizes								
Harbor	Rate Formula	18'	24'	32'	45'	58'	70'	85'
Homer	\$41.70 x length + admin fee	\$800.60	\$1,050.80	\$1,384.40	\$1,926.50	\$2,468.60	\$2,969.00	\$3,594.50
Kodiak	0-40 ft: \$30.00 x length 40-60 ft: \$41.00 x length 61-80 ft: \$61.00 x length 81-100 ft: \$71.50 x length	\$540.00	\$720.00	\$960.00	\$1,845.00	\$2,378.00	\$4,270.00	\$6,077.50
Seward	\$52.23 x length + fee	\$1,000.14	\$1,373.52	\$1,791.36	\$2,530.35	\$3,209.34	\$3,836.10	\$4,679.55
Valdez	\$39.63 x length	\$713.34	\$951.12	\$1,268.16	\$1,482.40	\$1,783.35	\$2,774.10	\$3,368.55
Whittier	\$64.20 x length***	\$1,155.60	\$1,540.80	\$2,054.40	\$2,889.00	\$3,723.60	\$4,494.00	\$5,457.00

* Not all harbor have stalls that are comparable. Because of this, costs are estimated on how much it would be if that size of vessel moored in a Homer slip at a different harbor's rate. This ensures accurate comparisons.

**Kodiak's rates are based on a Graduated Linear Method

***At this time, no annual transient passes are being given in Whittier

Daily moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	\$0.35	Skagway	\$0.35	Skagway	\$0.35	Skagway	\$0.35	Skagway	\$0.35
Wrangell (Prepaid)	\$0.40	Wrangell (Prepaid)	\$0.40	Wrangell (Prepaid)	\$0.40	Wrangell (Prepaid)	\$0.40	Wrangell (Prepaid)	\$0.40
Hoonah	\$0.50	Hoonah	\$0.50	Hoonah	\$0.50	Hoonah	\$0.50	Hoonah	\$0.50
Kodiak	\$0.50	Kodiak	\$0.50	Craig	\$0.50	Craig	\$0.50	Craig	\$0.50
Craig	\$0.50	Craig	\$0.50	Haines	\$0.50	Haines	\$0.50	Haines	\$0.50
Haines	\$0.50	Haines	\$0.50	Petersburg	\$0.50	Petersburg	\$0.50	Petersburg	\$0.50
Petersburg	\$0.50	Petersburg	\$0.50	Bellingham (Nov-Mar)	\$0.50	Bellingham (Nov-Mar)	\$0.50	Bellingham (Nov-Mar)	\$0.50
Bellingham (Nov-Mar)	\$0.50	Bellingham (Nov-Mar)	\$0.50	Juneau	\$0.54	Juneau	\$0.54	Juneau	\$0.54
Juneau	\$0.54	Juneau	\$0.54	Juneau- Auke Bay	\$0.54	Juneau- Auke Bay	\$0.54	Juneau- Auke Bay	\$0.54
Juneau- Auke Bay	\$0.54	Juneau- Auke Bay	\$0.54	Seattle (Active C. Fishing)	\$0.62	Seattle (Active C. Fishing)	\$0.62	Seattle (Active C. Fishing)	\$0.62
Seattle (Active C. Fishing)	\$0.62	Seattle (Active C. Fishing)	\$0.62	Seward (Tenant)	\$0.64	Seward (Tenant)	\$0.64	Seward (Tenant)	\$0.64
Seward (Tenant)	\$0.64	Seward (Tenant)	\$0.64	Ketchikan	\$0.68	Ketchikan	\$0.68	Ketchikan	\$0.68
Ketchikan	\$0.68	Ketchikan	\$0.68	Kodiak	\$0.69	Kodiak	\$0.69	Kodiak	\$0.69
Seward (Transient)	\$0.70	Seward (Transient)	\$0.70	Seward (Transient)	\$0.70	Seward (Transient)	\$0.70	Seward (Transient)	\$0.70
Bellingham (Apr-Oct)	\$0.75	Bellingham (Apr-Oct)	\$0.75	Bellingham (Apr-Oct)	\$0.75	Bellingham (Apr-Oct)	\$0.75	Bellingham (Apr-Oct)	\$0.75
Wrangell (Invoiced)	\$0.80	Wrangell (Invoiced)	\$0.80	Wrangell (Invoiced)	\$0.80	Wrangell (Invoiced)	\$0.80	Wrangell (Invoiced)	\$0.80
Seattle (Recreational)	\$0.80	Seattle (Recreational)	\$0.80	Seattle (Recreational)	\$0.80	Seattle (Recreational)	\$0.80	Seattle (Recreational)	\$0.80
Sitka	\$0.87	Sitka	\$0.87	Sitka	\$0.87	Sitka	\$0.87	Sitka	\$0.87
Homer	\$1.22	Homer	\$1.22	Homer	\$1.22	Homer	\$1.22	Homer	\$1.22

NOTES:

***Bold** = multiple **daily** rate categories

*Whittier not included due to lack of **daily** rate data available

Monthly moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Wrangell Summer Floats	\$0.65	Wrangell Summer Floats	\$0.65	Wrangell Summer Floats	\$0.65	Wrangell Summer Floats	\$0.65	Wrangell Summer Floats	\$0.65
Hoonah	\$2.77	Hoonah	\$2.50	Hoonah	\$2.73	Hoonah	\$2.58	Hoonah	\$3.09
Wrangell	\$3.50	Wrangell	\$3.50	Wrangell	\$3.50	Wrangell	\$3.50	Wrangell	\$3.50
Skagway	\$3.50	Skagway	\$3.50	Skagway	\$3.50	Skagway	\$3.50	Skagway	\$3.50
Craig	\$4.00	Craig	\$4.00	Craig	\$4.00	Craig	\$4.00	Craig	\$4.00
Juneau	\$4.20	Juneau	\$4.20	Juneau	\$4.20	Juneau	\$4.20	Juneau	\$4.20
Haines	\$5.00	Haines	\$5.00	Haines	\$5.00	Haines	\$5.00	Haines	\$5.00
Bellingham (Active C. Fish)	\$5.90	Seattle (Active C. Fishing)	\$5.83	Seattle (Active C. Fishing)	\$5.83	Seattle (Active C. Fishing)	\$5.83	Seattle (Active C. Fishing)	\$5.83
Petersburg	\$6.00	Bellingham (Active C. Fish)	\$5.90	Bellingham (Active C. Fish)	\$5.90	Bellingham (Active C. Fish)	\$5.90	Bellingham (Active C. Fish)	\$5.90
Homer	\$6.39	Petersburg	\$6.00	Petersburg	\$6.00	Petersburg	\$6.00	Petersburg	\$6.00
Bellingham (Recreational)	\$6.92	Homer	\$6.39	Homer	\$6.39	Homer	\$6.39	Homer	\$6.39
Juneau- Auke Bay	\$7.05	Juneau- Auke Bay	\$7.05	Juneau- Auke Bay	\$7.05	Juneau- Auke Bay	\$7.05	Juneau- Auke Bay	\$7.05
Ketchikan	\$7.10	Ketchikan	\$7.10	Ketchikan	\$7.10	Ketchikan	\$7.10	Ketchikan	\$7.10
Seward (Reserved)	\$8.55	Bellingham (Recreational)	\$7.13	Bellingham (Recreational)	\$7.56	Seattle (Commercial)	\$7.82	Seattle (Commercial)	\$7.82
Seattle (Recreational)	\$8.81	Seattle (Commercial)	\$7.82	Seattle (Commercial)	\$7.82	Bellingham (Recreational)	\$7.86	Seward (Reserved)	\$8.55
Seward (Transient)	\$9.40	Seward (Reserved)	\$8.55	Seward (Reserved)	\$8.55	Seward (Reserved)	\$8.55	Bellingham (Recreational)	\$9.16
Sitka	\$14.94	Seattle (Recreational)	\$8.94	Seward (Transient)	\$9.40	Seward (Transient)	\$9.40	Seward (Transient)	\$9.40
Seattle (Active C. Fishing)	<i>min. 30'</i>	Seward (Transient)	\$9.40	Seattle (Recreational)	\$9.73	Seattle (Recreational)	\$9.76	Seattle (Recreational)	\$9.76
Seattle (Commercial)	<i>min. 30'</i>	Sitka	\$14.94	Sitka	\$14.94	Sitka	\$14.94	Sitka	\$14.94

NOTES:

***Bold** = multiple **monthly** rate categories

*Whittier and Kodiak not included due to lack of **monthly** rate data available

*Hoonah monthly rates based on stall length. For this comparison, the most appropriate stall size for the vessels above was chosen, and that monthly rate was divided by the length of the vessel for \$ per foot.

Annual moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	\$13.00	Skagway	\$13.00	Skagway	\$13.00	Skagway	\$13.00	Skagway	\$13.00
Craig	\$15.75	Craig	\$15.75	Craig	\$15.75	Craig	\$15.75	Craig	\$15.75
Haines	\$20.00	Haines	\$20.00	Hoonah	\$24.00	Hoonah	\$24.00	Hoonah	\$24.00
Hoonah	\$24.00	Hoonah	\$24.00	Wrangell	\$25.00	Wrangell	\$25.00	Wrangell	\$25.00
Wrangell	\$25.00	Wrangell	\$25.00	Haines	\$26.00	Haines	\$26.00	Haines	\$26.00
Ketchikan (Inside City)	\$26.30	Ketchikan (Inside City)	\$26.30	Ketchikan (Inside City)	\$26.30	Ketchikan (Inside City)	\$26.30	Ketchikan (Inside City)	\$26.30
Kodiak	\$30.00	Kodiak	\$30.00	Ketchikan (Outside City)	\$31.58	Ketchikan (Outside City)	\$31.58	Ketchikan (Outside City)	\$31.58
Ketchikan (Outside City)	\$31.58	Ketchikan (Outside City)	\$31.58	Sitka	\$33.60	Sitka	\$33.60	Sitka	\$33.60
Sitka	\$33.60	Sitka	\$33.60	Petersburg	\$38.00	Homer	\$40.50	Homer	\$40.50
Petersburg	\$34.00	Petersburg	\$34.00	Homer	\$40.50	Kodiak	\$41.00	Kodiak	\$41.00
Homer	\$40.50	Homer	\$40.50	Kodiak	\$41.00	Petersburg	\$44.00	Petersburg	\$44.00
Seward (Tenant)	\$47.47	Seward (Tenant)	\$47.47	Seward (Tenant)	\$47.47	Seward (Tenant)	\$47.47	Seward (Tenant)	\$47.47
Juneau	\$47.88	Juneau	\$47.88	Juneau	\$47.88	Juneau	\$47.88	Juneau	\$47.88
Seward (Transient)	\$52.23	Seward (Transient)	\$52.23	Seward (Transient)	\$52.23	Seward (Transient)	\$52.23	Seward (Transient)	\$52.23
Bellingham (Active C. Fish)	\$69.03	Bellingham (Active C. Fish)	\$69.03	Bellingham (Active C. Fish)	\$69.03	Bellingham (Active C. Fish)	\$69.03	Bellingham (Active C. Fish)	\$69.03
Juneau- Auke Bay	\$80.37	Seattle (Active C. Fishing)	\$69.96	Seattle (Active C. Fishing)	\$69.96	Seattle (Active C. Fishing)	\$69.96	Seattle (Active C. Fishing)	\$69.96
Bellingham (Recreational)	\$80.97	Juneau- Auke Bay	\$80.37	Juneau- Auke Bay	\$80.37	Juneau- Auke Bay	\$80.37	Juneau- Auke Bay	\$80.37
Seattle (Recreational)	\$105.72	Bellingham (Recreational)	\$83.43	Bellingham (Recreational)	\$88.46	Bellingham (Recreational)	\$91.97	Seattle (Commercial)	\$93.84
Seattle (Active C. Fishing)	<i>min. 30'</i>	Seattle (Commercial)	\$93.84	Seattle (Commercial)	\$93.84	Seattle (Commercial)	\$93.84	Bellingham (Recreational)	\$107.18
Seattle (Commercial)	<i>min. 30'</i>	Seattle (Recreational)	\$107.28	Seattle (Recreational)	\$116.76	Seattle (Recreational)	\$117.12	Seattle (Recreational)	\$117.12

NOTES:

***Bold** = multiple **annual** rate categories

*Whittier not included due to lack of **annual** rate data available

- Opportunities- Project based cargo, marine maintenance and repair hub, tug/support vessel base, small scale regional freight distribution, winter moorage services
- Threats- Anchorage based distribution center cost savings, Kenai/Nikiski based project docks and services, community perspective-unfriendly to industry, competing with Seward for marine services
- Summary of interviews to date
 - Big carriers aren't interested (no benefit)
 - Retailers like it (could save money)
 - At least two smaller carriers may be interested
 - Besides container cargo there is a market for marine support (moorage maintenance, etc.)
- Infrastructure improvements
 - New trestle, new buoys, berth 2 fenders, uplands yard fencing and security, barge berth alternatives, dock extension and mobile crane alternatives
- Where do we go from here
 - Development options will be outlined in Phase 2
 - Economics point to the need for an anchor tenant

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for March 2016

Harbormaster Hawkins reviewed his staff report.

PUBLIC HEARING

PENDING BUSINESS

A. Harbor Rates

- i. Memo to Port & Harbor Commission from Port Director Re: Northern Economics Rate Study & Presentation dated 1/20/2016, and Rate Comparison Attachments
- ii. 2016 Northern Economics Rate Study
- iii. 2016 Presentation of Northern Economics Rate Study

The Commission reviewed alternatives A and B in the January 2016 draft schedule from Northern Economics. They acknowledged that there isn't a lot of difference in the alternatives and noted on alternative B the difference between a 75 foot boat and a 20 foot boat is about \$400 per year. They also touched on ideas of the economic benefit of small boats versus large boats and that ultimately, all sizes bring an economic benefit to the harbor and the city.

STOCKBURGER/DONICH MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET.

Commissioner Stockburger commented that the argument is over the idea of perception. He leans toward alternative B because it goes by the foot, similar to the straight rate with a slight increase as boats get longer. Capping it at 86 feet recognizes the big boats in the harbor that are paying big bucks and are rafted out, but have no chance of getting a berth.

Commissioner Hartley agrees and thinks this will allow for flexibility when we build the new harbor.

Commissioner Carroll still agrees with a straight linear rate, its one harbor and everyone should pay the same.

Commissioner Stockburger added that we have a small boat harbor with some big boats in it and it's been hard to find a number that will work with all the vessel sizes. When we have a new harbor this formula can be used, possibly with a different number, when considering moorage and costs for the new harbor.

Commissioner Zimmerman clarified that this will be going up five cents per foot yearly along with the 3.2% plus the CPI that has already been adopted.

VOTE: YES: DONICH, ZIMMERMAN, ULMER, CARROLL, HARTLEY, STOCKBURGER

Motion carried.

B. Head Tax for Passenger Vessels

Harbormaster Hawkins reviewed that the enterprise budget is currently based on moorage. Seeing trends that business is increasing because this is a great place to recreate results in some forward thinking to implement a way to collect something from other user groups to help offset operations costs and spread the burden among a wider community.

Commissioner Zimmerman commented that after listening to the comments last meeting about the additional paperwork that would be included with a head tax, he's now thinking it targets a user group more than it should. He thinks it might be better to find something that's already in place and work to modify it.

Commissioner Donich said at the Homer Charter Association meeting a suggestion was brought up to have the spit designated as a separate district and collect an additional half a percent or so of sales tax to go to the enterprise fund. That would really broaden the reach and everyone who uses the spit would put in to the fund.

Chair Ulmer said she would rather see a toll bridge. She recently heard Cruise Construction cut spending in Homer because of the 7.5%. People can get what they want in Anchorage and ship it down. The tax on this end of the peninsula is driving people away.

Commissioner Stockburger agrees that some kind of service area tax for the spit, not a property tax but a sales tax. He doesn't think 7.5% is keeping people from coming to Homer. If a company has a job here they will come, but comparing the cost of gas to drive to Anchorage is more than \$37.50, which is the sales tax cap.

STOCKBURGER/HARTLEY MOVED TO EXPLORE THE POSSIBILITY OF USING A SERVICE AREA SALES TAX AS A MEANS OF COLLECTING FUNDS AS A MEANS TO COLLECT FROM OTHER USERS IN THE SERVICE AREA.



Memorandum 16-101

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JUNE 7, 2016

SUBJECT: HISTORY OF PORT & HARBOR MOORAGE RATE INCREASE & RATE STRUCTURE WORK

At their last regular meeting on May 23, 2016, City Council postponed Resolution 16-054, amending the Port and Harbor fee schedule to change the moorage rate structure to a graduated method, and 16-055, amending the Terminal Tariff, failed due to lack of a motion. The Port and Harbor Advisory Commission voiced their disappointment at their last meeting on May 25, 2016 and agreed that it was necessary for the group to meet with the Council at their next worksession to present their findings regarding the rate structure issue.

The original motion made by the Port and Harbor Advisory Commission was to adopt Alternative B (per Northern Economics' 2016 Rate Structure Study) at five cents per foot increase and cap the vessel size at 86 feet, and calculate the moorage using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$$

To express to the Council the large amount of work that the Port and Harbor Advisory Commission and City staff has put into the moorage rate increase and structure issues, Port and Harbor staff has compiled a chronological history of all the commission's meetings, public hearings conducted, and resolutions passed by City Council that are directly related to rates since 2010 when this work began. The list includes PHC meetings where the topic was discussed, a summary of the commission's discussion at that meeting, the motions made, public comments taken, the worksessions conducted, and adopted resolutions by City Council.

Additionally, two rate studies have been conducted by Northern Economics. The 2013 study, titled Port and Harbor Rate Fee Structure and the Economic Impact of Mooring a MODU (Mobile Offshore Drilling Unit) at the Port of Homer's Deep Water Dock, totaled \$9,628.48 in costs. The 2016 study, focusing on a Graduated Linear Method with Linear Method Comparison to Incorporate a 32% Rate Increase over 10 Years to Fund Port and Harbor Reserves, cost \$15,300. Overall expenditures from Northern Economics have been \$24,928.48 for their assistance in helping the City create a fair and equitable rate structure and a plan on how to implement the increases over time.

Recommendation

Informational Purposes

Attached: Memo 16-084 to Homer City Council from Bryan Hawkins, Port Director/Harbormaster Re: History of New Moorage Rate Structure dated June 1, 2016

Chronological History of Staff & the Port & Harbor Advisory Commission's Work

PHC Regular Meeting, NOVEMBER 17, 2010 – Memorandum from Port & Harbor Advisory Commission to City Council Re: 2011 Preliminary Budget and Proposed 3% Rate Increase: Discussed concerns over credit cards fees and looking for options to find additional revenue.

PHC Regular Meeting, APRIL 27, 2011 – Memo to Port and Harbor Advisory Commission from Port Director Re: Proposed Port of Homer Projects for Bond Funding dated April 7, 2011: Proposed Port of Homer Projects for Bond Funding and expressing goals to reinvest funds into the harbor to keep it supporting itself; not enough money is going into the harbor reserves even with the 3% increase done in 2010.

RESOLUTION 11-060: Establishing a Committee to Develop a Port and Harbor Improvement Revenue Bonding Plan and Provide Committee Review and Oversight Throughout the Implementation and Completion of any Approved Plan; adopted June 13, 2011.

PHC Regular Meeting, OCTOBER 26, 2011 – Port and Harbor Improvement Committee Report: Overview of presentation that was given to City Council regarding chosen CIP projects, plus the new harbor office, and further discussion of establishing a bond. Additional discussion ensued regarding pro/cons of raising rates, services the harbor staff offers, and concerns on how fees are applied.

PHC Special Meeting, NOVEMBER 9, 2011 – Port and Harbor Improvement Committee Project Ranking and Bonding Process: Further discussion regarding the bonding process and the improvements that should be included.

RESOLUTION 11-099: Authorizing the City Manager to Draft and Submit a Revenue Bond Sale Application and Take Other Steps Necessary to Prepare for a Possible Bond Sale to Finance Construction of Six Top Priority Capital Projects Within the Homer Harbor; effective date October 24, 2011, adopted November 28, 2011.

PHC Regular Meeting, DECEMBER 14, 2011 – Capital Improvement Plan List Port and Harbor Projects: Bond sale recommendation from Improvement Committee and which projects are feasible.

PHC Regular Meeting, JANUARY 25, 2012 – Capital Improvement Plan List Port and Harbor Projects: Commissioners ranked their preferred harbor projects for funding. MOVED TO FORWARD THE RANKINGS OF THE SIX PROJECTS TO THE PORT AND HARBOR IMPROVEMENT COMMITTEE. Motion carried.

PHC Regular Meeting, FEBRUARY 22, 2012 – Harbor Improvement Cost Estimate Summary: Presentation by the Harbor Improvement Committee of their work to-date, engineer's estimated costs, and percentage of user fee increase to support bonding and options for implementation. MOVED THAT THE COMMISSION RECOMMEND TO THE COMMITTEE TO PROCEED WITH THE PREPARATION OF THE REVENUE BOND APPLICATION THAT INCLUDES ALL FIVE PROJECTS AND THAT THE APPLICATION IS PREPARED TO REQUEST \$6,000,000 FUNDING. Motion carried.

PHC Regular Meeting, MARCH 28, 2012 – Memo to Port and Harbor Advisory Commission from Community and Economic Development Coordinator Re: Harbor Improvement Projects: Need for the Projects & Consequences of Not Going Through with Proposed Projects dated March 16, 2012: Economic Development Coordinator reported what was needed for the Municipal Harbor Grant Program. MOVED THAT THE STATE GRANT REQUIREMENTS FOR THE FOUR PROJECTS BE PLACED ON THE NEXT AGENDA TO SET THE RECORD ON THE FINDINGS THAT THIS COMMISSION WOULD MAKE RELEVANT TO WHETHER OR NOT THEY ARE FEASIBLE PROJECTS OR TO BE DONE, OR SCRAPPED. Motion failed. Comments regarding the Load and Launch Ramp improvements included that there will be monies from Fish & Game. MOVED THAT WE NEED TO PROGRESS WITH THIS PROJECT BECAUSE OF SAFETY CONCERNS. IF WE

DON'T THERE WILL BE A BAD ACCIDENT OR THE RAMP WILL DETERIORATE. Motion carried. Discussed further each of the final chosen projects.

PHC Regular Meeting, APRIL 25, 2012 – Amendments to the Port and Harbor Terminal Tariff No. 600 for the purpose of Repaying a Revenue Bond in the Amount of \$6 Million: The Commission reviewed various revenue options to help pay for the bond. There was public testimony against the harbor head tax; MOVED THAT THE PORT AND HARBOR ADVISORY COMMISSION RECOMMEND TO THE CITY COUNCIL THAT THEY AMEND THE TERMINAL TARIFF NO. 600 TO STRIKE RULE 34.26 THE PASSENGER FEES FROM THE TARIFF. Motion carried. MOVED TO REMOVE THE ICE TARIFF INCREASE AS GENERATING FUNDS TO PAY FOR THE BOND. Motion carried. MOVED TO APPROVE THE RECOMMENDED DOCKAGE FEES THAT THE COMMITTEE PUT FORTH TO SUPPORT THE BOND PAYMENT. This would change the port dockage fees from a linear foot to a graduated rate schedule, same as Anchorage's port. Motion carried. ADJUST THE FUEL WHARFAGE FROM \$.0103 TO \$.025 PER GALLON IMPLEMENTED OVER A TWO YEAR PERIOD. Motion failed. MOVED TO ADJUST THE FUEL WHARFAGE RATE FROM EXISTING \$.0103 PER GALLON TO \$.02 PER GALLON. Motion carried. MOVED TO INCREASE MOORAGE FROM \$35.22 PER FOOT PER YEAR TO \$42.50 PER LINEAL FOOT PER YEAR TO BE APPLIED OVER THE NEXT TWO YEARS. The discussion began about the differences between smaller and larger vessels, the different impacts they have on the harbor, and how each one provides revenue to the harbor. Comparisons to other harbors were reviewed. Motion failed. MOVED TO INCREASE THE MOORAGE 15% FROM THE CURRENT RATE. Motion carried.

PHC Regular Meeting, APRIL 25, 2012 – Memo to Port and Harbor Advisory Commission from Bryan Hawkins, Port Director/Harbormaster Re: Harbor Improvement Committee Report of April 19, 2012 Meeting dated April 20, 2012: MOVED TO RECOMMEND TO COUNCIL TO HAVE THE HARBOR IMPROVEMENT COMMITTEE CHANGE THE CAPITAL IMPROVEMENT BOND INCLUDE ONLY SYSTEM 5 UPGRADE, RAMP 3 GANGWAY, AND PORTIONS OF THE FLOAT REPLACEMENT TO A MAXIMUM BOND OF \$4 MILLION. Motion carried.

RESOLUTION 12-043: Accepting and Approving Recommendations Submitted by the Port and Harbor Improvement Committee Regarding Capital Improvements in the Harbor and the Funding Thereof and Authorizing the City Manager to Prepare the Documents Necessary for Grant Funding, a Revenue Bond Sale, and the Fee Adjustments Necessary to Service the Bonds; effective May 14, 2012.

RESOLUTIONS 12-037(S) & 12-038(S): Amending the City of Homer Fee Schedule for Port and Harbor Fees and the Terminal Tariff No. 600 for the Purpose of Repaying a Revenue Bond and Contributing to the Port and Harbor Enterprise Reserves; effective June 11, 2012.

RESOLUTION 12-064: Expressing Support for a Municipal Harbor Facility Grant Application to the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) in the Amount of \$4,206,000 for Ramp 3 Gangway and Approach, Harbor Floats Replacement and Upgrades to Electrical and Potable Water at System 5 and Authorizing the City Manager to Submit the Appropriate Documents; effective July 23, 2012.

RESOLUTION 12-065: Expanding the Scope of Work for the Port and Harbor Improvement Committee to Develop a Plan to Resource Funds from Various Sources for the Purpose of Upgrading the Port and Harbor Building; effective July 23, 2012.

RESOLUTION 12-093: Support of Full Funding for the State of Alaska Municipal Harbor Facility Grant Program in the FY2014 Capital Budget; effective October 22, 2012.

