

NOTICE OF MEETING

1. CALL TO ORDER/ROLL CALL
2. APPROVAL OF THE AGENDA
3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA
4. RECONSIDERATION
5. APPROVAL OF MINUTES of January 10, 2011 p. 1
6. VISITORS
7. STAFF/COUNCIL/BOROUGH/KACHEMAK CITY REPORT
8. PUBLIC HEARING
9. PENDING BUSINESS
 - A. Financing options
 1. Memorandum from Special Projects Coordinator Holen Re: Investigations of Financing Options Amended and Corrected p.5
 2. Recommendations from Chair Heimbuch Re: HART Policy p.11
10. NEW BUSINESS
11. INFORMATIONAL MATERIALS
 - A. Large format Homer city street map with proposed transmission line route
 - B. Estimates on cost saving - natural gas vs. alternatives p.15
 - C. Public Comments Re: Natural Gas p.19
12. COMMENTS OF THE AUDIENCE
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCIL MEMBERS
15. COMMENTS OF THE CHAIR
16. COMMENTS OF THE COMMISSION MEMBERS
17. ADJOURNMENT/NEXT MEETING DAY AND TIME
Next meeting is scheduled for February 28, 2011 in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 11-01, a Regular Meeting of the Natural Gas Distribution Task Force was called to order by Chair Heimbuch at 12:00 p.m. on January 10, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

COMMITTEE MEMBERS: Heimbuch, Howard, Pate, Story, Zak

STAFF: City Manager Wrede
Special Projects Coordinator Holen
Deputy City Clerk Jacobsen

APPROVAL OF THE AGENDA

The agenda was approved by consensus of the Task Force.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

RECONSIDERATION

No reconsiderations were scheduled.

APPROVAL OF MINUTES

A. December 13, 2010 Synopsis

The synopsis was approved by consensus of the Task Force.

VISITORS

A. John Sims and Charlie Pierce, Enstar Natural Gas Co.

Mr. Pierce spoke to the group about financing and provided a basic overview of the two financing options. One option is a private option where a homeowner can contact Enstar's marketing department for an estimate to get gas service to their lot. Most of the properties in town are less than 5 acres so mains would be extended from property corner to property corner. He noted their tariff is written on a cost-causer/cost-payer basis. Mr. Pierce explained how Enstar's process of averaging for determining the costs per foot and the 2010 construction season cost was \$17.90 per foot to extend a 2" pipe. After the major line is run, most Homer properties would be served by 2" pipe. Mr. Pierce said that Enstar does not finance main extensions. Another option is to use a Utility Special Assessment District (USAD) or Local Improvement District (LID). In this case the City has to establish their process and determine their percentage of property owners in agreement to assess themselves for the improvements and also the public process. In the LID process the City would become the customer of Enstar. Whatever language the City comes up with for their LID has to be consistent with Enstar's tariff language.

The Enstar representatives responded to questions from the Task Force.

NATURAL GAS DISTRIBUTION TASK FORCE
MEETING SYNOPSIS
JANUARY 10, 2011

Mr. Pierce explained the mechanisms and timelines in place for the property owner bearing the installation cost of a main line to receive reimbursement when neighboring property owners get a service extension off that main line at a later time. In an LID situation Enstar would collect the total amount of construction and as meters are set the reimbursement would be paid directly to the City. Mr. Sims added that Enstar is able to work on LID's and private main extensions at the simultaneously in an area.

Mr. Pierce commented regarding the topography and density. Enstar has done some market analysis in the area and estimates about 3500 structures needing about 110 miles of distribution main with about a 10 year build out. There hasn't been any consideration of what areas to do first. Typically in other areas, they grow as individuals are able to pay the cost to add on. He explained their initial plan would be to have phase I be developed to the high school and phase 2 on out through Kachemak City. He reviewed some examples of the challenges with the City's limited space in rights-of-way, water table issues, limited availability of gravel, side slopes in some areas, and dealing with locations of other utilities. He noted that some additional costs will be incurred in some of those cases and through their tariff those costs can be passed on to the cost-causer. He noted benefits include fuel and energy cost savings to the consumer.

Regarding location of the main line, Mr. Pierce explained that because the entire Pioneer Avenue right-of-way is taken up, they are planning to go up West Hill and across the right-of-way to Fairview through town and stop at the high school. As the line comes along the highway to town they will leave a tap to accommodate an extension at Diamond Ridge to bring distribution over the top as well.

Mr. Sims commented that this more of a City and Borough issue than a political issue. The politics involved to get funding for the main line is not something that Enstar is going to get in the middle of.