PHC Regular Meeting, DECEMBER 19, 2012 – Memo to Port and Harbor Advisory Commission from Port Director/Harbormaster Hawkins Re: Harbor Rate Study dated December 11, 2012: The commission began discussion

with history on how rates are configured and square foot vs. linear footage and the variety of vessel sizes and uses of the harbor. Harbormaster recommended hiring Northern Economics to conduct rate study.

RESOLUTION 13-046: Awarding the Contract to Conduct a Study on the Port and Harbor Rate Fee Structure and the Economic Impact of Mooring a MODU (Mobile Offshore Drilling Unit) at the Port of Homer's Deep Water Dock to the Firm of Northern Economics of Anchorage, Alaska, in the Amount of \$19,878.00 and Authorizing the City Manager to Execute the Appropriate Documents; effective May 13, 2013.

ORDINANCE 13-15: Authorizing Harbor Revenue Bonds of the City to be Issued in Series to Finance Harbor Improvements; Creating a Lien Upon Net Revenue of the Harbor for the Payment of the Bonds; and Establishing Covenants of the City Related to the Bonds; introduction April 22, 2013, effective May 14, 2013.

ORDINANCE 13-16: Authorizing the Issuance and Sale of a Series of Harbor Revenue Bonds by the City in the Principal Amount Not to Exceed \$4,200,000 for the Purpose of Financing the Design, Construction, and Acquisition of Harbor and Related Capital Improvements; Establishing the Terms of the Bonds; and Authorizing the Sale of the Bonds; introduction April 22, 2013, effective May 14, 2013.

Northern Economics Rate Study, SEPTEMBER 25, 2013 – The first draft of this study organized how the study is conducted and gave preliminary percentage increases for the commission and staff to review.

PHC Special Meeting, OCTOBER 9, 2013 – Memorandum from Port Director/Harbormaster Hawkins Re: Port of Homer Rate Study: Northern Economics Rate Study presentation to the commission; it details out each harbor facility's expense and an estimate of how much it would cost to replace that facility using a lifecycle approach. The end results covered how much rates needed to be increased to be sustainable, and to help with harbor reserves and facility depreciation costs.

Northern Economics Rate Study, NOVEMBER 7, 2013 – The focus of this final draft study was to use a life cycle approach to calculating rates and find overall percentage increases that would cover all operations, maintenance, and replacement costs for each facility in the Homer Port and Harbor. It was concluded from this study that the Small Boat Harbor would require a 31.85% (rounded to 32%) rate increase to become sustainable.

RESOLUTION 13-112: Confirming that the City will Provide Local Matching Funds in an Amount Up to \$800,000 for Repair, Replacement, and Rehabilitation of Infrastructure and Facilities at the Homer Small Boat Harbor Load and Launch Ramp; effective November 25, 2013.

ORDINANCE 14-05: Amending the FY 2014 Operating Budget by Appropriating \$500,000 from the Port and Harbor Enterprise Fund Depreciation Reserves for the Purpose of Providing the City's 25% Local Match for the New Port and Harbor Building; introduction January 27, 2014, effective date February 11, 2014.

ORDINANCE 14-06(A): Amending the FY 2014 Operating Budget by Appropriating Up to \$300,000 from the General Fund Balance for the Purpose of Providing a Loan to the Port and Harbor Enterprise Fund to Complete the Financing Package for the New Port and Harbor Building; introduction January 27, 2014, effective date February 11, 2014.

PHC Regular Meeting, FEBRUARY 26, 2014 – Worksession of Harbor Rate Study Review: Setting date for worksession to do thorough review.

PHC Worksession, APRIL 8, 2014 – Review and discuss the Northern Economics 2013 Rate Study

PHC Regular Meeting, APRIL 23, 2014 – Harbor Rate Increase Proposal: Point was made that if the port and harbor had a rate structure that was sustainable, we wouldn't have had to bond for the matching funds for the grant for the harbor improvements. A draft rate proposal prepared by staff was presented to the commission; the three methods suggested in the worksession for comparison was the existing linear method, a square foot method, and a graduated linear method. It included an EXTENSIVE comparison of the rate increases over a 5 or 10 year period including CPI increases. The suggested 32% increase comes from the Northern Economics' rate study. Discussed differences between transient moorage and reserved, costs related to vessel size and the stall size, what type of methods are being used in other harbors (including comparisons), and **the ultimate goal to find an equitable, sustainable rate for all harbor users** since there is a strong argument that large boats bring more money, jobs, and business to the harbor, with the counter argument from small vessel owners that smaller boats have to bear the costs for bigger boats when they have less damage, require less space, etc.) than bigger boats. It was determined that this discussion must continue for the next few meetings and include public input.

PHC Regular Meeting, MAY 28, 2014 – Harbor Rate Increase Proposal: There was talk of the gradual linear method and how it could be broken down into different size classes. They further discussed the reasoning behind a rate increase and where the money raised will be used. **MOVED TO ADOPT THE 10 YEAR PROGRAM FOR INCREASING COSTS.** Motion carried. The CPI increases will happen every year from here on out, while the 32% moorage rate increases will take place over the course of a 10 year period. It was suggested that the square foot method was the most fair and equitable way to distribute costs in the harbor than the current linear method. **MOVED TO APPLY THE SQUARE FOOT METHOD IN DEVELOPING THE RATE STRUCTURE.** Motion carried. It was suggested by staff that we may need to hire a consultant to help develop the final plan. Public comments were in agreement with the square foot method instead of the linear method.

PHC Regular Meeting, JUNE 25, 2014 – Harbor Rate Increase Proposal: Staff consolidated all the comparison worksheets down to the square foot rate model implemented over a 10 year schedule. Discussion on how this would be applied to transient vessels vs. reserved stall lessees and how the rates would be broken down at the transient daily, monthly, semi-annual, and annual rates. All commissioners agreed that getting word out to boat owners ASAP is important. **MOVED THAT THE COMMISSION PRESENT THIS RATE STUDY AS THE NEW FORMAT FOR CHARGING FOR MOORAGE IN THE HARBOR, WITH THE CAVEAT THAT WE WILL LOOK AT THE TRANSIENT ELEMENT, WHICH MAY CHANGE, BUT EVERYTHING ELSE STANDS AS PRESENTED.** Motion carried.

PHC Regular Meeting, JULY 23, 2014 – Harbor Rate Increase Proposal: Staff prepared a moorage rate comparison between 2004 through 2014 and a square foot rate schedule comparison for transient moorage. Commissioners discussed the varied increases depending on vessel sizes over periods of time. Per the square foot, the bigger boats would see the brunt of the change. They agreed that the CPI increases could begin for the 2015 year, but they need more time to set the new rates, get info out to vessel owners, and receive feedback. **MOVED THAT THIS COMMISSION RECOMMENDS TO THE CITY COUNCIL THAT WE ADJUST OUR HARBOR MOORAGE RATES AS A MINIMUM OF THE CPI EACH YEAR.** Motion carried.

PHC Regular Meeting, AUGUST 27, 2014 – Harbor Rate Increase Proposal: There was further discussion about the disparity/fairness of the 32 foot stall class. The commission agreed that staff could work with Northern Economics in preparing another rate study to compare different rate methods.

PHC Regular Meeting, SEPTEMBER 24, 2014 – Harbor Rate Increase Proposal: Public comments from several large vessel owners were unanimously against implementing the square foot method, stating that their large boats bring more jobs, business, and revenue to the harbor and the new method would unfairly increase their moorage fees. They cited that it's the smaller vessels that utilize more space in the harbor, and that if the harbor increases rates it's going to drive away the big boats that are generating the most revenue/jobs in Homer. The large vessel owners also pointed out the lack of stalls and amenities available yet they would still have to pay more. They feel the linear

method is fine the way it is and no changes should be made. One of the commissioners provided a presentation he prepared on the square foot model to help achieve equitable rates for all vessels including transient. MOVED TO CALCULATE SQUARE FOOT ASSESSMENTS BASED ON CLASS SIZE LENGTH AND WIDTH FOR RESERVE MOORAGE BERTHS WITH THAT SQUARE FOOT COST APPLIED TO OVERAGE ON A VESSEL THAT EXCEEDS THAT CLASS SIZE LENGTH AND/OR WIDTH, AND THAT ANNUAL TRANSIENT MOORAGE BE ASSESSED AT 75% OF THE RESERVED MOORAGE RATE, APPLIED TO THE LENGTH TIMES THE WIDTH OF THE TRANSIENT VESSEL. Revised: MOVED TO AMEND THE MOTION TO DIRECT STAFF TO PREPARE A NEW RATE SCHEDULE USING THE MOTION AS GUIDANCE FOR THE RATE SCHEDULE. Motion carried. Main motion as amended carried.

PHC Regular Meeting, OCTOBER 22, 2014 – Harbor Rate Increase Proposal: More public comments from large vessel owners reiterated their stance against the square foot method. They strongly believe it will cost them an excessive amount in moorage fees, drive business away, and is a direct attack to the commercial fleet. Ensued a lengthy commission discussion regarding what method to go with, even calling for a recess to think it over. MOVED TO REVERSE THE COMMISSION SUPPORT FOR CHANGING THE RATE STRUCTURE FROM LINEAR TO SQUARE FOOT AND STAY WITH THE CURRENT METHODS OF CALCULATING FEES. Motion carried. MOVED TO TAKE THE ORIGINAL RECOMMENDATION OF THE NORTHERN ECONOMICS STUDY AND SPREAD THE REQUIREMENTS TO BUILD THE RESERVE FUND THROUGHOUT ALL THE PORT AND HARBOR USERS AND REVENUE STREAMS. Motion failed. MOVED THAT 50% OF THE SALES TAX FROM BUSINESSES THAT ARE AROUND AND DEPEND ON THE HARBOR BE CREDITED TO THE PORT AND HARBOR RESERVE ACCOUNT. Motion carried. Further public comments from large vessel owners pertained to how the rate increases should be spread across the board for all users of the harbor, and how a square foot method, plus increase, was unfair to them, the commercial fishermen.

RESOLUTION 14-115: Amending the Port of Homer Terminal Tariff No. 600 (annual CPI Increase); public hearings held on October 27, 2014 and November 24, 2014, effective December 8, 2014.

PHC Regular Meeting, DECEMBER 17, 2014 – Harbor Rate Increase Proposal: Public comments agree with the CPI increase. The commission recognized the 3% CPI increase that was added to the 2015 budget and noted their action to move away from the square foot method. It will be brought up again at the next meeting and to schedule an open house to get more feedback from vessel owners.

PHC Regular Meeting & Worksession, JANUARY 28, 2015 – Harbor Rate Increase Proposal: **The commission has received good feedback and they recognize the linear rate schedule isn't the most equitable method, but the square foot method is not acceptable to other harbor users.** It was agreed to bring in an expert to evaluate the situation and propose a graduated linear rate schedule (which is used in other harbors in southeast and Kodiak), and to help the commission make a rational decision. Some commissioners questioned why we not just leave it as-is and increase it overall? It was reiterated that bigger boats, especially wider ones that are being built recently, are not equal in their need for space compared to smaller or narrower boats. The rates need to be applied to all harbor users in an EQUITABLE way. Big boat owners are saying make the smaller boats pay more, and the smaller boats are saying make the big boats pay more. Meanwhile, the harbor is in need of more revenue to support our infrastructure and build up the harbor reserves. Hiring a professional will help the group crunch all the numbers and the different scenarios. The commission was divided on whether it was worth the money or if we could do it ourselves. MOVED TO DIRECT STAFF TO ENGAGE NORTHERN ECONOMICS TO PREPARE A LINEAR GRADUATED RATE SCHEDULE FOR THE HARBOR. Motion failed.

PHC Regular Meeting, FEBRUARY 25, 2015 – Harbor Rate Increase Proposal: Public comments varied from being against increases all together, why hasn't there been opportunities for public input, and corrections from the commission and staff explained that there have been public hearings and that they didn't pass anything yet. Northern Economics provided a scope of work and quote to the commission for a rate study. The commission asked

staff to come back with further direction to the commission and what it would take for Northern Economics to conduct this study.

RESOLUTION 15-018: – Requesting the Kenai Peninsula Borough Transfer Their Portion of the Fisheries Business Tax Allocated by the State of Alaska to the Port and Harbor Enterprise Fund for the Purpose of Increasing and Maintaining the Port and Harbor Depreciation Reserves; effective March 23, 2015. (PHC’s attempt to find additional revenues, which failed to be presented to the KPBA Assembly)

PHC Regular Meeting, MARCH 25, 2015 – Harbor Rate Increase Proposal: Staff prepared revenue goal calculations and stated that we have tried finding other revenue sources in the passenger head tax, which charter boaters didn’t like; we talked about rate increases by the square foot, which boat owners directly affected didn’t like; then we talked to the City about giving back some sales tax they collect from the Spit, which hasn’t gone anywhere. Now talking to the borough about getting money back from the fish tax is in progress. **MOVED TO PROPOSE A 2% RATE INCREASE EFFECTIVE OCTOBER FOR DISCUSSION AT AN OPEN HOUSE AND PUBLIC HEARING.** Motion carried.

PHC Regular Meeting, APRIL 22, 2015 – Harbor Rate Increase Proposal: Public comments were in agreement with the flat rate increase in addition to the annual CPI increase. Although they dislike their rates going up, they understand the need. It was announced a public hearing will be held at the next meeting. One commissioner reviewed information he provided on how the linear rate isn’t fair and equitable across all classes of vessels when looking at how much area is used by various classes.

PHC Regular Meeting, MAY 27, 2015 – Harbor Rate Increase Proposal: It was agreed that the public consensus agreed with the need of an increase to help with the harbor improvements. A draft resolution will be presented for a 4.5% increase.

PHC Regular Meeting, JUNE 24, 2015 – Public Hearing on Harbor Rate Increase Proposal: Public comments during the hearing conveyed an overall agreement with the moorage increases and a change to a graduated rate structure. Some were just hearing about the commission’s work on rates for the first time. They didn’t agree that smaller boats should be paying the same rate as larger vessel owners as their boats have less of an impact on the harbor. Others commented that they disagreed with the changes and increases, and how the small vessel owners are only talking during the summer while the big boats are out fishing and can’t come to the meetings. **MOVED TO ADOPT DRAFT RESOLUTION 15-0XX & MOVED TO SUBSTITUTE DRAFT RESOLUTION 15-0XXS FOR THE DRAFT RESOLUTION 15-0XX.** Extensive discussion ensued on how rates should be applied, who is affected by what fees, how much the increases should be for, and the course of the increase implementations. Motion carried. **MOVED TO AMEND TO DROP THE SQUARE FOOT SLIDING METHOD AND LOWER IT DOWN TO 2.5% INCREASE INSTEAD OF 3.2%.** Motion failed.

PHC Regular Meeting, JULY 22, 2015 – Harbor Rate Increase Proposal: **MOVED TO HIRE NORTHERN ECONOMICS TO PREPARE A GRADUATED RATE STRUCTURE FOR THE HARBOR AT A COST NOT TO EXCEED \$20,000 AND THAT THE STUDY BE COMPLETED NO LATER THAN NOVEMBER 1, 2015 AND REQUEST HARBORMASTER HAWKINS PREPARE THE NECESSARY DOCUMENTS FOR THIS CONTRACT.** The commission further discussed alternative revenue sources besides rate increases and the overall need for additional monies for the harbor and its reserves. They outlined the guidelines for the study with the clear point that rates should not decrease for any class of vessel. Motion carried. **MOVED TO AMEND TO ALSO HAVE THEM LOOK AT A STRAIGHT ACROSS THE BOARD INCREASE TO COMPARE THE TWO RATES.** Motion carried.

RESOLUTION 15-072: Amending the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule Annual Moorage Rates to include a 3.2% moorage fee increase per year in addition to the annual CPI increase effective January 1, 2016 and; be it further resolved **that a graduated linear foot rate structure be developed along with its**

implementation schedule in time for its use in assessing moorage rates effective January 1, 2017; adopted August 24, 2015.

RESOLUTION 15-073: Awarding a Contract in an Amount Not to Exceed \$20,000 to Northern Economics to Prepare a Graduated Rate Structure, and Also Linear Rate Structure for Comparison, Amending the Port of Homer Terminal Tariff Moorage Rates to Incorporate a 32% Rate Increase Over Ten Years to Fund the Port and Harbor Reserves as Recommended in the Northern Economics November 2013 Rate Study; and Authorizing the City Manager to Execute the Appropriate Documents; effective August 10, 2015.

PHC Regular Meeting, SEPTEMBER 22, 2015 – Harbor Rate Increase Proposal: Public comments from multiple large vessel owners were questioning why the commission was back to raising the rates and discussing changing from the linear method. There was extensive clarification from the commission and staff on the work that they had been doing, that they can't break up the sales tax from the Spit, and why they need to increase the rates. Some of the large vessel owners were saying it was going to drive the commercial business away from Homer that supports this harbor. The commission chair wanted to clarify that they have this item as a continuous agenda item to ensure we get public's input on the matter until they get the final rate study back from Northern Economics. One commissioner presented his rate calculations and it was discussed how to share this information with Northern Economics.

Northern Economics Rate Structure Study, OCTOBER 27, 2015 – The first draft of the rate structure study was presented to Port and Harbor staff and one commissioner, which included multiple options and did not fully adhere to the Port and Harbor Commission's goals for a rate structure change. A meeting with staff and Northern Economics worked out the issues through additional drafts until a final one was created.

RESOLUTION 16-007: Support of Full Funding for the State of Alaska Harbor Facility Grant Program in the FY 2017 State Capital Budget; effective January 11, 2016.

Northern Economics Rate Structure Study, JANUARY 12, 2016 – This FINAL study investigated a graduated rate structure in which the moorage rate charged per foot would increase the bigger the boat became, and to compare that with the harbor's current flat, per-foot linear rate. The findings and recommendations provided by Northern Economics was two alternative rate structures: **ALTERNATIVE A** – based on tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes; **ALTERNATIVE B** – a continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$$

PHC Regular Meeting, JANUARY 27, 2016 – Mike Fischer, Northern Economics Rate Study Presentation: The Rate Structure Study dated January 12, 2016 was presented to the commission, including a comparison between the graduated linear method and the currently used linear method, and two alternative options the City could adopt if they chose to go with a graduated rate structure. It was reiterated that no vessel would see a reduction in their rates. There was extensive questions from the commissioners and discussion from staff and Northern Economics. Public comments were allowed during the agenda topic, one city resident stating that the graduated rate structure was a better alternative than the square foot method, even if he feels the flat rate method is fine. There was further discussion from the commission, the public, and staff regarding vessel sizes and who contributes what to the harbor. It was agreed to keep the item on the agenda so they could further discuss the study's findings.

PHC Regular Meeting, FEBRUARY 24, 2016 – Harbor Rates: The commission discussed the Council approving the 3.2% and annual CPI moorage increases. They then returned to the Rate Structure Study and hashed out all the points, details, and work that they have either accomplished or still need to do regarding the rate structure issue.

PHC Regular Meeting, MARCH 23, 2016 – Harbor Rates: Public comments from one city resident provided lay-down copies of the rate structure drafts and a letter to the commission explaining his opinion on which alternative method should be approved of, along with capping it at the largest vessel size that can fit in the largest berth, and how transient vessels should receive a reduction in their rate. The commission reviewed the alternatives A and B listed in the study from Northern Economics and discussed in details how each option would affect harbor users, how in the future it could be applied to the harbor expansion project, and how staff can effectively implement it. **MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET. Motion carried.**

RESOLUTION 16-054: Amending the Port and Harbor fee schedule to implement a new graduated harbor moorage rate structure; **postponed** May 23, 2016.

RESOLUTION 16-055: Amending the Terminal Tariff to implement a new graduated harbor moorage rate structure; **failed** due to lack of a motion May 23, 2016.



City of Homer

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Homer, Alaska 99603

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(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-152

TO: MAYOR WYTHE AND CITY COUNCIL

FROM: JO JOHNSON, CITY CLERK

DATE: SEPTEMBER 21, 2016

SUBJECT: RESOLUTION 16-054 - NEW GRADUATED HARBOR MOORAGE RATE STRUCTURE

Resolution 16-054 first appeared before the Council on May 23, 2016. On that date it was postponed to June 13, 2016 for public testimony. Council scheduled a second public hearing for September 26, 2016 to allow the commercial fishing fleet to return and offer public comment on the proposed moorage rates.

Council then approved the scheduling of a Worksession on October 17, 2016 for a presentation by Northern Economics on the proposed graduated harbor moorage rate structure.

RECOMMENDATION:

Postpone Resolution 16-054 to October 24, 2016 after the presentation by Northern Economics.

ORDINANCE REFERENCE SHEET
2016 ORDINANCE
ORDINANCE 16-46

An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the Amount of \$248,421.00 to Fund the Assistant Fire Chief Position for Two Years, and Authorizing the City Manager to Execute the Appropriate Documents.

Sponsor: City Manager

1. Council Regular Meeting September 12, 2016 Introduction
 - a. Department of Homeland Security Grant Award Package

1. Council Regular Meeting September 26, 2016 Public Hearing and Second Reading
 - a. Department of Homeland Security Grant Award Package

**CITY OF HOMER
HOMER, ALASKA**

City Manager

ORDINANCE 16-46

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, ACCEPTING AND APPROPRIATING A DEPARTMENT OF HOMELAND SECURITY FY2015 STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) GRANT IN THE AMOUNT OF \$248,421.00 TO FUND THE ASSISTANT FIRE CHIEF POSITION FOR TWO YEARS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The City has applied for a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) grant for the Homer Volunteer Fire Department; and

WHEREAS, The purpose of the SAFER Program is to protect the health and safety of the public and firefighting personnel against fire and fire-related hazards; and

WHEREAS, Due to budget constraints the City has been unable to fund an assistant fire chief position for many years; it is a position that has a dramatic impact on the fire department, the volunteers, and the department's responsiveness and readiness; and

WHEREAS, The City is pleased to have been awarded the SAFER grant in the amount of \$248,421.00 that will fund the Assistant Fire Chief position for a two-year period.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby accepts and appropriates a Department of Homeland Security FY2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the amount of \$248,421.00 that will fund the Assistant Fire Chief position for a two-year period as follows:

Revenue:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
	Department of Homeland Security FY2015 SAFER Grant	\$248,421.00

43 Expenditure:

44

45 <u>Account</u>	<u>Description</u>	<u>Amount</u>
46	Assistant Fire Chief Wages and Benefits	\$248,421.00

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48 Section 2. The City Manager is authorized to execute the appropriate documents.

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50 Section 3. This is a budget amendment ordinance, is temporary in nature, and shall
51 not be codified.

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53 ENACTED BY THE HOMER CITY COUNCIL this _____ day of September, 2016.

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55 CITY OF HOMER

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MARY E. WYTHE, MAYOR

60 ATTEST:

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64 _____
JO JOHNSON, MMC, CITY CLERK

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66 AYES:

67 NOES:

68 ABSTAIN:

69 ABSENT:

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72 First Reading:

73 Public Hearing:

74 Second Reading:

75 Effective Date:

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77

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79 Reviewed and approved as to form:

80

81

82 _____
Mary K. Koester, City Manager

83

84 Date: _____

Holly C. Wells, City Attorney

Date: _____



FEMA

Ms. Jennifer Carroll
City of Homer Volunteer Fire Department
491 E Pioneer Ave
Homer, Alaska 99603-7624

Re: Grant No.EMW-2016-FH-00814

Dear Ms. Carroll:

Congratulations, on behalf of the Department of Homeland Security, your application for financial assistance submitted under the Fiscal Year (FY) 2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant has been approved in the amount of \$248,421.00. As a condition of this award, you are required to contribute a cost match in the amount of \$0.00 of non-Federal funds, or 0 percent of the Federal contribution of \$248,421.00.

Before you request and receive any of the Federal funds awarded to you, you must establish acceptance of the award through the Assistance to Firefighters Grant Programs' e-grant system. By accepting this award, you acknowledge that the terms of the following documents are incorporated into the terms of your award:

- Summary Award Memo
- Agreement Articles (attached to this Award Letter)
- Obligating Document (attached to this Award Letter)
- FY 2015 Staffing for Adequate Fire and Emergency Response (SAFER) Grant Notice of Funding Opportunity.

Please make sure you read, understand, and maintain a copy of these documents in your official file for this award.

Prior to requesting Federal funds, all recipients are required to register in the System for Award Management (SAM.gov). As the recipient, you must register and maintain current information in SAM.gov until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that the recipient review and update the information annually after the initial registration, and more frequently for changes in your information. There is no charge to register in SAM.gov. Your registration must be completed on-line at <https://www.sam.gov/portal/public/SAM/>. It is your entity's responsibility to have a valid DUNS number at the time of registration.

In order to establish acceptance of the award and its terms, please follow these instructions:

Step 1: Please go to <https://portal.fema.gov> to accept or decline your award. This will take you to the Assistance to Firefighters eGrants system. Enter your User Name and Password as requested on the login screen. Your User Name and Password are the same as those used to complete the application on-line.

Once you are in the system, the Status page will be the first screen you see. On the right side of the Status screen, you will see a column entitled Action. In this column, please select the View Award Package from the drop down menu. Click Go to view your award package and indicate your acceptance or declination of award. PLEASE NOTE: your period of performance has begun. If you wish to accept your grant, you should do so immediately. When you have finished, we recommend printing your award package for your records.

Step 2: If you accept your award, you will see a link on the left side of the screen that says "Update 1199A" in the Action column. Click this link. This link will take you to the SF-1199A, Direct Deposit Sign-up Form. Please complete the SF-1199A on-line if you have not done so already. When you have finished, you must submit the form electronically. Then, using the Print 1199A Button, print a copy and take it to your bank to have the bottom portion completed. Make sure your application number is on the form. After your bank has filled out their portion of the form, you must fax a copy of the form to FEMA's SF-1199 Processing Staff at 301-998-8699. You should keep the original form in your grant files. After the faxed version of your SF-1199A has been reviewed you will receive an email indicating the form is approved. Once approved you will be able to request payments online. If you have any questions or concerns regarding your 1199A, or the process to request your funds, please call (866) 274-0960.