Mr. Pierce explained that they don't have a specific road map for development. Properties will be connected as those property owners or boundaries wish to acquire service. Projects will be reviewed on an individual basis with a separate cost estimate for each. It will grow as properties can afford to connect. In every project the rate and FMA's are adjusted annually, but regardless of who is the customer, the City or an individual, Enstar charges the same rate. He noted the extensive cost to accommodate the line down Pioneer Avenue so the alternate route from West Hill road meets their goal to take the most cost effective direct route and serve the greatest number of customers at the same time.

Mr. Sims commented about the media information regarding supply that has been circulating. The challenge they are faced with right now is the deliverability component. They aren't too concerned with the overall load until 2013 and beyond. The hearing for the storage project in Kenai is going on now and that will be a very important step to expansion for Enstar's entire system. They will rely on the service of the storage facility along with the other local utilities. The future of Homer and the rest of natural gas expansion is hinging on what happens with the storage project this week. They aren't concerned with the next couple years, but 2013 and beyond are very concerning. They are constantly looking for new gas supply contracts and ways to get natural gas into Cook Inlet.

Mr. Pierce spoke about some additional costs that could be incurred over and above the average cost per foot. Permitting could have impact on cost. Currently they are working with

**NATURAL GAS DISTRIBUTION TASK FORCE
MEETING SYNOPSIS
JANUARY 10, 2011**

the Corps of Engineers regarding the serviceability and how their work in the area will be viewed. There are also SWIP plans for some projects depending on size, wetland issues, and asphalt costs. Generally the tariff rate covers normal ditching and backfilling for a line.

Mr. Pierce explained that Enstar will do safety training with the police and fire department and they do training in their service areas annually. It is required by DOT to have that communication so emergency responders in the City know how to handle the characteristics of natural gas.

Regarding notifications of a project typically they do door tags and rely on word of mouth. There will be a representative in Homer handling marketing issues for a period of time during the initial build out.

STAFF/COUNCIL/BOROUGH/KACHEMAK CITY REPORT

City Manager Wrede reported that there have been some discussions with Public Works regarding amendments to the existing ordinance and staff will be bringing recommendations for the Task Force to review.

Representative Paul Seaton thanked the Task Force for working forward on this. It's the answer to one of the questions submitted by House Finance on how to build out a plan and also supply it east of town. Many things are happening across the State from wind turbines in rural areas to help get those folks away from diesel, and this is another opportunity to provide an alternative energy source. The build out of the system is a local responsibility and the group will decide how to handle the local build out. The State input is trying to provide access to an alternative fuel source.

PUBLIC HEARING

No public hearings were scheduled.

PENDING BUSINESS

No pending business items were scheduled.

NEW BUSINESS

A. Financing Options

City Manager Wrede reviewed the information about financing options provided in the packet.

Discussion ensued regarding the special service district concept. City Manager Wrede noted that an advantage of this option is that not everyone has to pay at once. Property owners will be assessed the special service mill rate as their areas are connected. In regard to additional costs in areas with challenging topography Mr. Wrede acknowledged that piecemealing it neighborhood by neighborhood could likely result in some areas paying more than others. He noted that since Kachemak City is paying their costs up front to Enstar, all the residents there will be paying the same amount regardless.

**NATURAL GAS DISTRIBUTION TASK FORCE
MEETING SYNOPSIS
JANUARY 10, 2011**

There was discussion that City Council does have questions but they have passed multiple resolutions supporting natural gas in Homer, they established the Task Force to work on this, and added the gas line extension high on their CIP list. The Borough is going to put it on their CIP list, the school district added it as their top project. There is real political movement in the region for at least the construction of the main transmission line through to Kachemak City.

City Manager commented previously that if the mill rate goes over 6 mills then the sales tax levy is no longer in effect. Question was raised if that applied to the Special Service District mill rate, and City Manager Wrede thinks the Special Service districts can go over 6 mills with no impact on the sales tax.

INFORMATIONAL MATERIALS

No Informational Materials were provided.

COMMENTS OF THE AUDIENCE

There were no audience comments.

COMMENTS OF THE CITY STAFF

There were no staff comments.

COMMENTS OF THE CHAIR

There were no comments from the Chair.

COMMENTS OF THE TASK FORCE

Mrs. Howard thanked Special Projects Coordinator Holen for the well written, well balanced staff report.

Mr. Pate advised will be absent from the next meeting.

Mr. Story and Mr. Zak had no comments.

ADJOURN

There being no more business to come before the Committee the meeting adjourned at 1:02 p.m. The next regular meeting is scheduled for January 24, 2011 at 12:00 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



CITY OF HOMER CITY HALL MEMORANDUM

To: Natural Gas Distribution Task Force
Through: Walt Wrede, City Manager
From: Anne Marie Holen, Special Projects Coordinator
Date: January 24, 2011
Subject: Investigation of Financing Mechanisms WITH CORRECTIONS AND ADDITIONS from previous version

The purpose of this memo is to describe the potential financing mechanisms that have been investigated by staff so far. Some were determined to be unworkable for Homer but are included here to provide a more complete picture of the research that has taken place to date. (Also, it appears that a couple of these programs might work for neighboring communities.) The second part of the memo describes options which should work within Homer city limits and therefore deserve further consideration by the task force.