Award Package

Sincerely,



Brian E. Kamoie
Assistant Administrator
Grant Programs Directorate

Summary Award Memo

**SUMMARY OF ASSISTANCE ACTION
STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE GRANTS
Application**

INSTRUMENT: GRANT
AGREEMENT NUMBER: EMW-2015-FH-00814
GRANTEE: City of Homer Volunteer Fire Department
DUNS NUMBER: 040171583
AMOUNT: \$248,421.00, Hiring

Project Description

The purpose of the Staffing for Adequate Fire and Emergency Response Program is to protect the health and safety of the public and firefighting personnel against fire and fire-related hazards.

After careful consideration, FEMA has determined that the recipient's project or projects submitted as part of the recipient's application, and detailed in the project narrative as well as the request details section of the application - including budget information - was consistent with the Staffing for Adequate Fire and Emergency Response Grant program's purpose and worthy of award. The projects approved for funding are indicated by the budget or negotiation comments below. The recipient shall perform the work described in the grant application for the recipient's approved project or projects as itemized in the request details section of the application and further described in the grant application narrative. The content of the approved portions of the application - along with any documents submitted with the recipient's application - are incorporated by reference into the terms of the recipient's award. The recipient may not change or make any material deviations from the approved scope of work outlined in the above referenced sections of the application without prior written approval, via amendment request, from FEMA.

Period of Performance

11-FEB-17 to 10-FEB-19

Amount Awarded

The amount of the award is detailed in the attached Obligating Document for Award. The following are the budgeted estimates for object classes for this grant (including Federal share plus recipient match):

Personnel:	\$169,132.00
Fringe Benefits	\$79,289.00
Travel	\$0.00
Equipment	\$0.00
Supplies	\$0.00
Contractual	\$0.00
Construction	\$0.00
Other	\$0.00
Indirect Charges	\$0.00
Total	\$248,421.00

NEGOTIATION COMMENTS IF APPLICABLE (max 8000 characters)

Any questions pertaining to your award package, please contact your GPD Grants Management Specialist: Katrice Hagen at Katrice.Hagen@fema.dhs.gov.

FEMA Officials

Program Officer: The Program Specialist is responsible for the technical monitoring of the stages of work and technical performance of the activities described in the approved grant application. If you have any programmatic questions regarding your grant, please call the AFG Help Desk at 866-274-0960 to be directed to a program specialist.

Grants Assistance Officer: The Assistance Officer is the Federal official responsible for negotiating, administering, and executing all grant business matters. The Officer conducts the final business review of all grant awards and permits the obligation of federal funds. If you have any questions regarding your grant please call ASK-GMD at 866-927-5646 to be directed to a Grants Management Specialist.

Grants Operations POC: The Grants Management Specialist shall be contacted to address all financial and administrative grant business matters for this grant award. If you have any questions regarding your grant please call ASK-GMD at 866-927-5646 to be directed to a specialist.

ADDITIONAL REQUIREMENTS (IF APPLICABLE) (max 8000 characters)

Any questions pertaining to your award package, please contact your GPD Grants Management Specialist: Katrice Hagen at Katrice.Hagen@fema.dhs.gov.

Agreement Articles



FEMA

U.S. Department of Homeland Security
Washington, D.C. 20472

AGREEMENT ARTICLES

STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER) Grants

GRANTEE: City of Homer Volunteer Fire Department

PROGRAM: Staffing for Adequate Fire and Emergency Response (SAFER) - Hiring

AGREEMENT NUMBER: EMW-2015-FH-00814

AMENDMENT NUMBER:

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I. Assurances, Administrative Requirements and Cost Principles

Recipients of DHS federal financial assistance must complete OMB Standard Form 424B Assurances - Non-Construction Programs. Certain assurances in this document may not be applicable to your program, and the awarding agency may require applicants to certify additional assurances. Please contact the program awarding office if you have any questions.

The administrative requirements and cost principles that apply to DHS award recipients originate from:

2 C.F.R. Part 200, Uniform Administrative Requirement, Cost Principles, and Audit Requirements for Federal Awards, as adopted by DHS at 2 C.F.R. Part 3002.

II. Acknowledgement of Federal Funding from DHS

All recipients must acknowledge their use of federal funding when issuing statements, press releases, requests for proposals, bid invitations, and other documents describing projects or programs funded in whole or in part with Federal funds.

III. Activities Conducted Abroad

All recipients must ensure that project activities carried on outside the United States are coordinated as necessary with appropriate government authorities and that appropriate licenses, permits, or approvals are obtained.

IV. Age Discrimination Act of 1975

All recipients must comply with the requirements of the Age Discrimination Act of 1975 (42 U.S.C. § 6101 et seq.), which prohibits discrimination on the basis of age in any program or activity receiving Federal financial assistance.

V. Americans with Disabilities Act of 1990

All recipients must comply with the requirements of Titles I, II, and III of the Americans with Disabilities Act, which prohibits recipients from discriminating on the basis of disability in the

operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12101-12213).

VI. Best Practices for Collection and Use of Personally Identifiable Information (PII)

All recipients who collect PII are required to have a publically-available privacy policy that describes what PII they collect, how they use the PII, whether they share PII with third parties, and how individuals may have their PII corrected where appropriate.

Award recipients may also find as a useful resource the DHS Privacy Impact Assessments: Privacy Guidance and Privacy template respectively.

VII. Title VI of the Civil Rights Act of 1964

All recipients must comply with the requirements of Title VI of the *Civil Rights Act of 1964* (42 U.S.C. § 2000d et seq.), which provides that no person in the United States will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Implementing regulations for the Act are found at 6 C.F.R. Part 21 and 44 C.F.R. Part 7.

VIII. Civil Rights Act of 1968

All recipients must comply with Title VIII of the Civil Rights Act of 1968, which prohibits recipients from discriminating in the sale, rental, financing, and advertising of dwellings, or in the provision of services in connection therewith, on the basis of race, color, national origin, religion, disability, familial status, and sex (42 U.S.C. § 3601 et seq.), as implemented by the Department of Housing and Urban Development at 24 C.F.R. Part 100. The prohibition on disability discrimination includes the requirement that new multifamily housing with four or more dwelling units—i.e., the public and common use areas and individual apartment units (all units in buildings with elevators and ground-floor units in buildings without elevators)—be designed and constructed with certain accessible features (see 24 C.F.R. § 100.201).

IX. Copyright

All recipients must affix the applicable copyright notices of 17 U.S.C. §§ 401 or 402 and an acknowledgement of Government sponsorship (including award number) to any work first produced under Federal financial assistance awards, unless the work includes any information that is otherwise controlled by the Government (e.g., classified information or other information subject to national security or export control laws or regulations).

X. Debarment and Suspension

All recipients must comply with Executive Orders 12549 and 12689, which provide protection against waste, fraud and abuse by debarring or suspending those persons deemed irresponsible in their dealings with the Federal government.

XI. Drug-Free Workplace Regulations

All recipients must comply with the *Drug-Free Workplace Act of 1988* (41 U.S.C. § 701 et seq.), which requires that all organizations receiving grants from any Federal agency agree to maintain a drug-free workplace. DHS has adopted the Act's implementing regulations at 2 C.F.R. Part 3001.

XII. Duplication of Benefits

Any cost allocable to a particular Federal award provided for in 2 C.F.R. Part 200, Subpart E may not be charged to other Federal awards to overcome fund deficiencies, to avoid restrictions imposed by Federal statutes, regulations, or terms and conditions of the Federal awards, or for other reasons. However, this prohibition would not preclude the non-Federal entity from shifting costs that are allowable under two or more Federal awards in

accordance with existing Federal statutes, regulations, or the terms and conditions of the Federal awards.

XIII. Energy Policy and Conservation Act

All recipients must comply with the requirements of 42 U.S.C. § 6201 which contain policies relating to energy efficiency that are defined in the state energy conservation plan issues in compliance with this Act.

XIV. Reporting Subawards and Executive Compensation

a. Reporting of first-tier subawards.

1. *Applicability.* Unless you are exempt as provided in paragraph d. of this award term, you must report each action that obligates \$25,000 or more in Federal funds that does not include Recovery funds (as defined in section 1512(a)(2) of the American Recovery and Reinvestment Act of 2009, Pub. L. 111-5) for a subaward to an entity (see definitions in paragraph e. of this award term).

2. *Where and when to report.*

i. You must report each obligating action described in paragraph a.1. of this award term to <http://www.fsrs.gov>.

ii. For subaward information, report no later than the end of the month following the month in which the obligation was made. (For example, if the obligation was made on November 7, 2010, the obligation must be reported by no later than December 31, 2010.)

3. *What to report.* You must report the information about each obligating action that the submission instructions posted at <http://www.fsrs.gov> specify.

b. Reporting Total Compensation of Recipient Executives.

1. *Applicability and what to report.* You must report total compensation for each of your five most highly compensated executives for the preceding completed fiscal year, if-

i. the total Federal funding authorized to date under this award is \$25,000 or more;

ii. in the preceding fiscal year, you received-

(A) 80 percent or more of your annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 CFR 170.320 (and subawards); and

(B) \$25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 CFR 170.320 (and subawards); and

iii. The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at <http://www.sec.gov/answers/execcomp.htm>.)

2. *Where and when to report.* You must report executive total compensation described in paragraph b.1. of this award term:

- i. As part of your registration profile at <https://www.sam.gov>.
- ii. By the end of the month following the month in which this award is made, and annually thereafter.

c. Reporting of Total Compensation of Subrecipient Executives.

1. *Applicability and what to report.* Unless you are exempt as provided in paragraph d. of this award term, for each first-tier subrecipient under this award, you shall report the names and total compensation of each of the subrecipient's five most highly compensated executives for the subrecipient's preceding completed fiscal year, if-

i. in the subrecipient's preceding fiscal year, the subrecipient received-

(A) 80 percent or more of its annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 CFR 170.320 (and subawards); and

(B) \$25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts), and Federal financial assistance subject to the Transparency Act (and subawards); and

ii. The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at <http://www.sec.gov/answers/execomp.htm>.)

2. *Where and when to report.* You must report subrecipient executive total compensation described in paragraph c.1. of this award term:

- i. To the recipient.
- ii. By the end of the month following the month during which you make the subaward. For example, if a subaward is obligated on any date during the month of October of a given year (*i.e.*, between October 1 and 31), you must report any required compensation information of the subrecipient by November 30 of that year.

d. Exemptions

If, in the previous tax year, you had gross income, from all sources, under \$300,000, you are exempt from the requirements to report:

- i. Subawards,
- and
- ii. The total compensation of the five most highly compensated executives of any subrecipient.

e. Definitions. For purposes of this award term:

1. *Entity* means all of the following, as defined in 2 CFR part 25:

- i. A Governmental organization, which is a State, local government, or Indian tribe;
- ii. A foreign public entity;
- iii. A domestic or foreign nonprofit organization;
- iv. A domestic or foreign for-profit organization;
- v. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

2. *Executive* means officers, managing partners, or any other employees in management positions.

3. *Subaward*:

- i. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.
- ii. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. ___ .210 of the attachment to OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations").
- iii. A subaward may be provided through any legal agreement, including an agreement that you or a subrecipient considers a contract.

4. *Subrecipient* means an entity that:

- i. Receives a subaward from you (the recipient) under this award; and
- ii. Is accountable to you for the use of the Federal funds provided by the subaward.

5. *Total compensation* means the cash and noncash dollar value earned by the executive during the recipient's or subrecipient's preceding fiscal year and includes the following (for more information see 17 CFR 229.402(c)(2)):

- i. *Salary and bonus.*
- ii. *Awards of stock, stock options, and stock appreciation rights.* Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with the Statement of Financial Accounting Standards No. 123 (Revised 2004) (FAS 123R), Shared Based Payments.
- iii. *Earnings for services under non-equity incentive plans.* This does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees.
- iv. *Change in pension value.* This is the change in present value of defined benefit and actuarial pension plans.
- v. *Above-market earnings on deferred compensation which is not tax-qualified.*

vi. Other compensation, if the aggregate value of all such other compensation (e.g. severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property) for the executive exceeds \$10,000.

XV. False Claims Act and Program Fraud Civil Remedies

All recipients must comply with the requirements of 31 U.S.C. §3729 which set forth that no recipient of federal payments shall submit a false claim for payment. See also 38 U.S.C. § 3801-3812 which details the administrative remedies for false claims and statements made.

XVI. Federal Debt Status

All recipients are required to be non-delinquent in their repayment of any Federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. See OMB Circular A-129 and form SF-424B, item number 17 for additional information and guidance.

XVII. Fly America Act of 1974

All recipients must comply with Preference for U.S. Flag Air Carriers: (air carriers holding certificates under 49 U.S.C. § 41102) for international air transportation of people and property to the extent that such service is available, in accordance with the *International Air Transportation Fair Competitive Practices Act of 1974* (49 U.S.C. § 40118) and the interpretative guidelines issued by the Comptroller General of the United States in the March 31, 1981, amendment to Comptroller General Decision B-138942.

XVIII. Hotel and Motel Fire Safety Act of 1990

In accordance with Section 6 of the *Hotel and Motel Fire Safety Act of 1990*, 15 U.S.C. §2225a, all recipients must ensure that all conference, meeting, convention, or training space funded in whole or in part with Federal funds complies with the fire prevention and control guidelines of the *Federal Fire Prevention and Control Act of 1974*, as amended, 15 U.S.C. §2225.

XIX. Limited English Proficiency (Civil Rights Act of 1964, Title VI)

All recipients must comply with the *Title VI of the Civil Rights Act of 1964* (Title VI) prohibition against discrimination on the basis of national origin, which requires that recipients of federal financial assistance take reasonable steps to provide meaningful access to persons with limited English proficiency (LEP) to their programs and services. Providing meaningful access for persons with LEP may entail providing language assistance services, including oral interpretation and written translation. In order to facilitate compliance with Title VI, recipients are encouraged to consider the need for language services for LEP persons served or encountered in developing program budgets. Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency* (August 11, 2000), requires federal agencies to issue guidance to recipients, assisting such organizations and entities in understanding their language access obligations. DHS published the required recipient guidance in April 2011, *DHS Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons*, 76 Fed. Reg. 21755-21768, (April 18, 2011). The Guidance provides helpful information such as how a recipient can determine the extent of its obligation to provide language services; selecting language services; and elements of an effective plan on language assistance for LEP persons. For additional assistance and information regarding language access obligations, please refer to the DHS Recipient Guidance <https://www.dhs.gov/guidance-published-help-department-supported-organizations-provide-meaningful-access-people-limited> and additional resources on <http://www.lep.gov>

XX. Lobbying Prohibitions

All recipients must comply with 31 U.S.C. §1352, which provides that none of the funds provided under an award may be expended by the recipient to pay any person to influence, or attempt to influence an officer or employee of any agency, a Member of Congress, an

officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal action concerning the award or renewal.

XXI. Non-supplanting Requirement

All recipients who receive awards made under programs that prohibit supplanting by law must ensure that Federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non-Federal sources. Where federal statutes for a particular program prohibits supplanting, applicants or recipients may be required to demonstrate and document that a reduction in non-Federal resources occurred for reasons other than the receipt of expected receipt of Federal funds.

XXII. Patents and Intellectual Property Rights

Unless otherwise provided by law, recipients are subject to the Bayh-Dole Act, Pub. L. No. 96-517, as amended, and codified in 35 U.S.C. § 200 et seq. All recipients are subject to the specific requirements governing the development, reporting, and disposition of rights to inventions and patents resulting from financial assistance awards are in 37 C.F.R. Part 401 and the standard patent rights clause in 37 C.F.R. § 401.14.

XXIII. Procurement of Recovered Materials

All recipients must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired by the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

XXIV. Contract Provisions for Non-federal Entity Contracts under Federal Awards

a. Contracts for more than the simplified acquisition threshold set at \$150,000.

All recipients who have contracts exceeding the acquisition threshold currently set at \$150,000, which is the inflation adjusted amount determined by Civilian Agency Acquisition Council and the Defense Acquisition Regulation Council as authorized by 41 U.S.C. §1908, must address administrative, contractual, or legal remedies in instance where contractors violate or breach contract terms and provide for such sanctions and penalties as appropriate.

b. Contracts in excess of \$10,000.

All recipients that have contracts exceeding \$10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

XXV. SAFECOM

All recipients who receive awards made under programs that provide emergency communication equipment and its related activities must comply with the SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications.

XXVI. Terrorist Financing E.O. 13224

All recipients must comply with U.S. Executive Order 13224 and U.S. law that prohibit transactions with, and the provisions of resources and support to, individuals and organizations associated with terrorism. It is the legal responsibility of recipients to ensure compliance with the E.O. and laws.

XXVII. Title IX of the Education Amendments of 1972 (Equal Opportunity in Education Act)

All recipients must comply with the requirements of Title IX of the Education Amendments of 1972 (20 U.S.C. § 1681 et seq.), which provides that no person in the United States will, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any educational program or activity receiving Federal financial assistance. Implementing regulations are codified at 6 C.F.R. Part 17 and 44 C.F.R. Part 19.

XXVIII. Trafficking Victims Protection Act of 2000

All recipients must comply with the requirements of the government-wide award term which implements Section 106(g) of the *Trafficking Victims Protection Act (TVPA) of 2000*, as amended (22 U.S.C. § 7104). This is implemented in accordance with OMB Interim Final Guidance, *Federal Register*, Volume 72, No. 218, November 13, 2007. Full text of the award term is located at 2 CFR § 175.15.

XXIX. Rehabilitation Act of 1973

All recipients must comply with the requirements of Section 504 of the *Rehabilitation Act of 1973*, 29 U.S.C. § 794, as amended, which provides that no otherwise qualified handicapped individual in the United States will, solely by reason of the handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. These requirements pertain to the provision of benefits or services as well as to employment.

XXX. USA Patriot Act of 2001

All recipients must comply with requirements of the *Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT Act)*, which amends 18 U.S.C. §§ 175-175c. Among other things, the USA PATRIOT Act prescribes criminal penalties for possession of any biological agent, toxin, or delivery system of a type or in a quantity that is not reasonably justified by a prophylactic, protective, bona fide research, or other peaceful purpose.

XXXI. Use of DHS Seal, Logo and Flags

All recipients must obtain DHS's approval prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.

XXXII. Whistleblower Protection Act

All recipients must comply with the statutory requirements for whistleblower protections (if applicable) at 10 U.S.C. § 2409, 41 U.S.C. § 4712, and 10 U.S.C. § 2324, 41 U.S.C. §§ 4304 and 4310.

XXXIII. DHS Specific Acknowledgements and Assurances

All recipients must acknowledge and agree and require any sub-recipients, contractors, successors, transferees, and assignees acknowledge and agree to comply with applicable provisions governing DHS access to records, accounts, documents, information, facilities, and staff.

1. Recipients must cooperate with any compliance review or complaint investigation conducted by DHS.
2. Recipients must give DHS access to and the right to examine and copy records, accounts, and other documents and sources of information related to the grant and permit access to facilities, personnel, and other individuals and information as may be necessary, as required by DHS regulations and other applicable laws or program guidance.
3. Recipients must submit timely, complete, and accurate reports to the appropriate DHS officials and maintain appropriate backup documentation to support the reports.
4. Recipients must comply with all other special reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.
5. If, during the past three years, the recipient has been accused of discrimination on the grounds of race, color, national origin (including limited English proficiency), sex, age, disability, religion, or familial status, the recipient must provide a list of all such proceedings, pending or completed, including outcome and copies of settlement agreements to the DHS awarding office and the DHS Office of Civil Rights and Civil Liberties.
6. In the event any court or administrative agency makes a finding of discrimination on grounds of race, color, national origin (including limited English proficiency), sex, age, disability, religion, or familial status against the recipient, or the recipient settles a case or matter alleging such discrimination, recipients must forward a copy of the complaint and findings to the DHS Component and/or awarding office.

The United States has the right to seek judicial enforcement of these obligations.

XXXIV. System of Award Management and Universal Identifier Requirements

A. Requirement for System of Award Management

Unless exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the SAM until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for unique entity identifier

If authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (see definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its unique entity identifier to you.
2. May not make a subaward to an entity unless the entity has provided its unique entity identifier to you.

C. Definitions

For purposes of this award term:

1. *System of Award Management (SAM)* means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the SAM Internet site (currently at <http://www.sam.gov>).
2. *Unique entity identifier* means the identifier required for SAM registration to uniquely identify business entities.
3. *Entity*, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:
 - a. A Governmental organization, which is a State, local government, or Indian Tribe;
 - b. A foreign public entity;
 - c. A domestic or foreign nonprofit organization;
 - d. A domestic or foreign for-profit organization; and
 - e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

4. *Subaward*:

- a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.
- b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see 2 CFR 200.330).
- c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

5. *Subrecipient* means an entity that:

- a. Receives a subaward from you under this award; and
- b. Is accountable to you for the use of the Federal funds provided by the subaward.

XXXV. Animal Welfare Act of 1966

All recipients of financial assistance will comply with the requirements of the Animal Welfare Act, as amended (7 U.S.C. §2131 et seq.), which requires that minimum standards of care and treatment be provided for vertebrate animals bred for commercial sale, used in research, transported commercially, or exhibited to the public. Recipients must establish appropriate policies and procedures for the humane care and use of animals based on the Guide for the Care and Use of Laboratory Animals and comply with the Public Health Service Policy and Government Principles Regarding the Care and Use of Animals.

XXXVI. Protection of Human Subjects

All recipients of financial assistance will comply with the requirements of the Federal regulations at 45 CFR Part 46, which requires that recipients comply with applicable provisions/law for the protection of human subjects for purposes of research. Recipients must also comply with the requirements in DHS Management Directive 026-04, Protection of Human Subjects, prior to implementing any work with human subjects. For purposes of 45 CFR Part 46, research means a systematic investigation, including research, development, testing, and evaluation, designed to develop or contribute to general knowledge. Activities that meet this definition constitute research for purposes of this policy, whether or not they are conducted or supported under a program that is considered research for other purposes. The regulations specify additional protections for research involving human fetuses, pregnant women, and neonates (Subpart B); prisoners (Subpart C); and children (Subpart D). The use of autopsy materials is governed by applicable State and local law and is not directly regulated by 45 CFR Part 46.

XXXVII. Incorporation by Reference of Notice of Funding Opportunity

The Notice of Funding Opportunity for this program is hereby incorporated into your award agreement by reference. By accepting this award, the recipient agrees that all allocations and use of funds under this grant will be in accordance with the requirements contained in the Notice of Funding Opportunity.

XXXVIII. Acceptance of Post Award Changes

In the event FEMA determines that changes are necessary to the award document after an award has been made, including changes to period of performance or terms and conditions, recipients will be notified of the changes in writing. Once notification has been made, any subsequent request for funds will indicate recipient acceptance of the changes to the award. If you have questions about these procedures, please contact the AFG Help Desk at 1-866-274-0960, or send an email to firegrants@dhs.gov.

XXXIX. Prior Approval for Modification of Approved Budget

Before making any change to the DHS/FEMA approved budget for this award, you must request prior written approval from DHS/FEMA where required by 2 C.F.R. § 200.308. For awards with an approved budget greater than \$150,000, you may not transfer funds among direct cost categories, programs, functions, or activities without prior written approval from DHS/FEMA where the cumulative amount of such transfers exceeds or is expected to exceed ten percent (10%) of the total budget DHS/FEMA last approved. You must report any deviations from your DHS/FEMA approved budget in the first Federal Financial Report (SF-425) you submit following any budget deviation, regardless of whether the budget deviation requires prior written approval.

XL. Disposition of Equipment Acquired Under the Federal Award

When original or replacement equipment acquired under this award by the recipient or its sub-recipients is no longer needed for the original project or program or for other activities currently or previously supported by DHS/FEMA, you must request instructions from DHS/FEMA to make proper disposition of the equipment pursuant to 2 C.F.R. § 200.313.

**FEDERAL EMERGENCY MANAGEMENT AGENCY
OBLIGATING DOCUMENT FOR AWARD/AMENDMENT**

1. AGREEMENT NO. EMW-2015-FH-00814
 2. AMENDMENT NO. 0
 3. RECIPIENT NO. 92-0030963
 4. TYPE OF ACTION AWARD
 5. CONTROL NO. WX02376N2016T

6. RECIPIENT NAME AND ADDRESS
 City of Homer Volunteer Fire Department
 491 E Pioneer Ave
 Homer
 Alaska, 99603-7624
 7. ISSUING OFFICE AND ADDRESS
 Grant Programs Directorate
 500 C Street, S.W.
 Washington DC, 20472
 POC: Tiffany Butler 202-646-3745
 8. PAYMENT OFFICE AND ADDRESS
 FEMA, Financial Services Branch
 500 C Street, S.W., Room 723
 Washington DC, 20472

9. NAME OF RECIPIENT PROJECT OFFICER
 Jennifer Carroll
 PHONE NO. 9044353101
 10. NAME OF PROJECT COORDINATOR
 Catherine Patterson
 PHONE NO. 1-866-274-0960

11. EFFECTIVE DATE OF THIS ACTION
 11-FEB-17
 12. METHOD OF PAYMENT
 SF-270
 13. ASSISTANCE ARRANGEMENT
 Cost Sharing
 14. PERFORMANCE PERIOD
 From:11-FEB-17 To:10-FEB-19

Budget Period
 From:30-MAR-15 To:01-OCT-16

15 DESCRIPTION OF ACTION

a. (Indicate funding data for awards or financial changes)

PROGRAM NAME ACRONYM	CFDA NO.	ACCOUNTING DATA (ACCS CODE) XXXX-XX-XXXXX-XXXX-XXXX-X	PRIOR TOTAL AWARD	AMOUNT AWARDED THIS ACTION + OR (-)	CURRENT TOTAL AWARD	CUMULATIVE NON-FEDERAL COMMITMENT
SAFER	97.083	2016-F5-G211-P4310000-4101-D	\$0.00	\$248,421.00	\$248,421.00	\$0.00
TOTALS			\$0.00	\$248,421.00	\$248,421.00	\$0.00

b. To describe changes other than funding data or financial changes, attach schedule and check here.
 N/A

15a. FOR NON-DISASTER PROGRAMS: RECIPIENT IS REQUIRED TO SIGN AND RETURN THREE (3) COPIES OF THIS DOCUMENT TO FEMA (See Block 7 for address)

SAFER recipients are not required to sign and return copies of this document. However, recipients should print and keep a copy of this document for their records.

15b. FOR DISASTER PROGRAMS: RECIPIENT IS NOT REQUIRED TO SIGN

This assistance is subject to terms and conditions attached to this award notice or by incorporated reference in program legislation cited above.