These programs have been ruled out for Homer:

1. The City of Homer, in cooperation with Representative Paul Seaton's office, has investigated several USDA grant and loan programs to see if they might be a source of funding for the natural gas pipeline project within Homer. The short answer is "no." The programs are summarized below.
 - Rural Economic Development Loan Program: **Kachemak City** might be able to use this program to secure up to \$750,000 in a 0% loan guaranteed through a property tax assessment. Homer Electric Association would have to be willing to act as an intermediary on the loan. (Kachemak City has approached HEA with this proposition.) Because the maximum available in any given year is only \$750,000 (statewide), the program is not adequate to meet needs within the City of Homer.
 - Rural Business Enterprise Grant Program: This program is intended to "support the development of small and emerging private business enterprises in rural areas." Our thinking was that the availability of natural gas would support business development. However, we learned that because the gas distribution system would be owned by a large company (Enstar) rather than a small company, the project would not be eligible for funding.
 - Rural Energy for America Program: This program is used to fund both renewable energy programs and energy efficiency improvements. We had thought that because natural gas infrastructure would make it possible to increase energy efficiency (e.g, in boilers and other equipment), our project might be eligible. However, we were told that a natural gas distribution system would be outside the parameters of the grant program.

2. The City also investigated whether areas within city limits would be eligible to apply for status as a Kenai Peninsula Borough Utility Special Assessment District (USAD). The answer is no, because the program only applies to unincorporated areas within the borough. **Anchor Point** is looking at this program. It would add a special assessment to property taxes in areas where a majority of property owners agree to form the USAD. Loans are repaid in this fashion with an interest rate equivalent to the prime rate in effect at the time plus 2%.

These programs could work in Homer:

1. Enstar’s Main Line Extension Agreement Program: Within its tariff approved by the Regulatory Commission of Alaska, Enstar can extend main lines into neighborhoods through agreements with property owners who request the extension. In this situation, Enstar determines the cost, which is then paid by the property owner in one lump payment. If it is necessary for a line to cross under a street (because lines are run only on one side of a street; not both), Enstar will pick up that cost. Likewise, if Enstar decides to put in a larger line (larger than the typical 2-inch pipe) in anticipation of future needs, current property owners involved in the Main Line Extension Agreement will not be asked to pay the additional cost. When additional property owners ask for natural gas service in future years, a formula is applied so that early customers get some reimbursement.

Currently, Enstar’s fees for a main line extension are \$17.90/ft. for the main line (down the street) and \$948 for the first 100 feet of service line (to the house or building), with additional charges of \$2 for every foot thereafter.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • No government subsidies or financing involved • No administrative costs for local government • Only those who want service pay for it 	<ul style="list-style-type: none"> • No financing for property owners – full cost to be paid up front • Slower build-out community wide • Reduced benefit in terms of economic development and Climate Action Plan objectives

2. Mill rate payback: This strategy is the same as the one Kachemak City is currently pursuing. The City would obtain financing for construction of the main lines, and then all property owners would pay for the lines over time through a property tax mill rate increase.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Community-wide investment allows faster buildout • Costs are spread to all property owners • Greater economic and Climate Action Plan benefits • No up-front costs to property owners for main line construction • Easy for local government to administer 	<ul style="list-style-type: none"> • Everybody pays whether they want service or not • Property taxes will go up • Could be a problem in terms of City’s mill rate cap of 6%. (If mill rate goes higher, sales tax is eliminated.)

3. **Special Service Districts:** This is a variation of the mill rate payback strategy. It would assume a phased build-out, neighborhood by neighborhood. Property owners within a neighborhood (defined area) would ask to form a Special Service District. City Council could approve the SSD with no particular threshold of participation. Enstar would provide a cost estimate and the City would obtain financing for construction of mains. Property owners would then repay the costs through a mill rate increase applied only to that service district.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Entire neighborhoods get natural gas all at once • Property owners pay back City over time, through property tax increase (no up-front cost other than service line) • Only the service area pays • Mill rate increase in service area would not affect City's overall property tax cap • No threshold to join Special Service District (unlike LID – see below) • City would have effective enforcement mechanism (lien on property) 	<ul style="list-style-type: none"> • Everybody in service district pays whether they want service or not

4. **Local Improvement Districts (LIDs):** The City already uses LIDs to extend water/sewer service to neighborhoods. A change in City Code would be needed to provide for natural gas LIDs. Neighborhoods would petition to apply. (With water/sewer LIDs, 50% of property owners in the district must request the LID for the Council to consider it.) Enstar would provide a cost estimate and then the property owners would reconsider the proposal. If they decide to form an LID, the City would obtain financing and then pass the costs on to property owners through a special assessment, collected annually until loan is repaid.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Property owners would have financing, so payments would be spread out over time with low interest • Only neighborhoods that want the service will get it 	<ul style="list-style-type: none"> • 49% may want service but not be able to get it • LIDs are costly and time consuming for the City to administer • LIDs pose a greater financial risk to the City than a mill rate increase

5. **(New since last memo): Transform the HART fund to cover costs of natural gas distribution lines.** Currently, a dedicated sales tax of three-quarters of a percent (.75%) is collected in Homer to support the

Homer Area Roads and Trails (HART) fund. The fund was first authorized by voters for roads only in 1987, with a sunset date of 2007 unless reauthorized. In October 2006, voters approved continuing the program for an additional 20 years and adding a trails component. (Ten percent of the annual HART revenue is to be used for trails.)

Some observers have remarked that HART is more than adequately funded to meet local demand for new/improved roads (typically requested through the LID process), and that a portion of the dedicated sales tax revenue could be redirected to fund natural gas distribution lines rather than roads. This change would require voter approval.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Would make use of existing revenues rather than requiring a tax increase 	<ul style="list-style-type: none"> • Would require voter approval and may be controversial

Possible financing tools for the City

1. Commercial loan: The City of Homer could apply for a commercial loan to cover the costs of constructing main lines in neighborhoods.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • City has good credit rating; should have no problem obtaining loan 	<ul style="list-style-type: none"> • Commercial loans have higher interest rates than some other forms of financing, which the City would have to pass on to property owners

2. Revenue bonds: Revenue bonds are paid back through revenues generated by the project. They could be used to pay for construction of gas mains if Special Service Districts and/or Limited Improvement Districts are set up in advance, thereby assuring a source of revenue.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • Does not require voter approval (unlike GO bonds – see below) • Revenue bonds are sold tax exempt, making them attractive to investors (not true in this case) 	<ul style="list-style-type: none"> • The need to set up SSDs/LIDs in advance creates complications

3. General obligation bonds: GO bonds are secured by the City's pledge of its full faith, credit, and taxing power. Because of this obligation and the lack of an assured revenue source from the project itself, the City must have voter approval to take on the debt.

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none">• Would have a lower interest rate than a commercial loan• GO bonds are sold tax exempt, making them attractive to investors (not true in this case)	<ul style="list-style-type: none">• Would require voter approval• General obligation means the City will do whatever is necessary to repay the loan

The following table shows the results of the survey conducted in the year 2010. The data is presented in the form of a table below.

Category	Percentage
Category A	35%
Category B	45%
Category C	20%

To the Task Force:

February 8, 2011

After reflecting on input gathered in our meetings and in conversation with other interested parties, I have been taking another look at the natural gas task force scope of work. Aside from recommending structural changes in city code to provide reference to natural gas distribution lines, the scope of work seems unwieldy for a citizen lay board. It could be good for the council to review the circumstances under which the governor vetoed funding for this project in 2010 and determine why the task force scope of work would be adequate to help change the governor's mind. It would be helpful to know if the governor felt the city's planning for a natural gas system was deficient or if the city was not taking on a significant economic role. It could be an important difference, particularly since it is the gas provider (Enstar) who will be the owner/operator of the system.

A decision by the city to fund any part of a private gas system is political. It seems unlikely that a task force is suited to making those sorts of recommendations. A decent question is why the city would want to involve themselves in any action like an LID, or even float a bond of any sort, to pay for/or involve themselves in any way in a system that they will not own. The answer to that may lie in discovering exactly what the governor is expecting to see from the city.

On the other hand there is a significant existing revenue stream from sales tax proceeds that could be modified by the voters to provide funding for natural gas distribution lines. The HART fund. If approved for such activity, it would be a relatively simple exercise for a city council to approve expenditures from that fund for installing gas distribution lines. It is politically very simple and does not call for the complexities of SSA or LID development. It avoids municipal debt and allows the system to be built out a piece at a time. Above all, it does not call for raising taxes and arguably stands to provide more services for some taxpayers than the accelerated roads and trails projects currently do. These distribution lines may be the only piece of a natural gas system that the city really could participate in easily. The HART fund is very substantial. Perhaps the governor will think this is exactly the kind of fiscal support our city needs to show. The following is a set of recommendations from the Natural Gas Task Force:

1. Ask the public to vote on expansion of the HART program to include natural gas distribution.
2. Provide the legislature with a statement of potential financial support from HART.
3. Dovetail with Kachemak City proposed revenue stream for their distribution lines.
4. Develop a tally sheet with cost savings from converting local institutional buildings.
5. Avoid city involvement with LID's or bonds of any sort.
6. Do not ask the public to fund natural gas development projects with tax increases.
7. Work with Enstar and public as a middleman for funding distribution lines.