17. RECIPIENT SIGNATORY OFFICIAL (Name and Title)
 N/A
 DATE
 N/A
 18. FEMA SIGNATORY OFFICIAL (Name and Title)
 Rosalia Vega
 DATE
 09-AUG-16

ORDINANCE(S)

CITY MANAGER'S REPORT



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Wythe and Homer City Council
FROM: Katie Koester, City Manager
DATE: September 21, 2016
SUBJECT: City Manager's Report – September 26, 2016

International City Manager Association Conference

I will not be at the September 26 meeting as I am attending the International City Manager Association Conference in Kansas City. I am excited for the opportunity to learn from the many work sessions, key note speakers and colleagues. I am thankful to the Council for the support of my professional development and time to reflect on and build my skills as a manager. I would also like to thank City Clerk Johnson for filling in as Acting City Manager in my absence.

Trail Maintenance

Council will be reviewing a number of trail projects before you at this meeting. I wanted to take the CIP review as an opportunity to highlight the maintenance costs of trails. Public Works Director Meyer put together the following chart to try and quantify what it would cost to adequately maintain our trail infrastructure. This is a difficult concept to quantify and not an exact science. The reality is we spend far less on maintaining trails which is reflected in the state of the trails. The numbers Public Works Director Meyer came up with reflect an ideal level of maintenance.

	<u>Annual Operation/ Maintenance Cost</u>	<u>Annual Depreciation</u>	<u>Total Annual Cost</u>
Gravel Trail	\$6/foot	\$1.50/foot	\$7.50/foot
Paved Trail	\$5/foot	\$4.50/foot	\$9.50/foot

Gravel Trail Maintenance - includes grading, sign replacement, trash pickup, snow plowing, sanding, grass cutting.

Paved Trail Maintenance - includes crack sealing, sign replacement, trash pickup, snow plowing, sanding, grass cutting, repaving every 20 years.

All this assumes that equipment and personnel are already available to complete additional maintenance work.

Communications Tower Lease on Spit

In the last month the City has received letters of interest from four different companies interested in constructing a communications tower on the Spit. According to the City of Homer Lease Policy, a letter of interest can trigger a resolution to issue a Request for Proposals. The Lease Policy allows the City Manager to enter into negotiations with the next highest bidder when negotiations fail. However, given the level of interest and the importance of this piece of infrastructure, I believe it is in the best interest of the City to not exercise this option and instead re-issue a RFP. This will allow all parties to compete and clearly understand the requirements of the City.

I plan on introducing an ordinance at the October 10th meeting to issue a RFP for a Communications Tower on the Spit. In this ordinance, I will also be requesting a budget to hire the firm City Scape to assist in the advertising, RFP, and negotiating process. City Scape is a consultant company that specializes in assisting municipalities with tower management. Currently they work for the City of Juneau and Matsu Borough. Because the City has done a lot of work in drafting the RFP and a lease, we are starting ahead of the game. It will also allow us to include a draft lease agreement with the RFP so the needs of the City are very clear. Using a third party professional consultant will not only leave a complicated and time consuming topic to the experts, it will also provide a third party to review the proposals and eliminate any perceived bias. I will include a proposal from City Scape with the ordinance, but expect it to be below \$15,000.

Northern Edge

At the request of many coastal communities and residents, Senator Murkowski's office sent the attached letter to the Secretary of the Navy requesting greater communication between the U.S. Navy and communities affected by the Northern Edge war games. Attached to her letter is Resolution 16-081(A) from the Homer City Council as an example of community concerns.

Update from Public Works Director Meyer on Fire Hall

The Homer Fire Hall Improvements are proceeding, although at a little slower pace than originally anticipated. The floor slab in Bays 2-3 have been removed and replaced, correcting the drainage problem. Equipment is on-site to complete the site civil work (drainage, paving), but is waiting for final scope of work to be determined regarding necessary foundation work associated with the second floor building expansion. More foundation work is required to support the expansion than was originally anticipated. The budget established by the Council will allow for this additional work to be completed without adjustment. Weather permitting, the team believes that the expansion will be shelled-in before winter and interior work completed this winter as originally scheduled.

Adding electric heat to the expanded building would require upgrades to the electrical service. To eliminate this cost, Public Works has directed the team to extend natural gas to the Fire Hall and convert the electric unit heaters to natural gas; freeing up electrical service capacity for heating the proposed expansion. This work can be completed within the original budget.

Although not a part of the original scope of work, this would be the time to convert the entire building to natural gas and install energy efficient lighting. I will be proposing at the next meeting (with the introduction of an ordinance) to use the Revolving Energy Conservation Fund to provide the additional funds necessary to convert the entire building to natural gas and install efficient lighting and reduce energy consumption at the Fire Hall. This fund was created in 2010, has \$138,000 in the fund, and has been used to complete similar energy conservation improvements at City facilities (including City Hall, Public Works, Harbor facilities, Sewer Treatment Plant, Airport and Police Station).

A cost/benefit analysis will be provided to document the reasonable payback period for the improvements.

ENC:

Letter to Secretary of the Navy Mabus from Senator Murkowski

Flyer from DNR on public meeting for Kachemak Bay Critical Habitat Area updates

LISA MURKOWSKI
ALASKA

COMMITTEES:
ENERGY AND NATURAL RESOURCES
CHAIRMAN
APPROPRIATIONS
SUBCOMMITTEE ON INTERIOR,
ENVIRONMENT, AND RELATED AGENCIES
CHAIRMAN
HEALTH, EDUCATION, LABOR,
AND PENSIONS
INDIAN AFFAIRS

United States Senate

WASHINGTON, DC 20510-0203
(202) 224-6665
(202) 224-5301 FAX

September 16, 2016

510 L STREET, SUITE 600
ANCHORAGE, AK 99501-1956
(907) 271-3735

101 12TH AVENUE, ROOM 329
FAIRBANKS, AK 99701-6278
(907) 456-0233

800 GLACIER AVENUE, SUITE 101
JUNEAU, AK 99801
(907) 586-7277

805 FRONTAGE ROAD, SUITE 105
KENAI, AK 99611-9104
(907) 283-5808

1900 FIRST AVENUE, SUITE 225
KETCHIKAN, AK 99901-6059
(907) 225-6880

851 EAST WESTPOINT DRIVE, SUITE 307
WASILLA, AK 99654-7142
(907) 376-7665

Honorable Ray Mabus
Secretary of the Navy
The Pentagon
Washington, DC 20350

Mr. Secretary:

As you know, Alaskans take great pride in the Armed Services and strive to be of assistance every opportunity they have. We firmly believe that Alaskans support our military families better than any other. You have personally observed this spirit in your travels to Anchorage and to Alaska's North Slope. And I deeply appreciate your recognition of my personal support for the Navy when in 2013 you presented me with the Department of the Navy Distinguished Public Service Award.

That is why it is painful to express concern over the manner in which the Navy is approaching its participation in Northern Edge 2017. As you know, Northern Edge is a biennial joint synchronized exercise which fully utilizes Alaska's air, land and sea training ranges to demonstrate innovative technologies and cutting edge tactics. The Navy is one among many players in the Northern Edge exercise. However its participation has drawn the most controversy.

In the run-up to Northern Edge 2015 I was forced to cajole the Navy into meeting with stakeholders in the affected communities after receiving letters from Mayors and State Legislators expressing opposition to the exercise. At the time the Navy was willing only to conduct tribal consultations. Alaskan Command staff in Anchorage were aware of the rising opposition to the Navy's contribution to Northern Edge but were barred from addressing these concerns because of the absence of "Public Affairs Guidance."

I hoped that the Navy would learn from this experience and proactively work with stakeholders in planning for Northern Edge 2017. I was encouraged when the Navy took the initiative to participate in COMFISH 2016, Alaska's largest commercial fishing show. This was a good start and I expected that it was the beginning of a sustained proactive outreach effort. Unfortunately, I was proven wrong. Once again, I am told stakeholder consultation is stymied by the lack of "Public Affairs Guidance."

During the months of July and August I received over a hundred letters from Alaskans concerned about the timing and impact of Northern Edge 2017. Governor Bill Walker received the same letters. I am taking the liberty of enclosing a sample letter. On August 8th the Homer City Council adopted a resolution of opposition to the Navy's involvement in Northern Edge 2017. This led me to ask Alaskan Command for a brief on Northern Edge 2017.

On August 22nd my Deputy Chief of Staff received that brief. He learned from the briefers that a number of proposed mitigations and avoidance techniques were in the works but could not be discussed with the stakeholder community due to a lack of "Public Affairs Guidance." This is extremely troubling to me. Also troubling are reports that the Navy denied Freedom of Information Act requests submitted by conservation biologist Rick Steiner who sought to verify the impact levels of Northern Edge 2015. This lack of transparency only fuels concerns that the Navy has something to hide, regardless of whether there is any validity to the concerns.

The August 2016 issue of Alaska Business Monthly includes an excellent article by Tasha Anderson about the environmental regulatory challenges faced by natural resource developers in Alaska. Although Alaska is regarded as a state that is favorable to natural resource development, the article notes that even here communities expect that developers will obtain a social license to operate.

Local environmental attorney Eric Fjelstad of the Perkins Coie firm contributed a list of five best practices for developers to the article, among them "Reach Out to Important Stakeholders."

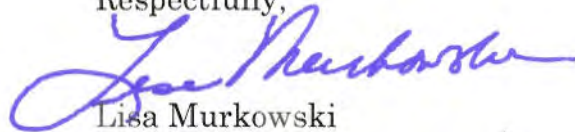
Communicating with the community is vital in order to obtain a "social license," or the support of the community around a project. Depending on the project, that community could be a small geographical area or the entire state. "It's really important to put in the time to understand what people are concerned about and to gain broad support. It matters..."

I strongly encourage you to direct the Commander, Pacific Fleet, in conjunction with his partners at Alaskan Command, to reengage with stakeholders in the communities adjacent to Northern Edge 2017 with all deliberate speed. Any further delay in stakeholder communication could result in the adoption of similar resolutions by other coastal communities in Southcentral Alaska and endanger support for the Navy's long term involvement in the Northern Edge exercise, notwithstanding its intention to avoid or mitigate environmental impacts.

In Alaska, process matters and it is expected that project proponents will engage in meaningful conversations with a broad range of stakeholders, even those that the proponent might find distasteful or immovable. That is the Alaskan way.

Nathan Bergerhest, my Deputy Chief of Staff, and Ephraim Froehlich who handles marine issues on my Washington staff are available to further discuss these concerns with your team.

Respectfully,



Lisa Murkowski
United States Senator

Enclosures

SAMPLE NORTHERN EDGE 17 OPPOSITION LETTER

Dear Governor Walker, Lt. Governor Mallott, Senator Murkowski and Senator Sullivan,

The U.S. Navy has recently stated that it has planned a training event to occur in the Gulf of Alaska from May 1 - 12, 2017. I am concerned about the negative impacts the Navy's 'Northern Edge' combined training exercises could have on the ecosystems in the Gulf of Alaska. As your constituent, I request that you and the State of Alaska encourage the US Navy to take their training exercises further offshore and move the timing of the exercises exclusively to the Fall or before the Spring. While these trainings take place in federal waters, the Navy's activities could impact State managed resources, such as salmon and other commercially viable species.

There is no question that military preparedness drills are of national importance. However, I am gravely concerned about the risk and potential damage to Alaska's subsistence, commercial and recreational fisheries, marine habitats, fish and wildlife resources, and regional economies.

The Navy's existing federal regulatory permits and authorizations expired in May 2016. The Navy is currently seeking re-authorization for its exercises for an additional five years, 2016 - 2021. Presently, the Navy's area for conducting these training exercises is 20 -24 nautical miles from communities on Kodiak Island, and close to other communities on the South Central Alaskan coast including Cordova, Valdez, Homer, Seward, and Yakutat.

According to the Navy's Environmental Impact Statement (EIS), these "war games" involve the use of high-frequency and mid-frequency sonar for submarine exercises, plus a variety of live weapons and explosives deployments-bombs, heavy deck guns, torpedoes, missiles, and large carrier strikes, the remains of which will never be recovered. Annually these trainings could leave up to 352,000 lbs of expended and hazardous materials in the waters of the GOA. Hazardous materials may include Cyanide, Chromium, Lead, Tungsten, Nickel, Cadmium, Barium chromate, Chlorides, Phosphorus, Titanium compounds, Lead oxide, Potassium perchlorate, Lead chromate, Ammonium perchlorate, Fulminate of mercury, and Lead azide. The Navy recognizes that fish could mistake expended materials as prey, thus ingesting harmful and lingering toxic substances. Any public or commercial impression that Alaska's fish may be tainted would be extremely detrimental to Alaska's commercial fishing industries. This could present additional economic hardships for working Alaskans as we all face the current fiscal crisis.

Since 2004 these exercises have occurred in June during the most prolific breeding and migratory periods of the marine supported life in the region (salmon, whales, birds). In the entire history of Navy trainings in the GOA, no activity has ever occurred in May. The coastline around the GOA is home to many coastal communities and Alaska Native people who rely on marine and freshwater resources for commercial, recreational and subsistence uses. May is an extremely active time for many species with essential habitat in the GOA. The Navy's EIS indicates that it can meet its training goals during other times of the year (e.g. October), which would be less threatening to Alaskan marine resources than May.

The Navy's activities area in the GOA includes Essential Fish Habitat for many species of subsistence and commercial fisheries, including those found in Prince William Sound, which has still not fully recovered from the Exxon Valdez oil spill. These waters also support the most sustainable and economically valuable fisheries in the USA. Commercial fishing is the largest private sector employer in Alaska, providing some 63,000 jobs as well as a healthy sustainable food source. Nearly 100% of sockeye salmon in the USA comes from Alaska.

The Navy is asking for authorization to conduct their training exercises without providing any new information regarding the possible impacts these trainings have on fish populations within the GOA. The Navy's 2011 EIS left many questions unanswered regarding impacts to fish and repeatedly stated that more research is needed. Pursuant to the National Environmental Policy Act, the Navy should have filled in these information gaps before planning additional exercises. Proceeding with trainings before more research is unlawful and puts fish, commercial and subsistence fisheries at unnecessary risk.

If authorized, the Navy is predicting over 182,000 marine mammal takes over the next five years in the GOA. This is too high; this is beyond a negligible impact to these species. Consider the last year the Navy conducted trainings: in 2015 over 30 whales were reported dead in this region. The National Oceanic and Atmospheric Administration has classified this as an 'unusual mortality event.' No further explanation as to what caused these deaths has been reported. Many people have expressed concern that the Navy's activities may be a contributing factor to some of these whale mortalities. Yet, there has been insufficient transparency over Northern Edge '15 sonar and explosive activities. After repeated documented Freedom of Information Act requests, the Navy is not disclosing locations where its exercises took place nor how long active sonar was used nor the decibel level of sonar used. It has designated the information as classified and thus unavailable to the public.

In March 2015, the U.S. District Court, District of Hawaii, found that the U.S. Navy and the National Marine Fisheries Service violated the law when they failed to meet multiple requirements of the Marine Mammal Protection Act, the Endangered Species Act, and the National Environmental Policy Act when authorizing the Navy's training and testing activities in the Hawaiian and Southern California ranges. The resulting settlement of that lawsuit means the Navy is now prohibited from using mid-frequency active sonar for training and testing activities in many of the designated biologically important areas in those ranges.

Therefore, I request:

- similar protections enacted for the Hawaiian and Southern California ranges be extended for all marine mammal species of the Gulf of Alaska;
- that the timing of the exercises be moved to a different time of year because the spring and summer months are a critical time for many commercial fishermen and whale species;
- that all trainings taking place within the GOA TMAA (Gulf of Alaska Temporary Maritime Activities Area) and the airspace above the GOA TMAA be moved to the TMAA's offshore stratum and outside of all the biologically vital seamounts;
- that independent observers accompany all Navy vessels for the duration of any and all training exercise.

I/we are extremely concerned about the potential impact the Navy's proposed plan may have on Alaska's fish and wildlife resources, Native subsistence activities, commercial and recreational fisheries and the regional economy. I request that the State of Alaska and its U.S. Senators encourage the Navy to take its exercises further offshore and to the fall.

Thank you,

**CITY OF HOMER
HOMER, ALASKA**

Lewis

RESOLUTION 16-081(A)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
OPPOSING SITING AND TIMING OF U.S. NAVY TRAINING
EXERCISES THAT POSE RISKS TO FISH AND FISHERIES IN THE
GULF OF ALASKA.

WHEREAS, The City of Homer is the governing body with the full power and authority as recognized by the citizens of Homer, to act for its members, and has responsibility to provide government for the good health and welfare of its citizens; and

WHEREAS, The City of Homer recognizes the value of naval practices in preparing our Navy for wartime activities; and

WHEREAS, The U.S. Navy plans to conduct training activities utilizing explosives, live ordnance, and sonar in the Gulf of Alaska in 2017 that will have impacts on marine life and habitat vital to the interests of the City of Homer and its citizens; and

WHEREAS, These trainings will impact the waters of the Gulf of Alaska by annually releasing up to approximately 352,000 pounds of expended materials including up to 10,500 pounds of hazardous materials including cyanide, chromium, lead, tungsten, nickel, cadmium, barium chromate, chlorides, phosphorus, titanium compounds, lead oxide, potassium perchlorate, lead chromate, ammonium perchlorate, fulminate of mercury, and lead azide into waters designated by NOAA as Essential Fish Habitat for a multitude of species that support the economic development in Alaskan coastal communities and harvest of wild Alaskan salmon and other fish for global markets; and

WHEREAS, The training area and vicinity is a highly productive region for many marine fish and shellfish populations and supports some of the most productive fisheries in the United States, and an important spawning area for many fishes, and the training is scheduled to take place during the summer season when many fish populations are migrating and spawning (at least 383 species belonging to 84 families of marine and anadromous fishes have been reported from the predominant ecosystems found in the training area); and

WHEREAS, The port of Homer is reliant on the fish and wildlife resources in the Gulf of Alaska for their subsistence harvest and the livelihoods supported by commercial fishing; and

41 WHEREAS, The City of Homer supports all cultural, traditional and subsistence
42 activities historically and continually practiced by Native and non-Native peoples in the Gulf
43 of Alaska; and
44

45 WHEREAS, The City of Homer finds no scientific information or traditional knowledge
46 demonstrating that the U.S. Navy's training activities can take place without negatively
47 affecting salmon, marine mammal, bird and other marine habitats.
48

49 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, does
50 hereby request that the U.S. Navy refrain from using live ordnance or sonar in any Marine
51 Protected Area, including NOAA Fisheries Marine Protected Areas, State Marine Protected
52 Areas and Habitat Areas of Particular Concern.
53

54 BE IT FURTHER RESOLVED that the City Council of the Homer, Alaska, hereby requests
55 that the U.S. Navy relocate its training area to the far southeast corner of the current
56 designated training area, off the Continental Shelf areas of the Gulf of Alaska, and away from
57 seamounts.
58

59 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, requests the U.S.
60 Navy to conduct its training exercises after the middle of September and before the spring, so
61 as not to impact migrating salmon and other species.
62

63 PASSED AND ADOPTED by the Homer City Council this 8th day of August, 2016.
64

65 CITY OF HOMER



71
72
73
74
75

Mary E. Wythe
MARY E. WYTHE, MAYOR

76 ATTEST:

77
78
79
80

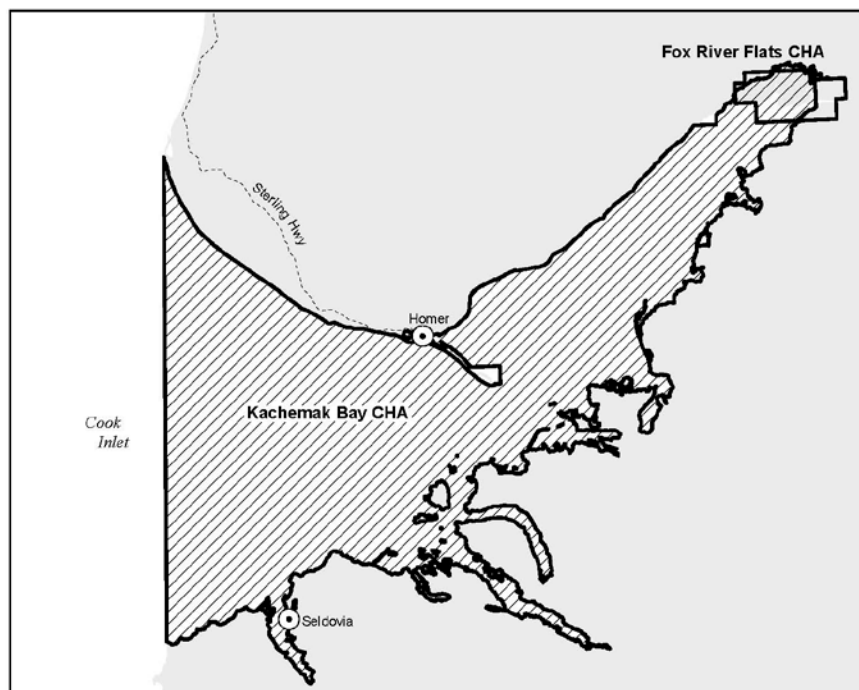
Jo Johnson
JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

KACHEMAK BAY & FOX RIVER FLATS CRITICAL HABITAT AREAS MANAGEMENT PLAN - REVISION PUBLIC SCOPING

The Alaska Department of Fish and Game, Divisions of Habitat and Wildlife Conservation, invite the public to participate in scoping to share information and concerns about the Kachemak Bay and Fox River Flats Critical Habitat Areas (CHAs). This is the first step in ADF&G's efforts to revise the CHAs' management plan, which was adopted in 1993.

http://www.adfg.alaska.gov/index.cfm?adfg=habitatoversight.kbfr_planrevision



We would like to know how you use the area and its resources, and are interested in your ideas on how to manage activities and public uses in the CHAs.

PUBLIC SCOPING MEETINGS WILL BE HELD AT **6:00 PM** AT THE FOLLOWING LOCATIONS:

September 26: Islands and Oceans Visitor Center, **Homer**

September 27: Seldovia Public Library, **Seldovia**

October 3: Willian Jack Hernandez Hatchery Conference Room, **Anchorage**

For more information, or if you cannot attend the meeting and would like to submit comments, please contact ADF&G at:

Phone: (907) 267-2342

Or visit:

http://www.adfg.alaska.gov/index.cfm?adfg=habitatoversight.kbfr_planrevision





City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: MAYOR WYTHE AND CITY COUNCIL
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: SEPTEMBER 21, 2016
SUBJECT: BID REPORT

INVITATION TO BID FOR ERIC LANE ROAD AND SEWER IMPROVEMENTS

Sealed bids for the construction of the **Eric Lane Road and Sewer Improvements** will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **2:00 p.m. on Thursday, September 22, 2016**, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. **All bidders must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.** Plan holder registration forms and Plans and Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

INVITATION TO BID HOMER LIBRARY EMERGENCY GENERATOR INSTALLATION

Sealed bids for the construction of the **Homer Library Emergency Generator Installation** project will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **2:00 p.m. on Thursday, September 22, 2016**, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. **All bidders must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.** Plan holder registration forms and Plans and Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

CITY ATTORNEY REPORT

COMMITTEE REPORTS

PENDING BUSINESS

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 PARC Advisory Commission

5 **RESOLUTION 16-091**

6
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
8 APPROVING AND ACCEPTING THE DONATION FROM PAUL MACKIE
9 OF A CARVED OPAL STONE SCULPTURE TITLED 'BOOKWORM' BY
10 ARTIST ODRAF NKOMO TO BE PLACED AT THE LIBRARY.

11
12 WHEREAS, Paul Mackie, local resident, would like to donate a carved opal stone
13 sculpture titled 'Bookworm' to the Library; and

14
15 WHEREAS, 'Bookworm' is sculpted by Artist Odraf Nkomo, from Chitungwiza,
16 Zimbabwe, a fast-rising star on the Zimbabwean sculpting scene, whose works have been
17 exhibited internationally; and

18
19 WHEREAS, The sculpture is fitting to be displayed at the Library as it depicts a person
20 reading a book.

21
22 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves
23 and accepts the donation from Paul Mackie of a carved opal stone sculpture titled
24 'Bookworm' by Artist Odraf Nkomo to be placed at the Library.

25
26 PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2016.

27
28 CITY OF HOMER

29
30
31 _____
32 MARY E. WYTHE, MAYOR

33
34 ATTEST:

35
36 _____
37 JO JOHNSON, MMC, CITY CLERK

38
39 Fiscal Note: N/A



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-150

TO: MAYOR WYTHE AND CITY COUNCIL
FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
THRU: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: JUNE 20, 2016
SUBJECT: RECOMMENDATION TO APPROVE AND ACCEPT DONATION OF A SCULPTURE

At the June 16, 2016 regular meeting of the Commission they reviewed the application for donation of a sculpture for placement in the Homer Public Library. Following is an excerpt of the minutes of the meeting regarding the acceptance and recommendation to approve the donation.

NEW BUSINESS

E. Donation of a Sculpture

Chair Steffy requested any additional questions or comments on the donation.

Deputy City Clerk Krause informed the commission that the piece is being donated to the Library and being facilitated by the Friends. The commission's job is to determine if the piece of art falls within the requirements as laid out in the Guidelines and a motion to recommend acceptance of the donation and including into the Municipal Art Collection is required.

LOWNEY/ARCHIBALD – MOVED TO RECOMMEND CITY COUNCIL ACCEPT THE DONATION OF THE SCULPTURE INTO THE MUNICIPAL ART COLLECTION FOR PLACEMENT AT THE LIBRARY.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 16-151

TO: MAYOR WYTHE AND CITY COUNCIL
FROM: JO JOHNSON, CITY CLERK
DATE: SEPTEMBER 21, 2016
SUBJECT: DONATION OF THE SCULPTURE 'BOOKWORM' TO THE LIBRARY

At the September 12, 2016 council meeting I advised you that the Parks Art Recreation and Culture Advisory Commission had not reviewed the donation request for the sculpture 'Bookworm' to be placed at the Library. Upon further investigation I found the PARC Advisory Commission did review the donation request at their June 16, 2016 meeting and recommended the artwork be accepted into the Municipal Art Collection.