Sincerely,

Mike Heimbuch
Chair – Natural Gas Task Force

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Sincerely,
John Edgar Hoover
Director, Federal Bureau of Investigation

**CITY OF HOMER
2011 OPERATING BUDGET**

**HART Roads Reserves
160 - 766**

Acct #	2008 Actual	2009 Actual	2010 Budget	2011 Budget
Beginning Balance	2,570,799	3,750,253	3,818,917	4,654,630
Revenue				
4201 Sales Tax	1,121,406	966,263	961,158	940,466
4801 Investment Interest	46,579	26,359	20,857	26,000
4610 Plans (766)				
Total Revenue	1,167,985	992,622	982,015	966,466
Transfers Out				
Debt Payment - Principal	(321,290)	Close Out Fund 161 - Debt Paid in full		
Debt Payment - Interest	-			
Fund 100 - GF Admin Fees To 151-741 Ocean Drive Ord 04-37	238,310	215,221	144,856	141,927
Total Transfers	(82,980)	215,221	144,856	141,927
Expenditures				
766 Spruceview Ord. 04-50	39,952			
769 2009 Paving Projects		473,880		
770 Freight Dock		234,857		
771 Soundview/Woodard Sewer (Ord 10-11)			1,446	
789 Douglas Street	31,559			
	71,511	708,737	1,446	-
Total Encumbrances, Transfers & Expendi	(11,469)	923,958	146,302	141,927
End Balance	3,750,253	3,818,917	4,654,630	5,479,169

**CITY OF HOMER
2011 OPERATING BUDGET**

**HART Trail Reserves
165-375**

Acct #	Description	2009		2010		2011	
		Actual	Budget	Actual	Budget	Actual	Budget
	Beginning Balance	48,651	168,949	133,313	116,887		
	Revenue						
4201	Sales Tax	145,384	105,959	106,782	104,496		
4801	Investment Interest	1,394	1,131	1,065	2,000		
	Total Revenue	146,777	107,090	107,847	106,496		
5xxx	Expenditures		9,321	3,150			
	Encumbered			105,029			
	Transfers Out						
14	Debt Payment - Principal						
	Debt Payment - Interest						
	Fund 100 - GF Admin Fees	26,479	23,913	16,095	15,770		
	To 151-741 Ocean Drive						
	Transfers		109,491				
	Total Transfers	26,479	133,404	16,095	15,770		
	Total Expenditures, Encumbrances & Transfers	26,479	142,725	124,274	15,770		
	Ending Balance	168,949	133,313	116,887	207,613		

Ord #	Expenditure Detail	2009		2010		2011	
		Budget	Actual	Budget	Actual	Budget	Actual
07-90	Beluga Slough Trail - HART	25,000		25,000			
	HART - Reber Trail	54,500		54,500			
	HART - W Homer Elementary Trail Phase 1	8,000		8,000	1,119		
	Contract for a Trail Design Criteria Manual	30,000		30,000	8,203	3,150	
	Total	117,500	-	117,500	9,321	3,150	-

COSTS & BENEFITS OF CONVERSION TO NATURAL GAS *(based on information provided by Bill Smith):*

Regarding conversion costs:

Install costs can vary widely depending on equipment and circumstances. The following provides ballpark estimates.

To get gas into your subdivision if it is nearby: \$22 per foot for gas main extension.

Cost of a natural gas service line and meter will be close to \$1,000.

Enstar charges \$945 for the first 100 feet of service line plus a meter charge of \$245. Then they give a meter credit depending on the load.

A 250 MBH load would receive a \$210 meter credit.

Gas piping +/- \$500

Conversion of modern oil boiler or furnace: \$700 to \$800

Boiler plus water heater: \$6,000 to \$9000

Replace forced air furnace: \$3,000 to \$5000

Install space heater \$4,800

Examples of savings at specific buildings:

Assuming that 40% of the electricity used at City Hall is used for heating (this is a guess), the City could save about \$9,000 per year by heating with natural gas instead of electricity.

A comparison for the ice arena is attached (\$18,690 savings annually).

A comparison of school heating costs is attached (\$268,327 savings annually for all KPB schools in Homer).

A comparison of heating costs for a single family home is attached (annual savings range from \$6,696 to \$2,232).

The annual savings at Islands & Ocean would be over \$41,000. Current cost is \$70,403.

Regarding payback calculation:

Assume that natural gas heat will be roughly 40% of what a typical homeowner pays for fuel oil in a year (60% savings), 18% of what would be spent for propane heat (82% savings), and 25% of what would be spent for electric heat (75% savings). Divide the costs of conversion by the annual savings amount to arrive at the payback period in years.