Memorandum 16-150 from the PARC Advisory Commission is included as backup.



MUNICIPAL ART COLLECTION GIFT PROPOSAL APPLICATION

PLEASE TYPE OR PRINT CLEARLY AND MAKE YOUR RESPONSES COMPLETE AND THOROUGH.

DATE 5/12/16
 CONTACT PERSON Paul Mackie TITLE _____
 ORGANIZATION IF APPLICABLE _____
 ADDRESS 2661 Sterling Hwy CITY Homer STATE AK ZIP 99603
 PHONE 907-299-5466 FAX _____ CELL _____
 EMAIL prmtaa@hotmail.com

TELL US WHY YOU WISH TO DONATE THIS ARTWORK TO THE CITY OF HOMER? Thought it would look good in library

PROPOSED ARTWORK

TITLE OF ARTWORK 'Bookworm'

ARTIST(S) NAME Odraf Nkomo

YEAR COMPLETED approx 2001 DIMENSIONS 18" w x 9" d x 16" tall, approx 170lbs

MATERIALS USED TO CREATE ARTWORK opal stone

PHYSICAL DESCRIPTION OF THE PROPOSED PIECE-

big giant head reading book

NARRATIVE DESCRIPTION OF THE PROPOSED ARTWORK - TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE-

IS THE PROPOSED PIECE ONE OF A KIND? yes IS THE PIECE PART OF A SERIES, LIMITED OR OTHERWISE? no
IF SO, AN EDITION OF HOW MANY? _____ IS THE PIECE COMPLETED? _____ IF NOT WHEN IS THE
EXPECTED COMPLETION DATE? _____

WHAT IS THE CURRENT CONDITION OF THE PIECE? excellent

PROPOSED SITE OR LOCATION

DO YOU HAVE A SITE(S) IN MIND FOR THE PLACEMENT OF THE ARTWORK? IF SO WHERE? Library

IS THIS A CITY OWNED PROPERTY IF NOT WHO OWNS THE PROPERTY? _____

WHAT IS THE RATIONALE FOR SELECTING THIS/ THESE LOCATION(S)? 'bookworm' - just makes sense!

ARE YOU AWARE OF ANY PERMITS OR PERMISSIONS THAT MAY BE REQUIRED? _____

TECHNICAL SPECIFICATIONS

DESCRIBE HOW THE ARTWORK IS CONSTRUCTED OR MADE PLEASE INCLUDE ANY DOCUMENTATION AT THE END OF
THIS APPLICATION. carved opal stone sculpture

HOW IS THE ARTWORK TO BE PROPERLY INSTALLED? _____

DOES THE PIECE REQUIRE ELECTRICITY, PLUMBING OR OTHER UTILITY HOOKUPS? _____

WHO WILL BE INSTALLING THE ARTWORK? _____

WHAT IS THE EXPECTED LIFETIME AND STAYING POWER OF THE MATERIALS USED IN CREATING THE PIECE? forever

WHAT MAINTENANCE IS REQUIRED AND HOW OFTEN? occasional dusting

PLEASE IDENTIFY ANY SPECIFIC MAINTENANCE PROCEDURES AND OR EQUIPMENT AND THE ASSOCIATED COSTS.

WHAT PRECAUTIONS HAVE BEEN TAKEN TO GUARD AGAINST VANDALISM IF ANY? low heavy to lift

WHAT STEPS HAVE BEEN TAKEN TO ASSURE THIS PIECE WILL NOT PRESENT A SAFETY HAZARD?

BUDGET			
PROJECT MANAGEMENT FEES	\$ <u>0</u>	INSURANCE	\$ <u>0</u>
ARTIST'S FEES	\$ _____	UTILITY HOOKUP	\$ _____
PURCHASE PRICE	\$ _____	DELIVERY	\$ _____
PERMITS	\$ _____	INSTALLATION	\$ _____
STRUCTURAL ENGINEERING	\$ _____	SIGNAGE	\$ _____
SITE PREPARATION	\$ _____	RECOGNITION	\$ _____
OTHER COSTS NOT LISTED	\$ _____	DESCRIPTION	_____

DATE PIECE WAS LAST APPRAISED? _____

WHAT IS THE VALUE OF THE PIECE OR ESTIMATED MARKET VALUE IF NO APPRAISAL WAS DONE?
purchased in 2002 for \$1300.00

TIMELINE
WHAT IS THE TIMELINE FOR THE COMPLETION OR INSTALLATION OF THE PIECE? IDENTIFY THE DIFFERENT STAGES AND DATE GOALS TO PREPARE THE PIECE FOR DONATION

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE PIECE? Ø

WHAT EXPECTATIONS DO YOU HAVE FOR THE CITY OF HOMER IN ACCEPTING THIS ARTWORK? What it is displayed in library

COMMUNITY INVOLVEMENT

WAS THERE ANY COMMUNITY OR USER INVOLVEMENT IN SELECTING THE RECOMMENDED LOCATION? Ø

PLEASE INCLUDE ANY LETTER(S) OF SUPPORT FOR THE PROJECT OR PROPOSED DONATION.

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

- AN RESUME OR BIO FROM THE ARTIST WHO CREATED OR WILL CREATE THE ARTWORK
- FIVE TO TEN IMAGES OF PAST WORK FROM THE ARTIST. THESE CAN BE PHOTOGRAPHS
- THREE TO FIVE CLEAR IMAGES OF THE PROPOSED ARTWORK
- SCALE DRAWING/ MODEL OF THE PROPOSED ARTWORK
- IF YOU HAVE A SITE(S) IN MIND PLEASE INCLUDE PHOTO AND DESCRIPTION OF THE SITE(S) AND A SCALED DRAWING OF THE PROPOSED ARTWORK IN THE RECOMMENDED LOCATION.
- A COPY OF A FORMAL APPRAISAL IF AVAILABLE
- TECHNICAL SPECIFICATIONS, MAINTENANCE MANUAL OR DRAWINGS/ RECOMMENDATION FROM STRUCTURAL ENGINEER

APPLICATIONS ARE TO BE SUBMITTED TO:

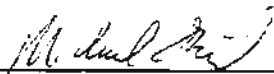
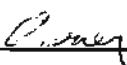
THE CITY OF HOMER
CITY CLERK'S OFFICE
491 E. PIONEER AVENUE
HOMER, AK 99603

OR YOU MAY SUBMIT VIA FAX AT 907-235-3143 TO SUBMIT VIA EMAIL PLEASE SEND TO clerk@ci.homer.ak.us
IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE CLERK'S OFFICE AT 235-3130.

Certificate of Authenticity

TITLE Bookworm
ARTIST Odraf Nkomo
MEDIUM Opal Stone
ITEM 020470

Zuva Gallery, Incorporated, does hereby certify
the authenticity of this original work of art.

Signature 
Title 
Date 12/03/02

Odraf Nkomo

Born in Chitungwiza, Zimbabwe in 1971, Odraf Nkomo is a fast-rising star on the Zimbabwean sculpting scene. He learned to sculpt from the legendary Moses Masaya. His work is bold and refined. He prefers to work in Zimbabwe's hardest stones, including Springstone, Cobalt and Opal Stone. A deep understanding of his native Shona culture provides the inspiration for many of Nkomo's finest work. He has exhibited at the National Gallery of Zimbabwe since 1994. He has also exhibited internationally in Amsterdam, Brussels, Paris, London, Auckland, Sydney, Hong Kong, New York, Boston, Portland, Los Angeles and Tokyo. Several world famous artists in Zimbabwe, including Tonderai Marezva and Lincon Muteta, count Nkomo among the most promising talents in Zimbabwe. Zuva believes very strongly that Nkomo has what it takes to become an international sculpting legend. We look forward to helping to advance this artist's career by featuring his finest work.

ZUVA GALLERY, INC.34505 N. SCOTTSDALE RD
SUITE F-6
Scottsdale AZ 85262Phone: (480) 488-6000
Fax: (480) 488-6000
Toll Free: (800) 721-9882**RECEIPT****Date** 12/03/2002**Sale #** 5266**Sold To** Paul Mackie
2661 Sterling Highway
Homer, AK 99603
(907) 235-4058**Ship To**
2661 Sterling Highway
Homer, AK 99603
(907) 235-4058**ITEMS SOLD:**

Page: 1

020470	Book worm Nkomo, Odraf	16 x 20 x 10 170 lbs	1	\$975.00
Shipping	Shipping None, None of None		1	\$398.00

Payment: Visa 12/03/2002 12:09:02 \$1,373.00

NON TAXABLE:	\$398.00	TOTAL DUE:	\$1,373.00
TAXABLE:	\$975.00	AMT PAID:	\$1,373.00
TAX:	\$0.00	BALANCE:	\$0.00

Thank you very much for your purchase. Please note that Zuva Gallery, Inc. does not offer refunds. If you are not fully satisfied with your purchase, we do provide the option of exchange or gallery credit for 7 days from the date of the original sale.

Please note that we pack each shipment very carefully, but occasionally items do get damaged in shipping. In the event that you receive a damaged item, it is important that you retain all of the packing materials for insurance purposes. Should you experience any problems, please call us immediately upon receipt so that we can promptly address the situation. Thank you!





ORDINANCE REFERENCE SHEET
2016 ORDINANCE
ORDINANCE 16-45

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2016 Operating Budget by Appropriating Funds in the Amount of \$30,000.00 From Port and Harbor Reserves to Purchase Twelve New LED Lights for the High Mast Light Pole #7 at the Harbor.

Sponsor: City Manager/Port and Harbor Director

1. Council Regular Meeting August 22, 2016 Introduction
 - a. Memorandum 16-136 from Port and Harbor Director
 - b. Return on Investment (ROI) for High Mast Pole #7 provided by Puffin Electric
 - c. Photos of current and new LED Light Fixtures

2. Council Regular Meeting September 12, 2016 Public Hearing and Second Reading
 - a. Ordinance 16-45(S)
 - b. Memorandums 16-136 and 16-143 from Port and Harbor Director
 - c. Return on Investment (ROI) for High Mast Pole #7 provided by Puffin Electric
 - d. Photos of current and new LED Light Fixtures
 - e. AMA Adopts Community Guidance to Reduce the Harmful Human and Environmental Effects of High Intensity Street Lighting
 - f. Written public comments

3. Council Regular Meeting September 26, 2016 Pending Business
 - a. Ordinance 16-45(S)
 - b. Memorandums 16-136 and 16-143 from Port and Harbor Director
 - c. Return on Investment (ROI) for High Mast Pole #7 provided by Puffin Electric
 - d. Photos of current and new LED Light Fixtures
 - e. AMA Adopts Community Guidance to Reduce the Harmful Human and Environmental Effects of High Intensity Street Lighting
 - f. Written public comments

43 Expenditure:

44 <u>Account</u>	<u>Description</u>	<u>Amount</u>
45	Twelve LED Lights for the High Mast	\$30,000.00
46	Light Pole #7	

47

48 Section 2. This is a budget amendment ordinance only, is not permanent in nature,
49 and shall not be codified.

50

51 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
52 _____, 2016.

53 CITY OF HOMER

54
55

56

57

MARY E. WYTHER, MAYOR

58

59 ATTEST:

60

61

62

63 JO JOHNSON, MMC, CITY CLERK

64

65 YES:

66 NO:

67 ABSTAIN:

68 ABSENT:

69

70 First Reading:

71 Public Hearing:

72 Second Reading:

73 Effective Date:

74

75 Reviewed and approved as to form:

76

77

78 Mary K. Koester, City Manager

79

80 Date: _____

Holly C. Wells, City Attorney

Date: _____



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum 16-136

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL

THROUGH: KATIE KOESTER, CITY MANAGER

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: AUGUST 12, 2016

SUBJECT: APPROPRIATION FOR NEW LED LIGHTS FOR HIGH MAST LIGHT #7

The Homer Harbor facility is primarily illuminated using 150' high mast light poles with 1000w high-pressure sodium lights. Although these fixtures have served us well up to now, they are expensive to operate in terms of energy costs. On the seven poles, we have 69 – 1000w lights. We estimate that all seven poles are operating an average of 12 hours per day, 365 days a year, with the costs broken down as follows:

$69\text{KW per hour} \times 12 \text{ hour per day} = 828 \text{ kilowatts use per day}$

$828\text{KW} \times 365 \text{ days a year} = 302,220 \text{ kilowatts per year}$

$302,220\text{KW} \times \$0.22 \text{ current per kilowatt current cost} = \$66,488.40 \text{ annual electricity costs}$

Plenty of motivation there to switch to something more efficient! Another reason for switching is the fact that most of the light fixtures in the high mast lights are almost 30 years old; even though they have been well maintained, they are showing significant wear and tear from all the years of being on the Homer Spit.

The Port and Harbor's plan has been to find the best replacement light fixture for all seven poles that will cut operation and maintenance costs, and that will stand the test of time on the Homer Spit. To begin our research, we teamed up with Puffin Electric for their expertise; they have turned area lighting into one of their specialties and have installed new high mast LED lamps in Dutch Harbor and have plans to install these same LED fixtures for the new harbor in Valdez. The biggest challenge with lighting on high mast lights is finding a replacement light fixture that will work as a direct replacement for LED that will work from that height of the poles. When LED's first came out, they were only recommending them to be installed on 40' street-level poles. After many years of research, Port and Harbor staff is now convinced that the LED technology has finally reached the 150' level.

We've done the homework to determine if these new LED lights will work for us. Last winter, Port and Harbor Staff laid out a large grid around pole #7, turned off all the other high mast lights, and using a light meter to measure foot candles of light we recorded the current light levels produced by this one pole. Those numbers were then fed into a new software program at Puffin Electric and a base was created that could then be used to compare new lighting

products against our old lights. This program also gives us the ability to fine tune our lights, which will help us to better direct the light to where it needs to go. Another improvement in the field of lighting systems has to do with glare reduction; the new lights come with visors that help direct the lights, reducing glare and light pollution, and will help improve our dark sky that we all enjoy. The new lights are also smaller in size, weigh less, and have simple wiring requirements. Port Maintenance Staff will be able to install the new lights so no specialists are required.

Port and Harbor is requesting an appropriation of \$30,000 to purchase 12 new LED lights for the high mast light pole #7. Once installed, we will re-run our ground test in order to confirm our levels of light are at least the same as what we had with the old light fixtures. Because of all the pre-purchase work and studies, we feel confident that this test will be successful and shall take us to the next logical step of upgrading the six other high mast lights around the Port and Harbor facility.

Attached is a breakdown ROI (return on investment) provided by Puffin Electric that shows a little over 4-year payback for our investment, which is a really great ROI in terms of energy efficiency upgrades.

Recommendation:

Adopt Ordinance 16-45, appropriating \$30,000 from the Port and Harbor Reserves for the purpose of purchasing 12 new LED lights for the high mast light #7. Once this initial purchase is made and successfully tested, it is Port and Harbor's intention to request another appropriation of approximately \$125,000 from Port and Harbor reserves in order to upgrade the remaining six high mast light poles around the Port and Harbor facility.

Attached: Puffin Electric's ROI Breakdown for High Mast Pole #7
Photos of Current & New LED Light Fixtures

Fiscal Note: 456-0380 – \$30,000.00



Memorandum 16-143

TO: Mayor Wythe and Homer City Council
FROM: Bryan Hawkins, Port and Harbor Director / Harbormaster
THROUGH: Katie Koester, City Manager
DATE: September 7, 2016
SUBJECT: Rehabbing the Port and Harbor High Mast Lights From High Pressure Sodium to LED

Memorandum 16-136 recommended a \$30,000 expenditure on a test project to change the lights on pole #7 from high pressure sodium to LED lights to prove the theory that LED technology has improved to the point that it can be used for high-level area lighting. As you know, this is a subject that has generated a lot of conversation around town. I too have received many calls to my office since our last meeting. Some came from industry professionals who question the suggestion to sole source the contract. They informed me that there are many lights on the market that could perform to the standard the Port and Harbor requires and they would appreciate the opportunity to compete for the work.

My original thought was that the technology needed to be proven at this height, which is why Ordinance 16-45(S) only authorizes a pilot project - switching out the light bulbs on one pole. However, I am convinced that the technology has jumped ahead to fill the need and that a competitive RFP for the entire project would ensure that the product meets the Port and Harbor's needs. Fixtures will be replaced on one pole and tested before all seven lights are replaced regardless.

My recommendation is to vote down Ordinance 16-45(S) and introduce a new ordinance at the September 26 meeting that funds the replacement of all high mast lighting and authorizes the City to issue a Request for Proposals for the project.

One hundred and fifty foot high mast poles are used all over the world because they are the most cost effective way of lighting expansive areas. A night drive on any highway or freeway showcases the same lights that we now are using down at the Harbor. They are good, but now we have a chance to upgrade to a higher quality and lower cost light making what was good even better.

Goals for the high mast light replacement project:

- 1) Lower operating costs. LED lighting will use half the electricity of existing lights. Port and Harbor budgeted \$535,600/yr. for electricity in 2016. Projected savings of changing the highmast lights over to LED is \$33,000/yr., or 7% savings overall in electricity costs. These savings will net the Enterprise an impressive 4-year return on investment for the project.
- 2) Lower maintenance costs. The average life of a high pressure sodium bulb is 2 to 4 years. The life span of LED lights are about 20 years. This factor is not even considered in the ROI because it's too difficult to quantify, but less maintenance is certainly a positive factor.
- 3) Lower the City's carbon footprint.
- 4) Recognizing the importance of area lighting as it pertains to the City's most valuable asset, we will maintain or improve the level of lighting on the Spit for our customers.
- 5) Follow the guidelines laid out by AMA for outdoor lighting to reduce any potentially harmful human and environmental effects of high intensity street lighting.
- 6) Lower glare caused by undirected light by only considering dark sky compliant fixtures that will direct light to the ground with permanently affixed visors on the lights.

Recommendation:

Vote down Ordinance 16-45(S). Approve a new Ordinance that authorizes funding to upgrade all seven highmast lights to LED lighting and directs staff to draft an RFP to advertise using the stated goals in this memo (Introduction September 26). Staff will develop grading criteria to compare proposals in both performance and costs. The estimated overall project cost is \$180,000. Staff recommends funding for the project to come from the Port and Harbor Reserves (456-380 GL).

Enc: AMA Press Release: "AMA Adopts Community Guidance to Reduce the Harmful Human and Environmental Effects of High Intensity Street Lighting" www.ama-assn.org



AMA News Room

[2016](#) [2015](#) [2014](#)

June 14, 2016

AMA Adopts Community Guidance to Reduce the Harmful Human and Environmental Effects of High Intensity Street Lighting

For immediate release:

June 14, 2016

CHICAGO - Strong arguments exist for overhauling the lighting systems on U.S. roadways with light emitting diodes (LED), but conversions to improper LED technology can have adverse consequences. In response, physicians at the Annual Meeting of the American Medical Association (AMA) today adopted guidance for communities on selecting among LED lighting options to minimize potential harmful human and environmental effects.

Converting conventional street light to energy efficient LED lighting leads to cost and energy savings, and a lower reliance on fossil-based fuels. Approximately 10 percent of existing U.S. street lighting has been converted to solid state LED technology, with efforts underway to accelerate this conversion.

"Despite the energy efficiency benefits, some LED lights are harmful when used as street lighting," AMA Board Member Maya A. Babu, M.D., M.B.A. "The new AMA guidance encourages proper attention to optimal design and engineering features when converting to LED lighting that minimize detrimental health and environmental effects."

High-intensity LED lighting designs emit a large amount of blue light that appears white to the naked eye and create worse nighttime glare than conventional lighting. Discomfort and disability from intense, blue-rich LED lighting can decrease visual acuity and safety, resulting in concerns and creating a road hazard.

In addition to its impact on drivers, blue-rich LED streetlights operate at a wavelength that most adversely suppresses melatonin during night. It is estimated that white LED lamps have five times greater impact on circadian sleep rhythms than conventional street lamps. Recent large surveys found that brighter residential nighttime lighting is associated with reduced sleep times, dissatisfaction with sleep quality, excessive sleepiness, impaired daytime functioning and obesity.

The detrimental effects of high-intensity LED lighting are not limited to humans. Excessive outdoor lighting disrupts many species that need a dark environment. For instance, poorly designed LED lighting disorients some bird, insect, turtle and fish species, and U.S. national parks have adopted optimal lighting designs and practices that minimize the effects of light pollution on the environment.

Recognizing the detrimental effects of poorly-designed, high-intensity LED lighting, the AMA encourages communities to minimize and control blue-rich environmental lighting by using the lowest emission of blue light possible to reduce glare. The AMA recommends an intensity threshold for optimal LED lighting that minimizes blue-rich light. The AMA also recommends all LED lighting should be properly shielded to minimize glare and detrimental human health and environmental effects, and consideration should be given to utilize the ability of LED lighting to be dimmed for off-peak time periods.

The guidance adopted today by grassroots physicians who comprise the AMA's policy-making body strengthens the AMA's policy stand against light pollution and public awareness of the adverse health and environmental effects of pervasive nighttime lighting.

###

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[Harvard Health Letter \(http://www.health.harvard.edu/newsletters/harvard_health_letter/2012/may\)](http://www.health.harvard.edu/newsletters/harvard_health_letter/2012/may)

Blue light has a dark side

Light at night is bad for your health, and exposure to blue light emitted by electronics and energy-efficient lightbulbs may be especially so.

Until the advent of artificial lighting, the sun was the major source of lighting, and people spent their evenings in (relative) darkness. Now, in much of the world, evenings are illuminated, and we take our easy access to all those lumens pretty much for granted.

But we may be paying a price for basking in all that light. At night, light throws the body's biological clock—the circadian rhythm—out of whack. Sleep suffers. Worse, research shows that it may contribute to the causation of cancer, diabetes, heart disease, and obesity.

But not all colors of light have the same effect. Blue wavelengths—which are beneficial during daylight hours because they boost attention, reaction times, and mood—seem to be the most disruptive at night. And the proliferation of electronics with screens, as well as energy-efficient lighting, is increasing our exposure to blue wavelengths, especially after sundown.

Daily rhythms influenced by light

Everyone has slightly different circadian rhythms, but the average length is 24 and one-quarter hours. The circadian rhythm of people who stay up late is slightly longer, while the rhythms of earlier birds fall short of 24 hours. Dr. Charles Czeisler of Harvard Medical School showed, in 1981, that daylight keeps a person's internal clock aligned with the environment.

The health risks of night time light

Study after study has linked working the night shift and exposure to light at night to several types of cancer (breast, prostate), diabetes, heart disease, and obesity. It's not exactly clear why nighttime light exposure seems to be so bad for us. But we do know that exposure to light suppresses the secretion of melatonin, a hormone that influences circadian rhythms, and there's some experimental evidence (it's very preliminary) that lower melatonin levels might explain the association with cancer.

A Harvard study shed a little bit of light on the possible connection to diabetes and possibly obesity. The researchers put 10 people on a schedule that gradually shifted the timing of their circadian rhythms. Their blood sugar levels increased, throwing them into a prediabetic state, and levels of leptin, a hormone that leaves people feeling full after a meal, went down.

Even dim light can interfere with a person's circadian rhythm and melatonin secretion. A mere eight lux—a level of brightness exceeded by most table lamps and about twice that of a night light—has an effect, notes Stephen Lockley, a Harvard sleep researcher. Light at night is part of the reason so many people don't get enough sleep, says Lockley, and researchers have linked short sleep to increased risk for depression, as well as diabetes and cardiovascular problems.

The power of the blues

While light of any kind can suppress the secretion of melatonin, blue light does so more powerfully. Harvard researchers and their colleagues conducted an experiment comparing the effects of 6.5 hours of exposure to blue light to exposure to green light of comparable brightness. The blue light suppressed melatonin for about twice as long as the green light and shifted circadian rhythms by twice as much (3 hours vs. 1.5 hours).

In another study of blue light, researchers at the University of Toronto compared the melatonin levels of people exposed to bright indoor light who were wearing blue-light-blocking goggles to people exposed to regular dim light without wearing goggles. The fact that the levels of the hormone were about the same in the two groups strengthens the hypothesis that blue light is a potent suppressor of melatonin. It also suggests that shift workers and night owls could perhaps protect themselves if they wore eyewear that blocks blue light. Inexpensive sunglasses with orange-tinted lenses block blue light, but they also block other colors, so they're not suitable for use indoors at night. Glasses that block out only blue light can cost up to \$80.

Less-blue light

If blue light does have adverse health effects, then environmental concerns, and the quest for energy-efficient lighting, could be at odds with personal health. Those curlicue compact fluorescent lightbulbs and LED lights are much more energy-efficient than the old-fashioned incandescent lightbulbs we grew up with. But they also tend to produce more blue light.

The physics of fluorescent lights can't be changed, but coatings inside the bulbs can be so they produce a warmer, less blue light. LED lights are more efficient than fluorescent lights, but they also produce a fair amount of light in the blue spectrum. Richard Hansler, a light researcher at John Carroll University in Cleveland, notes that ordinary incandescent lights also produce some blue light, although less than most fluorescent lightbulbs.


What you can do

- Use dim red lights for night lights. Red light has the least power to shift circadian rhythm and suppress melatonin.
- Avoid looking at bright screens beginning two to three hours before bed.
- If you work a night shift or use a lot of electronic devices at night, consider wearing blue-blocking glasses.
- Expose yourself to lots of bright light during the day, which will boost your ability to sleep at night, as well as your mood and alertness during daylight.

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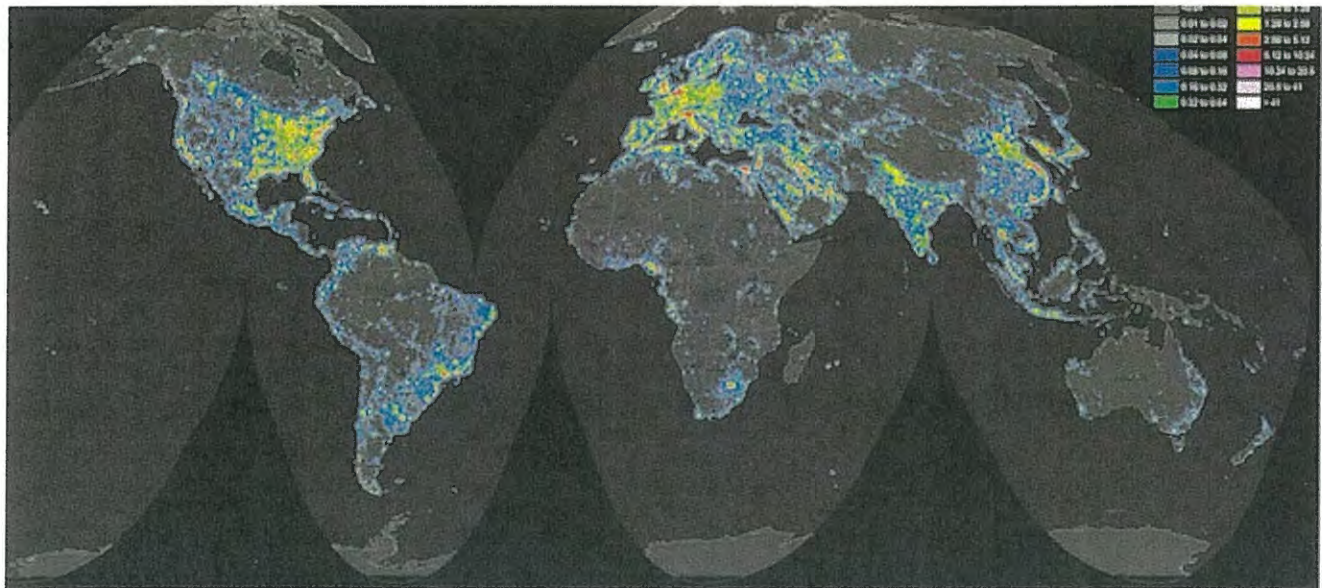


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80% of World Population Lives Under Skyglow, New Study Finds

on JUNE 10, 2016



World map of artificial sky brightness. Image from the new "World Atlas of Artificial Night Sky Brightness."

A groundbreaking new study documenting light pollution across the globe finds that more than 80 percent of the world's population lives under light polluted skies. The United States and Europe have it even worse, with 99 percent of their denizens experiencing skyglow at night.

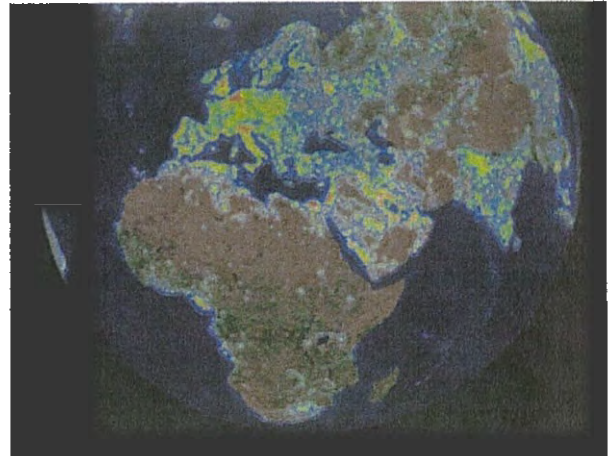
The new "[World Atlas of Artificial Night Sky Brightness](#)" published in the open access



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journal *Science Advances*, is a welcome follow up to the 2001 “World Atlas” and is sure to benefit researchers across multiple disciplines.

Scott Feierabend, Executive Director of the International Dark-Sky Association, hailed the work as a major breakthrough, saying “the new atlas acts as a benchmark, which will help to evaluate the success or failure of actions to reduce light pollution in urban and natural areas.”



World Atlas overlaid on a map of Africa, Europe, and Asia. Credit: Dan Duriscoe

The atlas documents a world that is in many places awash with light. In Western Europe, only a few small areas remain where the night sky remains relatively unpolluted, including areas in Scotland, Sweden, Norway, and parts of Spain and Austria. In addition to a world map, researchers provide tables of each country and what fraction of its population live under highly light polluted skies.

The authors specifically examined the G20 countries, finding that in terms of area, Italy and South Korea are the most polluted, and Canada and Australia the least. Residents of India and Germany are most likely to be able to see the Milky Way from their home, while those in Saudi Arabia and South Korea are least likely.

According to the study’s authors, “humanity has enveloped our planet in a luminous fog that prevents most of Earth’s population from having the opportunity to observe our galaxy. This has a consequent potential impact on culture that is of unprecedented magnitude.”

Study Confirms IDA’s Stance on Outdoor Lighting and LEDs

According to the study, street lighting and outdoor lighting retrofits using 4000K lamps ([IDA recommends](#) 3000K or below) could result in a 2.5 increase in light pollution. This is because sources with higher color temperatures are more polluting. The researchers warn that that unless blue-light emissions are restricted, the transition to LED technology is only going to exacerbate the problem (See the [IDA LED Practical Guide](#)).

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we stand on the cusp of a worldwide transition to LED technology” explained Falchi. “Unless careful consideration is given to LED color and lighting levels, this transition could unfortunately lead to a 2- to 3-fold increase in skyglow on clear nights.”

To decrease light pollution, the authors prescribe full shielding of lighting, using the minimum light needed for the tasks, shutting off or lowering light levels when not in use, decreasing the total installed flux and limiting “blue” light (light with higher color temperatures).

Technological Advances Make Research Possible

Major advances over the 2001 atlas were possible thanks to a new satellite and to the recent development of inexpensive sky radiance meters. City lighting information for the atlas came from the American Suomi NPP satellite, which includes the first instrument intentionally designed to make accurate observations of urban lights from space. The atlas was calibrated using data from “Sky Quality Meters” at 20,865 individual locations around the world.

Citizen Scientists as Part of the Research Team

Engagement of citizen scientists, including those participating in [Globe at Night](#), in collecting the calibration data was critical, according to Dr. Christopher Kyba, a study co-author and researcher at the GFZ German Research Centre for Geosciences.

“Citizen scientists provided about 20 percent of the total data used for the calibration, and without them we would not have had calibration data from countries outside of Europe and North America,” Kyba said.

Researchers from Italy, Germany, the USA, and Israel carried out the work, which was led by Fabio Falchi from the Italian Light Pollution Science and Technology Institute.

The authors of the paper are affiliated with the following institutions: Light Pollution Science and Technology Institute, U.S. National Oceanic and Atmospheric Administration, US National Park Service, GFZ German Research Centre for Geosciences, and the University of Haifa.

Access the free online version [here](#).

REPORT OF THE COUNCIL ON SCIENCE AND PUBLIC HEALTH

CSAPH Report 2-A-16

Subject: Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting

Presented by: Louis J. Kraus, MD, Chair

Referred to: Reference Committee E
(Theodore Zanker, MD, Chair)

1 INTRODUCTION

2

3 With the advent of highly efficient and bright light emitting diode (LED) lighting, strong economic
4 arguments exist to overhaul the street lighting of U.S. roadways.¹⁻³ Valid and compelling reasons
5 driving the conversion from conventional lighting include the inherent energy efficiency and longer
6 lamp life of LED lighting, leading to savings in energy use and reduced operating costs, including
7 taxes and maintenance, as well as lower air pollution burden from reduced reliance on fossil-based
8 carbon fuels.

9

10 Not all LED light is optimal, however, when used as street lighting. Improper design of the lighting
11 fixture can result in glare, creating a road hazard condition.^{4,5} LED lighting also is available in
12 various color correlated temperatures. Many early designs of white LED lighting generated a color
13 spectrum with excessive blue wavelength. This feature further contributes to disability glare, i.e.,
14 visual impairment due to stray light, as blue wavelengths are associated with more scattering in the
15 human eye, and sufficiently intense blue spectrum damages retinas.^{6,7} The excessive blue spectrum
16 also is environmentally disruptive for many nocturnal species. Accordingly, significant human and
17 environmental concerns are associated with short wavelength (blue) LED emission. Currently,
18 approximately 10% of existing U.S. street lighting has been converted to solid state LED
19 technology, with efforts underway to accelerate this conversion. The Council is undertaking this
20 report to assist in advising communities on selecting among LED lighting options in order to
21 minimize potentially harmful human health and environmental effects.

22

23 METHODS

24

25 English language reports published between 2005 and 2016 were selected from a search of the
26 PubMed and Google Scholar databases using the MeSH terms “light,” “lighting methods,”
27 “color,” “photoc stimulation,” and “adverse effects,” in combination with “circadian
28 rhythm/physiology/radiation effects,” “radiation dosage/effects,” “sleep/physiology,” “ecosystem,”
29 “environment,” and “environmental monitoring.” Additional searches using the text terms “LED”
30 and “community,” “street,” and “roadway lighting” were conducted. Additional information and
31 perspective were supplied by recognized experts in the field.

32

33 ADVANTAGES AND DISADVANTAGES OF LED STREET LIGHTS

34

35 The main reason for converting to LED street lighting is energy efficiency; LED lighting can
36 reduce energy consumption by up to 50% compared with conventional high pressure sodium (HPS)

1 lighting. LED lighting has no warm up requirement with a rapid “turn on and off” at full intensity.
2 In the event of a power outage, LED lights can turn on instantly when power is restored, as
3 opposed to sodium-based lighting requiring prolonged warm up periods. LED lighting also has the
4 inherent capability to be dimmed or tuned, so that during off peak usage times (e.g., 1 to 5 AM),
5 further energy savings can be achieved by reducing illumination levels. LED lighting also has a
6 much longer lifetime (15 to 20 years, or 50,000 hours), reducing maintenance costs by decreasing
7 the frequency of fixture or bulb replacement. That lifespan exceeds that of conventional HPS
8 lighting by 2-4 times. Also, LED lighting has no mercury or lead, and does not release any toxic
9 substances if damaged, unlike mercury or HPS lighting. The light output is very consistent across
10 cold or warm temperature gradients. LED lights also do not require any internal reflectors or glass
11 covers, allowing higher efficiency as well, if designed properly.^{8,9}
12

13 Despite the benefits of LED lighting, some potential disadvantages are apparent. The initial cost is
14 higher than conventional lighting; several years of energy savings may be required to recoup that
15 initial expense.¹⁰ The spectral characteristics of LED lighting also can be problematic. LED
16 lighting is inherently narrow bandwidth, with “white” being obtained by adding phosphor coating
17 layers to a high energy (such as blue) LED. These phosphor layers can wear with time leading to a
18 higher spectral response than was designed or intended. Manufacturers address this problem with
19 more resistant coatings, blocking filters, or use of lower color temperature LEDs. With proper
20 design, higher spectral responses can be minimized. LED lighting does not tend to abruptly “burn
21 out,” rather it dims slowly over many years. An LED fixture generally needs to be replaced after it
22 has dimmed by 30% from initial specifications, usually after about 15 to 20 years.^{1,11}
23

24 Depending on the design, a large amount blue light is emitted from some LEDs that appear white
25 to the naked eye. The excess blue and green emissions from some LEDs lead to increased light
26 pollution, as these wavelengths scatter more within the eye and have detrimental environmental
27 and glare effects. LED’s light emissions are characterized by their correlated color temperature
28 (CCT) index.^{12,13} The first generation of LED outdoor lighting and units that are still widely being
29 installed are “4000K” LED units. This nomenclature (Kelvin scale) reflects the equivalent color of
30 a heated metal object to that temperature. The LEDs are cool to the touch and the nomenclature has
31 nothing to do with the operating temperature of the LED itself. By comparison, the CCT associated
32 with daylight light levels is equivalent to 6500K, and high pressure sodium lighting (the current
33 standard) has a CCT of 2100K. Twenty-nine percent of the spectrum of 4000K LED lighting is
34 emitted as blue light, which the human eye perceives as a harsh white color. Due to the point-
35 source nature of LED lighting, studies have shown that this intense blue point source leads to
36 discomfort and disability glare.¹⁴
37

38 More recently engineered LED lighting is now available at 3000K or lower. At 3000K, the human
39 eye still perceives the light as “white,” but it is slightly warmer in tone, and has about 21% of its
40 emission in the blue-appearing part of the spectrum. This emission is still very blue for the
41 nighttime environment, but is a significant improvement over the 4000K lighting because it
42 reduces discomfort and disability glare. Because of different coatings, the energy efficiency of
43 3000K lighting is only 3% less than 4000K, but the light is more pleasing to humans and has less
44 of an impact on wildlife.
45

46 *Glare*

47
48 Disability glare is defined by the Department of Transportation (DOT) as the following:

49
50 “Disability glare occurs when the introduction of stray light into the eye reduces the ability to
51 resolve spatial detail. It is an objective impairment in visual performance.”

1 Classic models of this type of glare attribute the deleterious effects to intraocular light scatter in the
 2 eye. Scattering produces a veiling luminance over the retina, which effectively reduces the contrast
 3 of stimulus images formed on the retina. The disabling effect of the veiling luminance has serious
 4 implications for nighttime driving visibility.¹⁵

5
 6 Although LED lighting is cost efficient and inherently directional, it paradoxically can lead to
 7 worse glare than conventional lighting. This glare can be greatly minimized by proper lighting
 8 design and engineering. Glare can be magnified by improper color temperature of the LED, such as
 9 blue-rich LED lighting. LEDs are very intense point sources that cause vision discomfort when
 10 viewed by the human eye, especially by older drivers. This effect is magnified by higher color
 11 temperature LEDs, because blue light scatters more within the human eye, leading to increased
 12 disability glare.¹⁶

13
 14 In addition to disability glare and its impact on drivers, many residents are unhappy with bright
 15 LED lights. In many localities where 4000K and higher lighting has been installed, community
 16 complaints of glare and a “prison atmosphere” by the high intensity blue-rich lighting are common.
 17 Residents in Seattle, WA have demanded shielding, complaining they need heavy drapes to be
 18 comfortable in their own homes at night.¹⁷ Residents in Davis, CA demanded and succeeded in
 19 getting a complete replacement of the originally installed 4000K LED lights with the 3000K
 20 version throughout the town at great expense.¹⁸ In Cambridge, MA, 4000K lighting with dimming
 21 controls was installed to mitigate the harsh blue-rich lighting late at night. Even in places with a
 22 high level of ambient nighttime lighting, such as Queens in New York City, many complaints were
 23 made about the harshness and glare from 4000K lighting.¹⁹ In contrast, 3000K lighting has been
 24 much better received by citizens in general.

25
 26 *Unshielded LED Lighting*

27
 28 Unshielded LED lighting causes significant discomfort from glare. A French government report
 29 published in 2013 stated that due to the point source nature of LED lighting, the luminance level of
 30 unshielded LED lighting is sufficiently high to cause visual discomfort regardless of the position,
 31 as long as it is in the field of vision. As the emission surfaces of LEDs are highly concentrated
 32 point sources, the luminance of each individual source easily exceeds the level of visual
 33 discomfort, in some cases by a factor of 1000.¹⁷

34
 35 Discomfort and disability glare can decrease visual acuity, decreasing safety and creating a road
 36 hazard. Various testing measures have been devised to determine and quantify the level of glare
 37 and vision impairment by poorly designed LED lighting.²⁰ Lighting installations are typically
 38 tested by measuring foot-candles per square meter on the ground. This is useful for determining the
 39 efficiency and evenness of lighting installations. This method, however, does not take into account
 40 the human biological response to the point source. It is well known that unshielded light sources
 41 cause pupillary constriction, leading to worse nighttime vision between lighting fixtures and
 42 causing a “veil of illuminance” beyond the lighting fixture. This leads to worse vision than if the
 43 light never existed at all, defeating the purpose of the lighting fixture. Ideally LED lighting
 44 installations should be tested in real life scenarios with effects on visual acuity evaluated in order to
 45 ascertain the best designs for public safety.

46
 47 *Proper Shielding*

48
 49 With any LED lighting, proper attention should be paid to the design and engineering features.
 50 LED lighting is inherently a bright point source and can cause eye fatigue and disability glare if it
 51 is allowed to directly shine into human eyes from roadway lighting. This is mitigated by proper

1 design, shielding and installation ensuring that no light shines above 80 degrees from the
2 horizontal. Proper shielding also should be used to prevent light trespass into homes alongside the
3 road, a common cause of citizen complaints. Unlike current HPS street lighting, LEDs have the
4 ability to be controlled electronically and dimmed from a central location. Providing this additional
5 control increases the installation cost, but may be worthwhile because it increases long term energy
6 savings and minimizes detrimental human and environmental lighting effects. In environmentally
7 sensitive or rural areas where wildlife can be especially affected (e.g., near national parks or bio-
8 rich zones where nocturnal animals need such protection), strong consideration should be made for
9 lower emission LEDs (e.g., 3000K or lower lighting with effective shielding). Strong consideration
10 also should be given to the use of filters to block blue wavelengths (as used in Hawaii), or to the
11 use of inherent amber LEDs, such as those deployed in Quebec. Blue light scatters more widely
12 (the reason the daytime sky is “blue”), and unshielded blue-rich lighting that travels along the
13 horizontal plane increases glare and dramatically increases the nighttime sky glow caused by
14 excessive light pollution.

15 16 POTENTIAL HEALTH EFFECTS OF “WHITE” LED STREET LIGHTING

17
18 Much has been learned over the past decade about the potential adverse health effects of electric
19 light exposure, particularly at night.²¹⁻²⁵ The core concern is disruption of circadian rhythmicity.
20 With waning ambient light, and in the absence of electric lighting, humans begin the transition to
21 nighttime physiology at about dusk; melatonin blood concentrations rise, body temperature drops,
22 sleepiness grows, and hunger abates, along with several other responses.

23
24 A number of controlled laboratory studies have shown delays in the normal transition to nighttime
25 physiology from evening exposure to tablet computer screens, backlit e-readers, and room light
26 typical of residential settings.²⁶⁻²⁸ These effects are wavelength and intensity dependent,
27 implicating bright, short wavelength (blue) electric light sources as disrupting transition. These
28 effects are not seen with dimmer, longer wavelength light (as from wood fires or low wattage
29 incandescent bulbs). In human studies, a short-term detriment in sleep quality has been observed
30 after exposure to short wavelength light before bedtime. Although data are still emerging, some
31 evidence supports a long-term increase in the risk for cancer, diabetes, cardiovascular disease and
32 obesity from chronic sleep disruption or shiftwork and associated with exposure to brighter light
33 sources in the evening or night.^{25,29}

34
35 Electric lights differ in terms of their circadian impact.³⁰ Understanding the neuroscience of
36 circadian light perception can help optimize the design of electric lighting to minimize circadian
37 disruption and improve visual effectiveness. White LED streetlights are currently being marketed
38 to cities and towns throughout the country in the name of energy efficiency and long term cost
39 savings, but such lights have a spectrum containing a strong spike at the wavelength that most
40 effectively suppresses melatonin during the night. It is estimated that a “white” LED lamp is at
41 least 5 times more powerful in influencing circadian physiology than a high pressure sodium light
42 based on melatonin suppression.³¹ Recent large surveys found that brighter residential nighttime
43 lighting is associated with reduced sleep time, dissatisfaction with sleep quality, nighttime
44 awakenings, excessive sleepiness, impaired daytime functioning, and obesity.^{29,32} Thus, white LED
45 street lighting patterns also could contribute to the risk of chronic disease in the populations of
46 cities in which they have been installed. Measurements at street level from white LED street lamps
47 are needed to more accurately assess the potential circadian impact of evening/nighttime exposure
48 to these lights.

1 ENVIRONMENTAL EFFECTS OF LED LIGHTING

2
3 The detrimental effects of inefficient lighting are not limited to humans; 60% of animals are
4 nocturnal and are potentially adversely affected by exposure to nighttime electrical lighting. Many
5 birds navigate by the moon and star reflections at night; excessive nighttime lighting can lead to
6 reflections on glass high rise towers and other objects, leading to confusion, collisions and
7 death.³³ Many insects need a dark environment to procreate, the most obvious example being
8 lightning bugs that cannot “see” each other when light pollution is pronounced. Other
9 environmentally beneficial insects are attracted to blue-rich lighting, circling under them until they
10 are exhausted and die.^{34,35} Unshielded lighting on beach areas has led to a massive drop in turtle
11 populations as hatchlings are disoriented by electrical light and sky glow, preventing them from
12 reaching the water safely.³⁵⁻³⁷ Excessive outdoor lighting diverts the hatchlings inland to their
13 demise. Even bridge lighting that is “too blue” has been shown to inhibit upstream migration of
14 certain fish species such as salmon returning to spawn. One such overly lit bridge in Washington
15 State now is shut off during salmon spawning season.

16
17 Recognizing the detrimental effects of light pollution on nocturnal species, U.S. national parks
18 have adopted best lighting practices and now require minimal and shielded lighting. Light pollution
19 along the borders of national parks leads to detrimental effects on the local bio-environment. For
20 example, the glow of Miami, FL extends throughout the Everglades National Park. Proper
21 shielding and proper color temperature of the lighting installations can greatly minimize these types
22 of harmful effects on our environment.

23
24 CONCLUSION

25
26 Current AMA Policy supports efforts to reduce light pollution. Specific to street lighting, Policy H-
27 135.932 supports the implementation of technologies to reduce glare from roadway lighting. Thus,
28 the Council recommends that communities considering conversion to energy efficient LED street
29 lighting use lower CCT lights that will minimize potential health and environmental effects. The
30 Council previously reviewed the adverse health effects of nighttime lighting, and concluded that
31 pervasive use of nighttime lighting disrupts various biological processes, creating potentially
32 harmful health effects related to disability glare and sleep disturbance.²⁵

33
34 RECOMMENDATIONS

35
36 The Council on Science and Public Health recommends that the following statements be adopted,
37 and the remainder of the report filed.

- 38
39 1. That our American Medical Association (AMA) support the proper conversion to community-
40 based Light Emitting Diode (LED) lighting, which reduces energy consumption and decreases
41 the use of fossil fuels. (New HOD Policy)
- 42
43 2. That our AMA encourage minimizing and controlling blue-rich environmental lighting by
44 using the lowest emission of blue light possible to reduce glare. (New HOD Policy)
- 45
46 3. That our AMA encourage the use of 3000K or lower lighting for outdoor installations such as
47 roadways. All LED lighting should be properly shielded to minimize glare and detrimental
48 human and environmental effects, and consideration should be given to utilize the ability of
49 LED lighting to be dimmed for off-peak time periods. (New HOD Policy)

Fiscal Note: Less than \$500

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International Dark-Sky Association

**Visibility, Environmental, and Astronomical
Issues Associated with
Blue-Rich White Outdoor Lighting**

May 4, 2010

**Visibility, Environmental, and Astronomical Issues
Associated with Blue-Rich White Outdoor Lighting**

International Dark-Sky Association

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Abstract

Outdoor lighting is undergoing a substantial change toward increased use of white lighting sources, accelerated most recently by developments in solid-state lighting. Though the perceived advantages of this shift (better color rendition, increased “visual effectiveness” and efficiency, decreased overall costs, better market acceptance) are commonly touted, there has been little discussion of documented or potential environmental impacts arising from the change in spectral energy distribution of such light sources as compared to the high-pressure sodium technology currently used for most area lighting. This paper summarizes atmospheric, visual, health, and environmental research into spectral effects of lighting at night. The physics describing the interaction of light with the atmosphere is long-established science and shows that the increased blue light emission from white lighting sources will increase visible sky glow and detrimental effects on astronomical research through increased scotopic sensitivity and scattering. Though other fields of study are less mature, there is nonetheless strong evidence for additional potential negative impacts. Vision science, much of it the same research being used to promote the switch to white light sources, shows that such lighting also increases the likelihood of glare and interferes with the ability of the eye to adapt to low light levels a particular concern for older people. Most of the research evidence concerning adverse effects of lighting on human health concerns circadian rhythm disruptions and breast cancer. The blue portion of the spectrum is known to interfere most strongly with the human endocrine system mediated by photoperiod, leading to reduction in the production of melatonin, a hormone shown to suppress breast cancer growth and development. A direct connection has not yet been made to outdoor lighting, nor particularly to incidental exposure (such as through bedroom windows) or the blue component of outdoor lighting, but the potential link is clearly delineated. Concerning effects on other living species, little research has examined spectral issues; yet where spectral issues have been examined, the blue component is more commonly indicated to have particular impacts than other colors (e.g., on sea turtles and insects). Much more research is needed before firm conclusions can be drawn in many areas, but the evidence is strong enough to suggest a cautious approach and further research before a widespread change to white lighting gets underway.

Introduction

A recent trend in outdoor lighting has been the shift toward widespread use of white light sources. While there has been a series of different and sometimes opposing trends in outdoor lighting, this one is driven by a synergy of aesthetics, improvements in lamp efficiency, reduced operating costs, and emerging developments in visibility science. It is, however, important to recognize that all white light sources are not the same: some radiate much more energy than others in the blue portions of the spectrum. Concurrent with the developments in human vision research, there is growing evidence for adverse impacts associated with wavelengths shorter than about 500 nm. While the bulk of research demonstrating the visibility advantages of white light has been generated within the lighting profession, a body of research literature showing some distinct adverse consequences is accumulating in other disciplines. This paper presents a brief synopsis of current science from the fields of epidemiology, astronomy, land conservation, and biology, as well as vision and lighting.

The spectral output of white light sources stands in contrast to the most common high-intensity discharge (HID) source used for area and roadway lighting for the last several decades, high-pressure sodium (HPS). Thus these sources represent a substantial change in outdoor lighting practice because they produce a larger amount of radiation in the bluer portions of the spectrum than HPS. Most HPS emission falls between 550 nm and 650 nm; the ratio of radiant output shorter than 500 nm to the total output in the visible spectrum (here defined as 400 nm to 650 nm) is 7%; for fluorescent (including induction fluorescent) and metal halide (MH) sources the ratio is about 20% to 30%; and for white LED sources this ratio is in the range of 20% to 50% (see Figure 1). LED manufacturers have indicated that the ratio is expected to be less as LED technology develops and, indeed, some manufacturers have already announced “reduced-blue” LED products for outdoor lighting. But if more white light, regardless of light source type, is used for outdoor lighting, the amount of blue-rich light emitted into the environment will also rise substantially.

Correlated Color Temperature (CCT) is commonly used to describe the perceived color of white light sources, but it is an inadequate metric to describe how much energy is emitted in the blue portion of the spectrum. For example, MH and LED sources of equal CCT can have significantly different amounts of emission below 500 nm. Furthermore, lamp spectra that can have sharp emission peaks, such as MH and LEDs, have the potential to concentrate their energy in a spectral region that is environmentally sensitive, causing a disproportionate impact. Thus, a discussion of the broader impacts of outdoor lighting must be attuned to the spectral power distribution of lamps and the spectral responses of biological systems.