Example: If a household spends \$3,700 a year for fuel oil and converts to natural gas, they will reduce their energy expenditures by 60% or \$2,200 a year. If they spend \$1,000 to bring natural gas to their house and replace their Monitor stove with a new natural-gas fired space heater at an additional cost of \$5,000, the payback period would be \$6,000 divided by \$2,200 = 2.7 years. (This of course is assuming no change in the relative price of fuel oil and natural gas.)

Comparison of Natural Gas and Fuel Oil Costs in Homer Area Facilities

School	Price of Fuel Oil on 3 Jan 2011	3 year Av Fuel Oil Gallons	Fuel Oil \$	Annual MBTU	CCF Natural Gas	Enstar Schedule	Jan 15, 2011 Av NG \$/CCF	Natural Gas \$	Potential Savings per School
Homer Flex	\$ 2.8385	1,048	\$ 2,976	142,049	1,353	G1	0.91544	\$ 1,238	\$ 1,737
Homer High School	\$ 2.8275	74,786	\$ 211,457	10,432,647	99,359	G3	0.85249	\$ 84,702	\$ 126,755
Homer Middle School	\$ 2.8375	24,027	\$ 68,176	3,351,720	31,921	G3	0.85249	\$ 27,212	\$ 40,963
Paul Banks Elementary	\$ 2.8385	18,435	\$ 52,327	2,571,636	24,492	G3	0.85249	\$ 20,879	\$ 31,448
West Homer Elementary	\$ 2.8385	36,595	\$ 103,874	5,104,956	48,619	G3	0.85249	\$ 41,447	\$ 62,427

Blended Natural Gas rate includes customer charges

Potential KPBS School District Annual Savings By Converting to Natural Gas in the Homer Area	\$ 263,331
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Public Facility	3 Year Average Per Gallon Price of Fuel Oil	Annual Fuel Use	Fuel Oil \$	Annual MBTU	CCF Natural Gas	Enstar Schedule	Jan 15, 2011 Av NG \$/CCF	Natural Gas \$	Potential Annual Savings per Facility
Islands & Ocean Visitor Center	\$ 2.7726	25,392	70,403	3,542,240	33,736	G3	0.85249	28,759	\$ 41,644
South Peninsula Hospital	\$ 2.8275	144,297	408,000	20,129,443	191,709	G3	0.85249	163,430	\$ 244,570

Residential Energy Cost Comparison Anchor Point and Homer Area

Comparison of Energy Rates: Subject to Energy Price Change!

Annual cost to provide Heat & Hot Water for an example single family Home

Energy Costs on 1-15-2011 in Homer and Anchor Point Alaska

Residential Rates

Source	Unit	Average \$ Per Unit	BTU per Unit	AFUE Equipment Efficiency	Net BTU per Unit	Units per Million BTU	lbs of CO2 per Million BTU	\$ Per Million BTU	Annual Units	CO2 # per Year	Annual Cost	Average Per Month Cost
Electricity	KWH	0.14829	3,412	100	3,412	293.08	392	43.46	38,114	50,978	\$ 5,652	\$ 471
Propane	Gallon	4.602	92,000	82	75,440	13.26	184	61.00	1,768	29,929	\$ 8,136	\$ 678
#1 Fuel Oil	Gallon	3.06	135,500	82	111,110	9.00	214	27.54	1,200	34,796	\$ 3,672	\$ 306
For Comparison: Residential Natural Gas (G1 Rate) in Kenai, Soldotna & Anchorage												
Natural Gas	CCF	0.91544	103,000	82	84,460	11.84	153	10.84	1,578	24,868	\$ 1,445	\$ 120

Sales Taxes not included

Each source will vary with market prices.

Electricity & Natural Gas prices include monthly customer charge.

#1 Fuel Oil is Jet A (low sulfur)

Fuels priced at typical delivery quantities

Note: Combustion equipment efficiency can vary widely. A constant 82% efficiency is used to enable a base comparison between fuels and electricity. Many gas and oil fired units function at higher efficiencies.