Solid-state LED lighting deserves careful examination due to the commonly higher proportion of energy emitted below 500 nm, the strong emission spike at 450–460 nm, and the emphasis on blue-rich “cool white” LEDs in the marketplace. LED have many potential advantages, including both improvements to human utility and reduced energy use. The technology is not inherently dangerous. But the information described below

indicates the complexity of the issue and care that should be exercised when applying blue-rich white light sources outdoors.

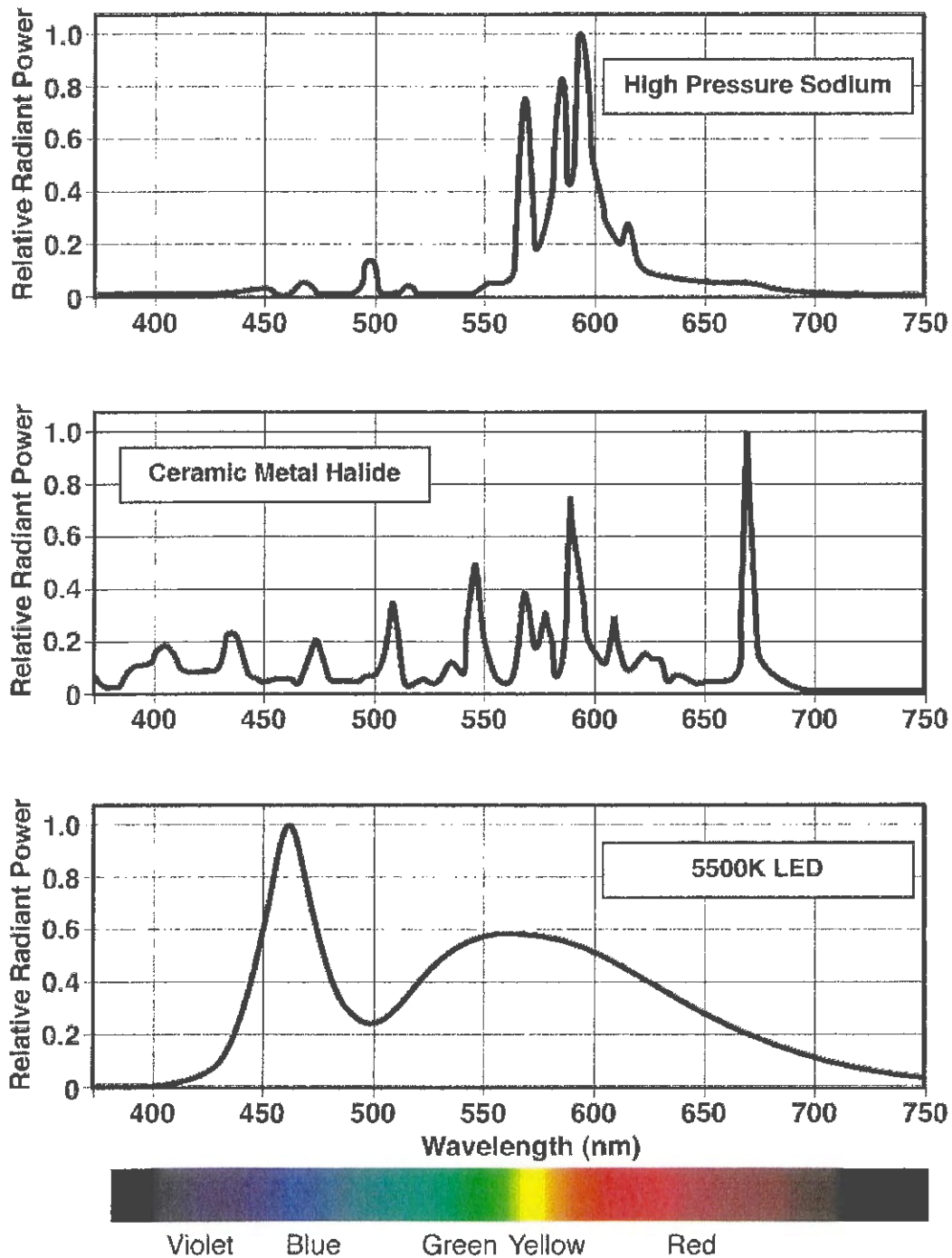


Figure 1. Typical spectral power distributions of HPS (orange); ceramic metal halide (cyan); white LED (blue).

This report presents a brief description of the physical processes related to the propagation of light through the atmosphere for background, then a discussion of the ramifications for human visibility and lighting, followed by a brief synopsis of human health effects, environmental effects, and finally, astronomical and scenic considerations.

Terminology

In the discussion that follows, the term “blue-rich light” will often be used to refer to all types of white light. The term is used in contrast to yellow-rich sources (principally HPS) and includes sources with varying proportions of blue light, generally defined as light with wavelengths shorter than 500nm. The term is not meant to imply that the light would actually appear blue, though some of the sources discussed do have a blue hue. Examples of such blue-rich light sources include fluorescent, white LED (all CCT), induction, and metal halide.

Physical Processes

The basic physics describing the interaction of light with molecules and aerosols was described in the 19th and early 20th centuries. Scattering by molecules was described first by John William Strutt, Baron Rayleigh (Strutt, 1871) and has since been referred to as Rayleigh scattering. Rayleigh scattering has a very strong dependence on wavelength with the molecule cross-section σ_R , and thus the resultant scattering, proportional to the inverse fourth power of the wavelength:

$$(1) \quad \sigma_R \propto \lambda^{-4}.$$

In everyday experience, the consequence of this increased scattering for shorter wavelengths is revealed in the blue color of the clear daytime sky. The consequence for artificial light sources with high blue-light emissions is greater scattering by molecules compared to scattering by longer-wavelength sources. Garstang (1986, 1989) used the following values to represent the scattering cross-section per molecule of broad regions of the spectrum representing the astronomical V and B bandpasses centered at 550 nm and 440 nm:

$$\begin{aligned} \sigma_R(550nm) &= 4.6e10^{-27} \text{ cm}^2 \\ \sigma_R(440nm) &= 1.136e10^{-26} \text{ cm}^2. \end{aligned}$$

The ratio between these two cross-sections ($11.36/4.6 \approx 2.5$) shows that light at 440 nm scatters from molecules 2.5 times as much as light at 550 nm. As most light sources emit a range of wavelengths, the amount of Rayleigh scattering experienced by light from a given source is determined by weighting the spectral power distribution of the source using relation (1). The effective relative scattering of different light sources, called the Rayleigh Scattering Index, RSI (Knox and Keith, 2003), can be determined. These values for a selection of lamp spectra, divided by the RSI for HPS, are shown in Figure 2.

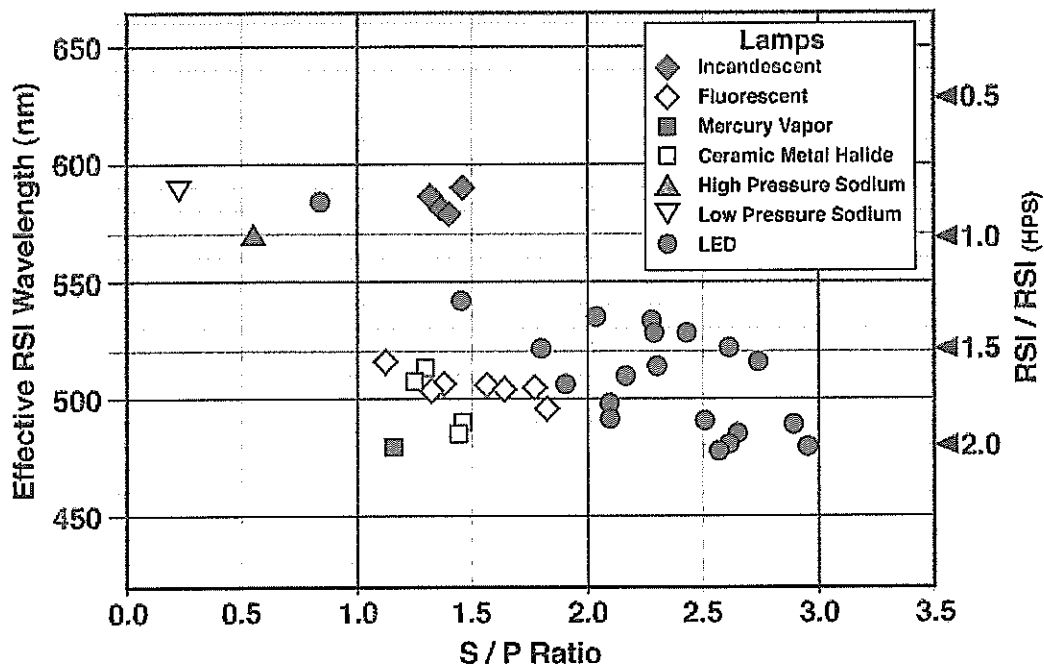


Figure 2. Rayleigh Scattering Index relative to HPS, and effective RSI wavelength for a selection of lamp types vs. their scotopic/photopic ratios S/P.

These results show that the light from white LEDs scatters from molecules 1.2 to 2 times as much as light emitted by an HPS lamp, light from fluorescents is scattered about 1.5 to 1.7 times as much, and that from a sample of ceramic metal halide from 1.5 to 1.8 times as much.

The atmosphere is not composed entirely of gaseous molecules: chiefly in the lower atmosphere, aerosols or particulate matter are an important component. The theory describing the interaction of light with aerosols was developed by Mie and others (see Mie, 1908). Though the theory is complex and depends upon particle size and composition, for the particles of most importance in the lower atmosphere, aerosol scattering still exhibits a tendency for greater scattering by shorter wavelengths, with particle cross-section σ_a proportional to the inverse of the wavelength (Garstang, 1986):

$$\sigma_a \propto \lambda^{-1}.$$

In most situations the total scattering from aerosols is greater than that from molecules (Garstang, 1986), but the angular dependencies are different: aerosol scattering is very strongly weighted in the forward direction; that is, light scattered from particles is mostly only slightly deviated from its original direction. Scattering from gaseous molecules is more evenly distributed in all directions. The easily observed consequence of the angular

dependence for aerosol scattering is that the blue daytime sky tends to become both brighter and whiter when observed closer to the sun. The consequence for sky glow caused by artificial lighting is that, despite greater overall scattering from aerosols in most situations, the increases in sky glow in the overhead sky tends to be dominated by Rayleigh scattering, with its much stronger dependence on wavelength.

In a real atmosphere including both molecules and aerosols, the strong dependence of Rayleigh scattering on wavelength is diluted though not removed. This means in hazier atmospheres, such as in polluted urban areas, the sky tends to be less blue and more white. Under such situations the impacts of the blue-rich light sources relative to yellow sources such as HPS are still greater, but diminished relative to the situation where the atmosphere has low aerosol content.

Finally, scattering of all types leads to an important consequence. When light travels through the atmosphere for large distances, more and more light is removed from any light beam, with the consequence of the above described wavelength dependencies being that bluer light is removed more than yellow or red light. This effect is stronger in hazier atmospheres. The everyday consequence of this effect is the red color of the sunset clouds or the sun near the horizon. For artificial lighting the consequence is that the impacts of the increased scattering suffered by blue light will be greatest when near the light sources, such as within or near cities, but diminish as distance from the sources increases (Luginbuhl et al., 2010). The close coupling of the increased scattering and absorption must be carefully interpreted. Though the impact of blue-rich light decreases with distance more rapidly than that of yellow-rich sources, this decreased impact arises from the scattering of short-wavelength light out of the light beam in the areas nearer to the cities. In other words, the decreased impact at greater distances is at the expense of increased impacts nearby. For clear atmospheres, less light is scattered overall, but the impacts are spread over a larger area; for hazier atmospheres more light is scattered, so the overall impacts to sky glow are larger and more strongly concentrated near the light sources.

Human Vision

Several studies have concluded that blue-rich light is advantageous to human vision in some circumstances. Though his study dealt with bright indoor lighting, Berman (1992) pointed out that “photopic illuminance alone does not adequately characterize the visual system spectral response,” and that there are other potentially pertinent attributes of spectral response undescribed by the CIE photopic curve. As ambient lighting levels decrease and the human eye becomes adapted to lower illumination levels, visual performance becomes more complex. Human vision outdoors at night in the presence of artificial lighting involves both the rod cells and cone cells in the retina, and a complex, task-dependent blending of the scotopic (rod) and photopic (cone) responses. That rods are more sensitive to blue wavelengths has given rise to the idea that blue light is more visually effective at lower luminances, and that artificial outdoor light should increase utilization of blue-rich lamps.

The dynamics of the change in visual spectral response (the Purkinje shift) at mesopic luminance levels (between the very low luminances used to define scotopic response and the higher luminances used to define photopic response) has been investigated by a series of researchers using foveal brightness matching (e.g., Ikeda and Shimozono, 1981; Sagawa and Takeichi, 1986; Trezona, 1991) and others using reaction time for stimuli in the foveal, parafoveal, and peripheral fields (e.g., He et al., 1998; Lewis, 1999). Such literature has served as a basis for proposed mesopic response functions where rods and cones both contribute to vision. However, uncertainty remains about how critical visual characteristics in the mesopic range can be translated into real-world lighting practices.

In particular, different visual performance measures produce different mesopic curves. Measures of peripheral target reaction time indicate the Purkinje shift begins as high as 1.0 cd/m^2 , while the brightness matching metric points to a 10x lower adaptation level, or about 0.1 cd/m^2 , with a couple of studies as low as 0.01 cd/m^2 (Rea et al., 2004). Other studies have modeled the mesopic function through chromatic pathways, with the S-cones playing a key role rather than the rods (Walkey et al., 2006). Because typical target outdoor lighting levels overlap only the brighter portion of the mesopic range, the exact behavior and onset of the eye's spectral sensitivity is a critical question. Depending on which studies and performance metrics are emphasized, the relevance to outdoor lighting design can be either quite significant, or hardly more than an academic point.

Remaining uncertainties concerning which visual stimuli are critical, the shape of the mesopic spectral response, what visual performance metrics are most appropriate to design for, the feedback between scotopic and photopic responses, the weighting of foveal, parafoveal and peripheral stimuli, and how all of these are related to adaptation luminance level over time make this an interesting field of study that may or may not result in a successful unified photometric system. Clearly, there is more to low luminance visual performance than solely scotopic response, and there is no unique mesopic response.

Despite the complexity and uncertainty of vision at mesopic light levels, and despite the official position of the Illuminating Engineering Society of North America (IESNA, see below), some commentators and manufacturers are nonetheless recommending the application of or actually applying correction factors to the luminous output of blue-rich lighting products (see, e.g., Lewin, 1999; U.S. Dept. of Defense, 2006; Berman and Josefowicz, 2009). While the correction factors are often presented tentatively, many are interpreting the suggestions more concretely than the authors may have intended: web searches on the terms "lumen effectiveness multipliers" and "pupil lumens" yield thousands of references, many on manufacturers' websites. The application of such corrections has achieved official recognition in Britain (see, for example, BS 5489-2:2003 "Code of practice for the design of road lighting"). In the case of blue-rich light, such weighting functions increase the apparent efficacy of the associated lighting and fundamentally alter the economics of those systems.

On November 15, 2009, the IESNA issued a Position Statement pointing out that all IESNA recommendations are to be used with the photopic luminous efficiency function

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as defined in the IESNA Lighting Handbook unless there are specific exceptions stated in IESNA documents (IESNA, 2009). The use of spectral weighting functions such as those used to determine S/P ratios, “pupil lumens,” or “lumen effectiveness multipliers” (Lewin, 2001) are not approved.

On April 1, 2009, the Commission Internationale de l’Eclairage (CIE) released the Visual Performance in the Mesopic Range Technical Committee report detailing a recommended system for mesopic photometry (CIE 2009). Their conclusions are that a log-linear transition between photopic and scotopic modes, blending the eye’s luminance and chromatic systems, and choosing an upper threshold between the USP system proposed by Rea et al. (2004) and the MOVE system proposed by Goodman et al. (2007) gave satisfactory agreement with laboratory experiments. CIE’s resultant mesopic luminance adjustments are not as dramatic as Lumen Effective Multipliers for blue-rich light. While this proposed mesopic photometric system draws from a large number of studies to develop a practical system for lighting engineering, it does not address the following issues that complicate or confound the advantages of blue-rich light at mesopic levels.

Pupillary Response

Several studies have shown that pupil size is more strongly correlated to blue light intensity (e.g., Barbur et al., 1992) than to photopic luminance, with the effect becoming more prominent at lower luminance levels. Blue-rich light causes incrementally smaller pupil sizes than yellower light. Although it is sometimes assumed to be mediated by rod cell (scotopic) response, research indicates that pupil size may be dependent on blue-sensitive S-cones (Kimura and Young, 1999), a combination of rod and cone cell response with peak sensitivity at 490 nm (Bouma, 1962), or a L-cone minus M-cone mechanism (Tsuji-mura et al., 2001).

At lower luminances, a smaller pupil size and the resultant lower retinal illumination may reduce visual performance for tasks more closely related to foveal vision or photopic luminance. Pupil size is an important covariable that should be examined using a range of performance tasks, not just reaction time, and the ramifications of a lower retinal illumination on foveal vision tasks have not been adequately addressed.

Adaptation

The scotopic vision process has a much lower light-detection threshold than photopic vision (Blackwell, 1946; Rose, 1948). However, the scotopic and photopic systems are not independent visual channels that are additively combined. Scotopic activity appears to suppress color (photopic) function (Sugita et al., 1989), photopic activity will suppress low light scotopic function (Stockman and Sharpe, 2006), and scotopic sensitivity declines as the rods become saturated in the upper mesopic range (Stockman and Sharpe, 2006). The timing and duration of the eye’s adaptation between photopic and scotopic modes is also critically important (e.g. Stockman and Sharpe, 2006). In particular, exposure to blue light increases the adaptation time required for maximum scotopic sensitivity (Bartlett, 1965; Brown et al., 1969). This relationship of dark adaptation to lighting color is commonly utilized by military personnel and astronomers who use red lighting to preserve scotopic vision.

Thus, while scotopic response is most sensitive to blue light at low intensities, higher intensities of blue light, including intensities in the mesopic range, inhibit dark adaptation and appear to suppress scotopic response. The implications in a real world setting with glare sources, poor uniformities, harsh transitions, wide-ranging illumination levels and adaptation time scales are important to consider and remain poorly understood. The vision advantages of blue light shown in laboratory experimental settings with dark adapted subjects or in simplified roadway designs does not translate well for some applications.

Glare

Glare in illuminated outdoor settings is seldom quantified but plays an important role in the human vision process. It can produce either a feeling of discomfort, which may manifest in averting gaze, blinking, or squinting, or it may reduce visual performance directly—disability glare (e.g., De Boer, 1967). The earliest studies found that blue light causes more glare (de Boer and van Heemskerck Veeckens, 1955). Later studies have confirmed this and show the S-cone response (peak 420 nm) to be more closely correlated with discomfort glare than the rod (peak 505 nm) (Bullough et al., 2003; Kooi and Alferdinck, 2004).

Blue light in the 350–430 nm range has also been shown to cause the lens of the eye to fluoresce (Zuclich et al., 2005), resulting in intraocular veiling luminance. Complaints about glaring “blue headlights” on automobiles indicate that the blue-rich headlamps are perceived as more glaring than conventional halogen headlights (Mace et al., 2001). Flannagan et al. (1992) found that higher levels of light from halogen lamps produced no more discomfort than lower levels from blue-rich HID headlamps.

The Aging Eye

As the eye ages, it requires more light and greater contrast for the same visual acuity and becomes more sensitive to glare. Ocular transparency is reduced, particularly at bluer wavelengths, which combined with the age related reduction in pupil size yields lower retinal illuminance (Boyce, 2003). Older eyes also are more subject to diseases such as cataracts, macular degeneration, presbyopia, and glaucoma, though studies are inconclusive about whether there are spectral affects. However, since blue-rich sources produce relatively more discomfort glare and older people are more sensitive to glare, blue-rich outdoor lighting is presumed to impact the elderly more than other groups. Elderly people over 65 are a growing percentage of the population in the United States; their numbers increased by a factor of 1.1 during the 20th century and are expected to more than double from now to 2030 (U.S. Census Bureau, 2008).

Health Effects

The human circadian rhythm is mediated by non-visual photoreceptors in the retina, with a response function peaking near 460 nm in the blue portion of the spectrum (see Figure 3); exposure to light at night, particularly blue-rich light, suppresses the production of melatonin (Brainard et al., 2001). Melatonin is found in animals and humans, and even

some plants. In humans this hormone mediates the sleep-wake cycle, and plays a role in the immune system. Light can be effectively used indoors to shape circadian rhythm, and can have several health and lifestyle benefits. While indoor light is generally under complete control of the occupant, outdoor lighting is less so. Dusk-to-dawn lighting such as roadway and area lighting or lighting on neighbors' property can penetrate into homes where people are sleeping. Some studies indicate that the illumination threshold for disruption is quite low. The role of stray artificial light at night has been the subject of special workshops by the National Institute of Environmental Health Sciences in 2006 (Stevens, 2007), and a resolution by the American Medical Association (2009). Surprisingly, the discovery of this circadian photosensory system is quite recent (Provencio et al. 2000), indicating that our understanding of the unintended effects of stray light at night, and in particular blue-rich lighting, lags the development and implementation of lighting technologies.

In a recent comprehensive review, Stevens (2009) summarizes over 100 publications on research into the effect of light at night (LAN) on the disruption of the human circadian rhythm, melatonin production, and breast cancer.. Many laboratory and epidemiological studies show that suppressed melatonin production can lead to increased incidence of or growth rates for breast cancer. Further, evidence indicates that people living in illuminated urban environments suffer increased breast cancer rates while suffering no more than average rates of lung cancer, which is not linked to melatonin levels. All potential compounding factors have not been ruled out, and crucial research concerning realistic incidental exposure to outdoor lighting, as well as the spectral characteristics of such lighting, has not been published. However, the effects of blue-rich light on melatonin production, and the effects of melatonin on human cancer growth in certain laboratory experiments, are uncontroversial. Stevens concludes:

“ The level of impact [of lighting] on life on the planet... is only now beginning to be appreciated. Of the many potential adverse effects from LAN and circadian disruption on human health, the most evidence to date is on breast cancer. No single study can prove cause and effect, as neither can a group of studies of only one of the factors cited above. However, taken together, the epidemiologic and basic science evidence may lead to a 'proof' of causality (i.e. a consensus of experts). If so, then there would be an opportunity for the architectural and lighting communities, working with the scientific community, to develop new lighting technologies that better accommodate the circadian system both at night and during the day inside buildings.”

While a firm connection between outdoor lighting and cancer has not yet been established, if true it is clear that the blue component of such light would be a greater risk factor.

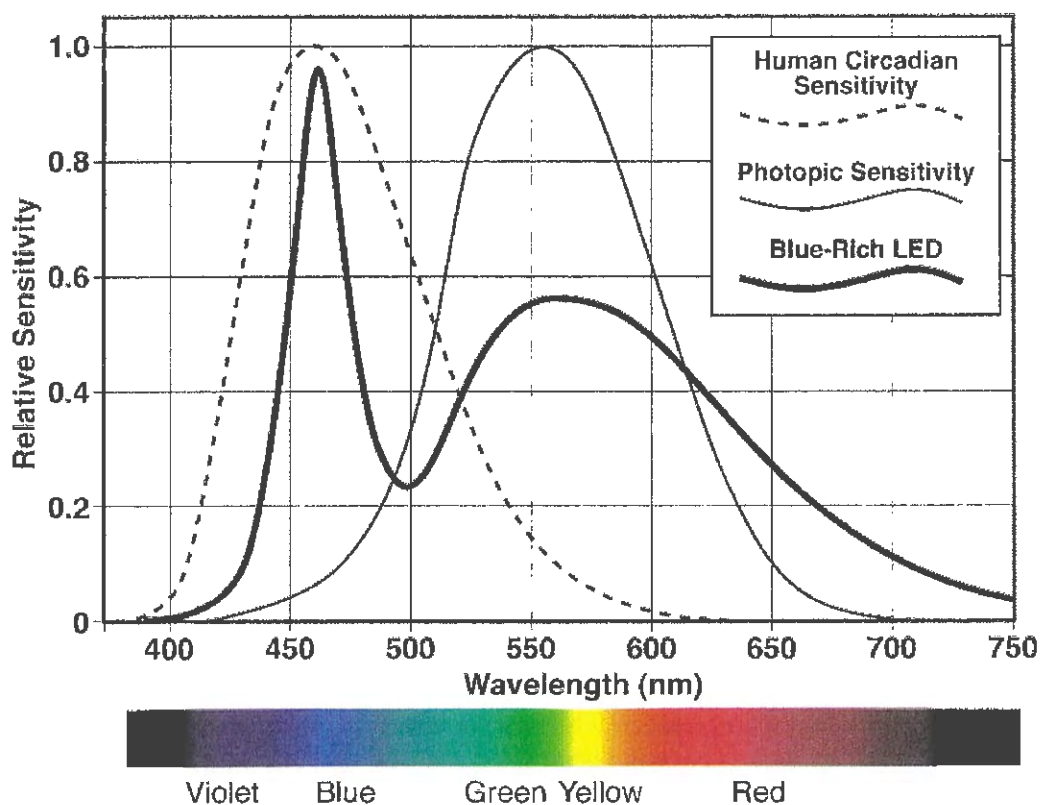


Figure 3. Human photopic and circadian sensitivity curves displayed against a typical blue-rich LED light source spectrum.

Environmental Effects

Artificial lighting is intended to serve only human needs, but once introduced outdoors it radiates freely into the environment where it may have unintended consequences to wildlife (e.g., Longcore and Rich, 2004; IESNA, 2008). It is estimated that the majority of animal life on the planet is nocturnal; this preference for night activity may stem from predator avoidance, heat aversion, foraging advantages, or other factors (e.g., Rydell and Speakman, 1994). The alteration of the ambient light level at night can result in an otherwise suitable habitat being avoided or unusable. Artificial light in the environment may thus be considered a chronic impairment of habitat. “Light pollution has demonstrable effects on the behavioral and population ecology of organisms in natural settings... derived from changes in orientation, disorientation, or misorientation, and attraction or repulsion from the altered light environment, which in turn may affect foraging, reproduction, migration, and communication.” (Longcore and Rich, 2004).