KWH=Kilowatt Hours

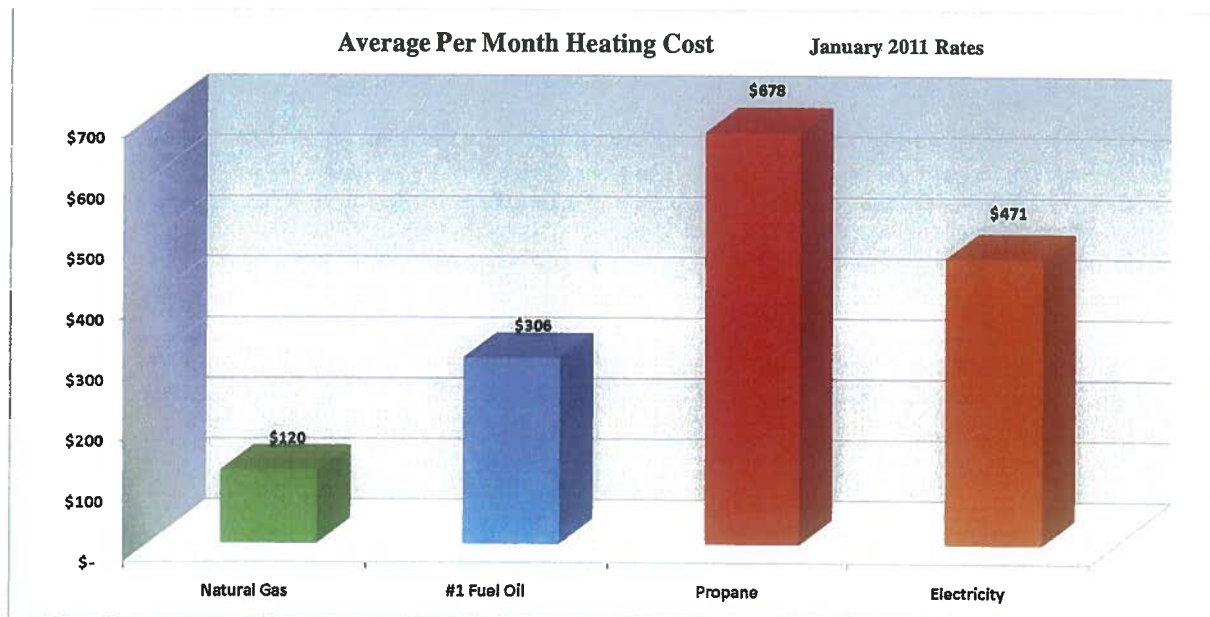
AFUE= Annual Fuel Utilization efficiency

BTU= British Thermal Unit (Amount of heat needed to raise 1 pound of water 1 degree farenheit)

CO2= Carbon dioxide

CCF= Hundred Cubic Feet

Prepared by Bill Smith

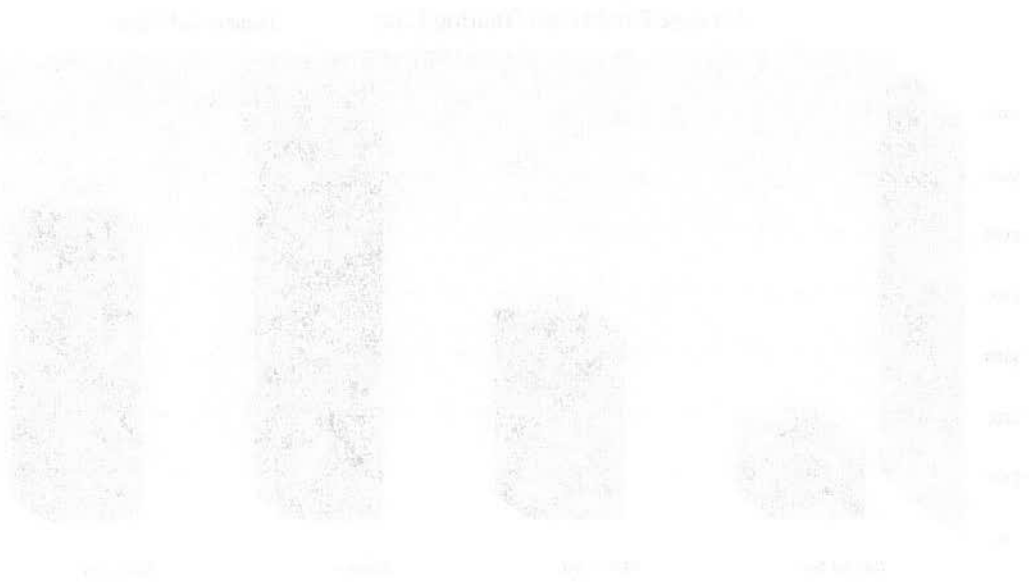


ANALYSIS OF THE DATA FROM THE
FIELD SURVEY OF THE ...

The following table shows the results of the analysis of the data from the field survey of the ...

Year	Month	Day	Temperature (°C)	Humidity (%)	Wind Speed (km/h)	Wind Direction	Cloudiness (%)	Visibility (km)	Relative Humidity (%)	Soil Moisture (%)	Plant Growth (cm)
2010	Jan	15	10	85	15	SE	10	10	85	10	10
2010	Jan	20	12	80	20	SE	15	15	80	15	15
2010	Jan	25	15	75	25	SE	20	20	75	20	20
2010	Jan	30	18	70	30	SE	25	25	70	25	25
2010	Jan	31	20	65	35	SE	30	30	65	30	30
2010	Feb	5	22	60	40	SE	35	35	60	35	35
2010	Feb	10	25	55	45	SE	40	40	55	40	40
2010	Feb	15	28	50	50	SE	45	45	50	45	45
2010	Feb	20	30	45	55	SE	50	50	45	50	50
2010	Feb	25	32	40	60	SE	55	55	40	55	55
2010	Feb	30	35	35	65	SE	60	60	35	60	60
2010	Feb	31	38	30	70	SE	65	65	30	65	65
2010	Mar	5	40	25	75	SE	70	70	25	70	70
2010	Mar	10	42	20	80	SE	75	75	20	75	75
2010	Mar	15	45	15	85	SE	80	80	15	80	80
2010	Mar	20	48	10	90	SE	85	85	10	85	85
2010	Mar	25	50	5	95	SE	90	90	5	90	90
2010	Mar	30	52	0	100	SE	95	95	0	95	95
2010	Mar	31	55	0	100	SE	100	100	0	100	100