Naturalists noted the impact artificial light can have on wildlife as early as 1883 and the role light color plays as early as 1935 (Rich and Longcore, 2006). The relationship between artificial light and wildlife has rarely received the level of study to yield definitive answers to questions concerning the thresholds of illumination that cause disturbance or what portions of the spectrum affect behaviors of which species. Much of

the research concerns only the presence or absence of light and is mute on the relationship between spectral power distribution and biological function.

Nonetheless, evidence does not support a position that the spectral characteristics of outdoor lighting can be shifted without ecological consequence. There are few instances in which increased blue light emission can be construed as being better for wildlife than yellow-rich lighting. There are several examples where shorter wavelength light has been linked to ecological problems (e.g. Frank, 1988; Witherington and Martin, 2000; Nightingale et al. 2006), though a few studies also point to other portions of the spectrum (e.g., Phillips and Borland, 1992; Wiltschko, 1993; Poot et al., 2008). However, the increased scattering of blue light in the atmosphere, the sensitivity of many biological systems to blue light, and deeper penetration of blue light into aquatic environments (Clarke and Oster, 1967) means that increased use of blue-rich light sources is likely to produce greater environmental consequences.

Examples of Wildlife Disturbance

A robust body of research documents the disorientation of sea turtles by artificial lighting. Hatchlings are routinely drawn to artificial lights instead of cueing on the natural luminance of the ocean and moving from the beach toward the water (e.g., McFarlane, 1963; Witherington, 1992; Salmon, 2006), decreasing survival rates. The photo-orientation response of loggerhead sea turtles shows a 10x difference between light at 450 nm versus 600 nm, with four Atlantic sea turtle species showing a similar spectral misorientation response (Witherington and Martin, 2000). Furthermore, the level of sensitivity is such that distant sky glow, not just a proximal light source, can produce a response (Salmon, 2006). It is worth noting that all six Atlantic species of sea turtles are listed as Threatened or Endangered under the Endangered Species Act and nest throughout the Gulf of Mexico coast and the Atlantic coast as far north as Cape Cod (Plotkin, 1995).

Light sources that have a strong blue and ultraviolet component are particularly attractive to insects (Frank, 1988), though even incandescent sources, broad-spectrum but not commonly thought of as blue-rich, are generally known to attract insects to residential porchlights. There is a dearth of published studies addressing the relative attractiveness of ultraviolet vs. blue light, though a few unpublished ones indicate that while UV has much greater attractiveness than blue light, blue light is more attractive than yellow. Insects in artificially lighted areas are frequently captured by phototactic fixation on lights, but lights also draw insects out of natural habitats into lighted areas, or present a barrier to migrating insects moving through an area (Eisenbeis, 2006). Thus, the distance to which a given light may affect insects can be quite large. Lights without substantial short-wavelength emission, from simple yellow-painted incandescent “bug” lights to low-pressure sodium, substantially reduce or eliminate this phototactic response.

Most bat species are insectivores and have long been observed to feed around lights at night. This results in a complex ecological change that is potentially harmful—the lights concentrate their food source outside of their normal habitat, may result in longer flights

to feeding locations, change their diet, and alter the competitive balance between bat species (Rydell, 2006).

Circadian Disruption in Wildlife

Photoperiod is one of the dominant cues in the animal kingdom; an animal's response to it is commonly triggered by length of darkness as opposed to length of daylight. Light is a potent agent and is biologically active (Royal Commission on Environmental Pollution, 2009). As in humans, the circadian clock controls a complex cascade of daily and seasonal endocrine functions. These exert command over migratory, reproductive, and foraging behaviors (Rich and Longcore, 2006, Royal Commission, 2009). The tendency of blue-rich light to synchronize circadian function is common in mammals (Berson et al., 2002), and there is evidence for it in amphibians (Hailman and Jaeger, 1974; Buchanan, 2006) as well as plankton (Moore et al., 2000; Gehring and Rosbash, 2003).

Sky Glow, Astronomy, and the Natural Nightscape

At sites near light sources, such as within and near urban areas, the increased scattering from blue-rich light sources leads to increased sky glow (Luginbuhl et al., 2010; Figure 4). The bluest sources produce 15% to 20% more radiant sky glow than HPS or low-pressure sodium (LPS). This effect is compounded for visual observation, as practiced by casual stargazers and amateur astronomers, by the shift of dark-adapted vision toward increased sensitivity to shorter wavelengths. In a relatively dark suburban or rural area, where the eyes can become completely or nearly completely dark-adapted (scotopic), the brightness of the sky glow produced by artificial lighting can appear 3–5 times brighter for blue-rich light sources as compared to HPS and up to 15 times as bright as compared to LPS.

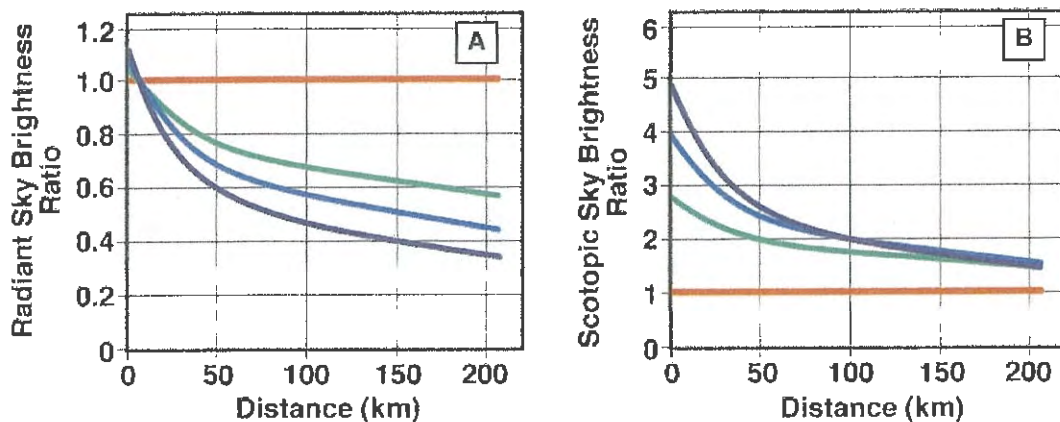


Figure 4. a) Radiant and b) visual (scotopic) sky brightness ratio as a function of distance for equal-radiance light sources with effective wavelengths of 480nm (blue), 500nm (cyan), and 520nm (green), all relative to HPS (yellow) (from Luginbuhl et al., 2010).

At locations far from the light sources, such as at the world's highest-quality observatory sites, increased absorption and scattering of the shorter wavelength emission means that

radiant sky glow from blue-rich sources is less than that from HPS (see figure 4a). Nonetheless, to the dark-adapted eye, the brightness produced by blue-rich sources remains greater than that for HPS for long distances, to at least 200 km in typical atmospheres (see figure 4b).

It is important to recognize that, though the radiant sky glow produced by blue-rich light sources falls more rapidly with distance than that produced by HPS, blue-rich light is adding sky glow to a portion of the spectrum that in most places suffers relatively little artificial sky glow from current lighting practices. HPS, still the dominant area-lighting technology in most communities, contributes very little light to the blue portion of the night sky spectrum. In those communities utilizing low-pressure sodium (LPS), the blue portion of the night sky spectrum is even less affected (Luginbuhl, 1999). From the astronomical science perspective, the effect of this added short wavelength flux is compounded because the natural sky is darker at bluer wavelengths (the sky at 440 nm is approximately 45% as bright as at 550 nm). The net effect is that astronomical research at most observatory sites will be hampered to a greater degree for an equal unit of blue-rich light as compared to HPS due to the unequal effect upon contrast.

In comparison to the impacts on scientific astronomical observation, which is affected most by increased artificial radiance in the upper portion of the sky (within about 70° of the zenith), impacts on the nightscape as viewed by human observers are strongly influenced by the interplay of the spectral sensitivity of human vision with the spectral content of light sources, and the appearance of light domes over cities. To the dark-adapted human eye, the so-called “scotopic advantage” (or in this case disadvantage) of blue-rich light sources is fully realized. For example, a given amount of artificial light (measured in radiance units, not photopic lumens) scattered from the night sky and with an S/P ratio of 3 will appear up to 5 times as bright as the same amount of light produced by HPS with an S/P ratio of 0.6 (e.g., $3.0/0.6 = 5$). As light domes from urban areas impinge on many rural and natural areas, including national parks (Duriscoe et al., 2007), increased use of blue-rich light sources will increase these impacts to distances of 100 km or more (Luginbuhl et al., 2010). The cultural impacts arising from the loss of a natural star-filled night are hard to quantify. Yet these impacts affect a much larger proportion of the population than commonly thought of when discussing the value of night skies (see e.g. Moore et al., 2010).

Conclusions

While there is substantial interest in using lighting that is richer in blue wavelengths, the complex interrelationships between visual performance and light source spectral distribution are not adequately understood, especially at mesopic luminance levels. Within the range of blue wavelengths, there are multiple opposing functions that may diminish or overwhelm the advantages of scotopic stimulation, including glare, delayed dark adaptation, pupil constriction, and factors associated with the aging eye. Also of special importance is the threshold of luminance where such benefits accrue. Most outdoor lighting levels lie in the high mesopic range; the benefits of blue-rich light found at low mesopic or scotopic levels should not be wrongly applied to brighter ranges.

With only a cursory familiarization with the advantages of blue-rich lighting, one might assume that the potentially lower illumination levels allowed would reduce environmental impacts to the same degree that photopic luminances were reduced. This assumption is not correct. There are substantially more deleterious effects to humans, wildlife, and astronomical resources associated with blue-rich light. First, the atmosphere scatters shorter wavelengths to a much greater degree than longer wavelengths, and dark-adapted eyes observing a sky contaminated with artificial sky glow are more sensitive to blue-rich light. As compared to HPS, blue-rich light sources scatter 1.1–1.2x more; to the dark-adapted eye this light will appear 3–5x as bright when observed from nearby. Thus, blue-rich light will greatly exacerbate visible sky glow close to the light source and retain greater impacts to very large distances.

Second, from the perspective of astronomical observation at distant observatories, short-wavelength emission from blue-rich lighting sources increases sky glow in the (naturally) relatively dark and unpolluted (by HPS and LPS) blue portion of the spectrum. The resultant decrease in contrast erodes the effectiveness of astronomical facilities.

The current state of knowledge regarding the health effects of light at night, and in particular blue-rich light at night, permits no firm conclusions. Yet, the clear linkage between short-wavelength emission, the blue-sensitive response of the photoreceptors involved in the human circadian system, and the suppression of melatonin production by short-wavelength emission, indicates at least that widespread use of blue-rich light sources at night should be considered with caution. There is an urgent need for further research in this area, due to the potentially grave impacts hinted at by much research.

The science of photobiology indicates that blue-rich light at night is more likely to alter circadian rhythm and photoperiod in the animal kingdom. With this field of study in its infancy, the evidence is widely scattered across the animal kingdom. Yellow-rich light, such as HPS, or even monochromatic yellow light, such as LPS, is environmentally preferred in many situations, but there are notable exceptions. However, the balance of evidence points to blue-rich light being more likely to impact wildlife than yellow light. The ecological differences between light rich in blue and light devoid of blue can be several-fold for some critical species.

Light pollution and other negative effects of outdoor lighting reach great distances. Cities and lit roadways are intertwined with the natural world and also with those places where society values darkness and a natural starry sky. A shift toward blue-rich light, especially in place of HPS, would substantially increase the deleterious effects of outdoor lighting. The roots of the dark sky movement stemmed from the simple desire to enjoy the view of the starry sky. Under wilderness, rural, and even some suburban conditions, this is a purely scotopic visual function. Thus, S/P ratios are working against the observer who is viewing the night sky—the higher the scotopic content of the light, the greater the perceived light pollution. Even at distances up to at least 200 km, where blue light is preferentially scattered away, the detriment to stargazing is still greater with blue-rich light than an HPS source, particularly in clear atmospheres.

International Dark-Sky Association

The current trend toward blue-rich white outdoor lighting will result in a large increase in radiant flux being emitted below 500 nm. There is a suite of known and likely detrimental effects to the ecosystem, to the enjoyment of the night sky, to astronomical research, and possibly to human health. If these detrimental consequences are to be given serious consideration by lighting designers, lighting manufacturers, and public officials, then metrics that better describe the ramifications of shorter wavelengths of lamp spectra must be developed. Color Rendering Index, Correlated Color Temperature, and the Scotopic/Photopic ratio are too blunt to model the range of known significant impacts. Furthermore, better metrics will help lighting science navigate the complex vision questions that surround mesopic conditions and the confounding issues of the Purkinje shift, pupil size, adaptation, and glare. Alternatively, lamps can be selected or filtered to limit emissions shorter than 500 nm. Such light would in general exhibit only a light yellow hue and still enable scotopic vision while decreasing deleterious effects.

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Woodworth Electric
P.O. Box 1012
Homer, Alaska 99603



Homer City Council
491 E Pioneer Ave
Homer, AK99603

August 29, 2016

RE: Ordinance 16-45

Dear City Council Members:

I am writing concerning Ordinance 16-45 which includes a sole-source contract for LED fixtures for the Homer Harbor. While I agree this is likely a wise investment for the City, I strongly encourage you to reconsider the sole-source contract. Putting a job of this size out to bid will ensure the City of Homer gets the best price, and may also provide alternatives including similar products that may be of higher quality, have better warranty and/or a lower price. In times when the City is watching its spending, it is prudent to put this out to bid. I do not see a down side. The end result may indeed be the same if you did a sole-source contract, but at least you will know you did your due diligence.

Respectfully,

Shane Woodworth
Woodworth Electric, Inc.

Phone: 907-235-6742
Fax: 907-235-8675
Cell: 907-399-7486

NEW BUSINESS

ORDINANCE REFERENCE SHEET
2016 ORDINANCE
ORDINANCE 16-49

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2016 Operating Budget by Appropriating Funds in the Amount of \$180,000.00 From Port and Harbor Depreciation Reserves to Purchase New LED Lights for Seven High Mast Light Poles at the Harbor and Authorizing the City Manager to Issue a Request for Proposals.

Sponsor: City Manager/Port and Harbor Director

1. Council Regular Meeting September 26, 2016 Introduction
 - a. Memorandum 16-143 from Port and Harbor Director

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager/
4 Port and Harbor Director

5 **ORDINANCE 16-49**
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
8 AMENDING THE FY 2016 OPERATING BUDGET BY APPROPRIATING
9 FUNDS IN THE AMOUNT OF \$180,000.00 FROM PORT AND HARBOR
10 DEPRECIATION RESERVES TO PURCHASE NEW LED LIGHTS FOR
11 SEVEN HIGH MAST LIGHT POLES AT THE HARBOR AND AUTHORIZING
12 THE CITY MANAGER TO ISSUE A REQUEST FOR PROPOSALS.
13

14 WHEREAS, The Homer Harbor facility is primarily illuminated using 150' high mast
15 light poles with 1000w high-pressure sodium lights; and
16

17 WHEREAS, The light fixtures in the high mast lights are nearly 30 years old, are
18 showing wear and tear, and energy costs are expensive; and
19

20 WHEREAS, Port and Harbor staff has researched and tested new LED lights, and has
21 determined the new LED lights will provide glare reduction, may be directed, and will result in
22 lower operation and maintenance costs; and
23

24 WHEREAS, Goals for this project include:
25

- 26 1) Lower operating costs.
 - 27 2) Lower maintenance costs.
 - 28 3) Lower the City's carbon footprint.
 - 29 4) Improve the level of lighting at the Harbor for customers.
 - 30 5) Follow the guidelines laid out by the American Medical Association for outdoor
31 lighting.
 - 32 6) Lower glare caused by undirected light.
- 33

34 WHEREAS, Pole Number 7 will be converted and tested to ensure success of the stated
35 goals before continuing with the entire project; and
36

37 WHEREAS, Port and Harbor is requesting \$180,000.00 to purchase and install new LED
38 lights for seven high mast light poles at Homer Harbor; and
39

40 WHEREAS, Pursuant to the City's Procurement Policy, the City Manager will issue a
41 Request for Proposals to obtain competitive bids for the project.

42 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
43

44 Section 1. The Homer City Council hereby amends the FY 2016 Operating Budget by
45 appropriating \$180,000.00 from Port and Harbor Depreciation Reserves to purchase and
46 install new LED lights for seven high mast light poles and authorizes the City Manager to issue
47 a Request for Proposals.
48

49 Expenditure:

50 <u>Account</u>	<u>Description</u>	<u>Amount</u>
51 456-380	52 Refurbish 7 high mast poles with 53 LED lighting	\$180,000.00

54 Section 2. This is a budget amendment ordinance only, is not permanent in nature,
55 and shall not be codified.
56

57 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
58 _____, 2016.

CITY OF HOMER

MARY E. WYTHE, MAYOR

65 ATTEST:
66
67

68 _____
69 JO JOHNSON, MMC, CITY CLERK
70

71 YES:

72 NO:

73 ABSTAIN:

74 ABSENT:
75
76

77 First Reading:

78 Public Hearing:

79 Second Reading:

80 Effective Date:

81 Reviewed and approved as to form:

82

83 _____

84 Mary K. Koester, City Manager

85

Holly C. Wells, City Attorney

86 Date: _____

Date: _____

87

88 Fiscal Note: \$180,000.000 from Harbor Depreciation Reserves, Acct. No. 456-380.

RESOLUTIONS

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 Public Works Director

5 **RESOLUTION 16-098**

6
7 A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE
8 CONTRACT FOR THE HOMER LIBRARY EMERGENCY GENERATOR
9 INSTALLATION TO A FIRM TO BE ANNOUNCED IN AN AMOUNT TO
10 BE DISCLOSED, AND AUTHORIZING THE CITY MANAGER TO
11 EXECUTE THE APPROPRIATE DOCUMENTS.
12

13 WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was
14 advertised in the Homer News on September 8 and 15, 2016, the Peninsula Clarion on
15 September 10, 2016, sent to two in-state and one Washington state plans rooms, and posted
16 on the Clerk's home page; and
17

18 WHEREAS, Bids were due on September 22, 2016 and _____ bids were received; and
19

20 WHEREAS, _____ of _____, _____, was found to be the
21 lowest responsive bidder.
22

23 WHEREAS, This award is not final until written notification is received by the firm from
24 the City of Homer.
25

26 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the
27 contract for the Homer Library Emergency Generator Installation to the firm of
28 _____ of _____, _____, in the amount of \$_____,
29 and authorizes the City Manager to execute the appropriate documents necessary to
30 complete this work.
31

32 PASSED AND ADOPTED by the Homer City Council this 26th day of September, 2016.
33

34 CITY OF HOMER
35

36
37 _____
38 MARY E. WYTHE, MAYOR
39
40
41
42

43 ATTEST:

44

45

46

47 _____
JO JOHNSON, MMC, CITY CLERK

48

49 Fiscal Note:

INVITATION TO BID
By the City of Homer, Alaska

SEP - 1 2016

Homer Library Emergency Generator Installation

Sealed bids for the construction of the **Homer Library Emergency Generator Installation** project will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **2:00 p.m. on Thursday, September 22, 2016**, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. **All bidders must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.** Plan holder registration forms and Plans and Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

A Pre-Bid Conference will be held at **1:30 p.m. on Friday, September 16, 2016** in the City Hall Second Floor Conference Room (491 East Pioneer Avenue) to answer bidder's questions. Immediately after, interested parties can complete a site visit with the City Engineer.

This project is funded through the 2015 State Homeland Security Program. The City's local bidder's preference requirements do not apply to this contract; Federal prevailing wage rates will apply. The work includes, but is not limited to the following:

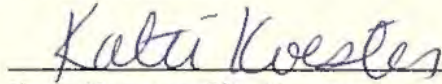
Disconnect and remove existing 1500 gallon skid mounted above ground fuel tank (salvage to City); expand 6" concrete housekeeping pad; install City provided 50KV generator, transfer switch, and 120 gallon above ground fuel tank on existing concrete slab/wall; and connect all to building.

Please direct all technical questions regarding this project to: Carey Meyer, City of Homer, Public Works Department, 3575 Heath Street, Homer, Alaska 99603 (907) 235-3170

An electronic copy of Plans and Specifications is available on the City's website <http://www.cityofhomer-ak.gov/rfps> or you may purchase hard copies at the Office of the City Clerk upon payment of \$75 per set (\$105 for overnight delivery). City of Homer Standard Construction Specifications 2011 Edition (containing general contract provisions) may also be downloaded from the City's web site. All fees are non-refundable. The City of Homer reserves the right to accept or reject any or all bids, to waive irregularities or informalities in the bids, and to award the contract to the lowest responsive bidder.

DATED this 1st day of September, 2016.

CITY OF HOMER


Katie Koester, City Manager

Publish: Homer News – September 8 and 15, 2016
Peninsula Clarion – September 10, 2016

Fiscal Note: 151-0005

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 Public Works Director

5 **RESOLUTION 16-099**

6
7 A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE
8 CONTRACT FOR ERIC LANE ROAD AND SEWER IMPROVEMENTS
9 PROJECT TO A FIRM TO BE ANNOUNCED IN AN AMOUNT TO BE
10 DISCLOSED, AND AUTHORIZING THE CITY MANAGER TO EXECUTE
11 THE APPROPRIATE DOCUMENTS.
12

13 WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was
14 advertised in the Homer Tribune on August 25 and September 1, 2016, the Peninsula Clarion
15 on August 28, 2016, sent to two in-state and one Oregon and one Washington state plans
16 rooms, and posted on the Clerk's home page; and
17

18 WHEREAS, Bids were due on September 22, 2016 and _____ bids were received; and
19

20 WHEREAS, _____ of _____, _____, was found to be the
21 lowest responsive bidder.
22

23 WHEREAS, This award is not final until written notification is received by the firm from
24 the City of Homer.
25

26 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the
27 contract for Eric Lane Road and Sewer Improvements project to the firm of
28 _____ of _____, _____, in the amount of \$_____,
29 and authorizes the City Manager to execute the appropriate documents necessary to
30 complete this work.
31

32 PASSED AND ADOPTED by the Homer City Council this 26th day of September, 2016.
33

34 CITY OF HOMER
35

36
37 _____
38 MARY E. WYTHE, MAYOR
39
40
41
42

43 ATTEST:

44

45

46

47 _____
JO JOHNSON, MMC, CITY CLERK

48

49 Fiscal Note:

INVITATION TO BID
By the City of Homer, Alaska

Eric Lane Road and Sewer Improvements

Sealed bids for the construction of the **Eric Lane Road and Sewer Improvements** will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **2:00 p.m. on Thursday, September 22, 2016**, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. **All bidders must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.** Plan holder registration forms and Plans and Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

A Pre-Bid Conference will be held at **1:30 p.m. on Friday, September 2, 2016** in the City Hall Second Floor Conference Room (491 East Pioneer Avenue) to answer bidder's questions. Immediately after, interested parties can complete a site visit with the City Engineer.

This project is funded through an EPA/DEC loan, and City of Homer Accelerated Water and Sewer Fund (HAWSP) and Accelerated Roads and Trails Fund (HART). The City's local bidder's preference requirements do not apply to this contract; State and Federal prevailing wage rates will apply. The work includes, but is not limited to the following:

Construction of 1200 LF of paved road, curb and gutter, and asphalt sidewalk; 1200 LF of 8" sanitary sewer; and installation of water services and hydrants on existing main.

Please direct all technical questions regarding this project to: Carey Meyer, City of Homer, Public Works Department, 3575 Heath Street, Homer, Alaska 99603 (907) 235-3170

An electronic copy of Plans and Specifications is available on the City's website <http://www.cityofhomer-ak.gov/rfps> or you may purchase hard copies at the Office of the City Clerk upon payment of \$100 per set (\$135 for overnight delivery). City of Homer Standard Construction Specifications 2011 Edition (containing general contract provisions) may also be downloaded from the City's web site. All fees are non-refundable. The City of Homer reserves the right to accept or reject any or all bids, to waive irregularities or informalities in the bids, and to award the contract to the lowest responsive bidder.

DATED this 19th day of August, 2016.

CITY OF HOMER


Katie Koester, City Manager

Publish: Homer Tribune – August 25 and September 1, 2016
Peninsula Clarion – August 28, 2016

Fiscal Note: 215-0001

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Mayor/City Council

4 **RESOLUTION 16-101**

5
6 A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE
7 2017-2022 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING
8 CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR
9 2018.

10
11 WHEREAS, Duly published hearings were held on September 26 and October 10, 2016
12 in order to obtain public comments on capital improvement projects and legislative
13 priorities; and

14
15 WHEREAS, The Council received comments from all of the Commissions and held a
16 Worksession on September 26, 2016; and

17
18 WHEREAS, It is the intent of the City Council to provide the Governor, the State
19 Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding
20 sources with adequate information regarding the City's capital project funding needs.

21
22 NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City
23 of Homer Capital Improvement Plan 2017-2022" is hereby adopted as the official 6-year
24 capital improvement plan for the City of Homer.

25
26 BE IT FURTHER RESOLVED that the following capital improvement projects are
27 identified as priorities for the FY 2018 State Legislative Request:

- 28
29 1.
30 2.
31 3.
32 4.
33 5.

34
35 BE IT FURTHER RESOLVED that projects for the FY 2018 Federal Legislative Request
36 will be:

- 37
38 1.
39 2.

40
41 BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise
42 appropriate State and Federal representatives and personnel of the City's FY 2018 capital
43 project priorities and take appropriate steps to provide necessary background information.

44 PASSED AND ADOPTED by a duly constituted quorum of the City Council of Homer,
45 Alaska, on this 10th day of October, 2016.

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CITY OF HOMER

MARY E. WYTHE, MAYOR

53 ATTEST:
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JO JOHNSON, MMC, CITY CLERK

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58
59
60

Fiscal Note: N/A

COMMENTS OF THE AUDIENCE
COMMENTS OF THE CITY ATTORNEY
COMMENTS OF THE CITY CLERK
COMMENTS OF THE CITY MANAGER
COMMENTS OF THE MAYOR
COMMENTS OF THE CITY COUNCIL
ADJOURNMENT