The data shows a clear trend of increasing temperature and decreasing humidity and wind speed over the period of the survey.



5

Scott M. Cunningham-owner
Katch-A-Mac, Inc.
dba Kenai Peninsula McDonald's
10447 Kenai Spur Hwy
Kenai, AK 99611

Ladies and Gentlemen,

As a business owner within the City of Homer and constituent /resident of the central peninsula, please allow me to voice my support for bringing natural gas to the Southern Kenai Peninsula.

We, as a community, are constantly looking for ways to encourage responsible growth and development within the city and its surrounding area. Utilities within the City of Homer are prohibitive to growth and business profitability. Whatever can be done to reduce the cost of utilities would benefit everyone. If you make gas available to the merchants and residents within the service area, it would be greatly appreciated by everyone.

I realize the cost of the project, is in the neighborhood of \$9 million to the High School and another \$2.5 million to get through Kachemak City. Due to the rural nature of this area, government assistance would be needed to make this project a reality and foster long term development and responsible growth.

The funds would be recovered through responsible upgrades, growth and development. Also, completion would give the merchants the ability to grow employment opportunities and disposable income. All of which would build the overall tax base for the city, borough and state.

If you would like to discuss this topic, I can be reached by replying to this e-mail or feel free to call me at 252-1592.

Sincerely,

Scott Cunningham
Owner/Operator
Kenai Peninsula McDonald's
10447 Kenai Spur Hwy
Kenai, AK 99611

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Melissa Jacobsen

From: Anne Marie Holen
Sent: Wednesday, February 09, 2011 9:49 AM
To: Melissa Jacobsen
Subject: FW: The Kachemak Board of Realtors urge your support funding for the natural gas line to Homer in FY 11

From: Angie Newby [mailto:angienewby@alaska.com]
Sent: Wednesday, January 19, 2011 2:43 PM
To: sean.parnell@alaska.gov; sen.gary.stevens@legis.state.ak.us; rep.paul.seaton@legis.state.ak.us
Cc: Anne Marie Holen; 'Paul Dauphinais'; Debra Leisek; seherenman@alaskarealtors.com
Subject: The Kachemak Board of Realtors urge your support funding for the natural gas line to Homer in FY 11

Kachemak Board of Realtors

January 19, 2011

To: Governor Sean Parnell
Senator Gary Stevens
Representative Paul Seaton

Via Email Re: Letter of Support for FY 2011 funding for the
GASLINE FROM ANCHOR POINT TO HOMER

The Kachemak Board of Realtors, representing Realtor Members and Affiliates from Kenai, Soldotna, Anchor Point and Homer, urge you to support funding for the extension of the natural gas pipeline from Anchor Point to Homer in this legislative session.

Although funding was in the 2010 budget, it was unfortunately dramatically reduced. One of the reasons had been that the project was not on the City of Homer CIP list. This was undoubtedly because so many of us here on the southern Kenai Peninsula had almost given up hope for affordable energy. The City has been VERY supportive in the past. In fact, developing or extending natural gas to Homer was the NUMBER ONE priority of the Homer Economic Development Commission in 1991!

The Homer City Council now has the line extension as a very high priority on the current 2011 CIP request to the State Legislature and Governor's Office. The City of Homer is requesting funding for the construction of the main transmission line from Anchor Point (Chapman School) through Homer and on through Kachemak City to Waterman Road (eastern boundary of Kachemak City). Distribution lines (e.g., into neighborhoods) will be a local responsibility.

Everyone is convinced that there are tremendous economic development opportunities and individual cost savings that will come with affordable energy. Homer is our State recreational, educational and artistic jewel, and with natural gas it will also become a viable place for new business and reasoned economic growth.

Please pass this funding request in this 2011 session. Thank you for your ongoing leadership and commitment to healthy lifestyles and vibrant economies within the State.

Sincerely,

Sharon Minsch

Sharon Minsch, CRS President

1500 M Street, N.E.
Washington, D.C. 20002-4242
202-541-5000
www.crs.org

Name
Street
City
State

1500 M Street, N.E.
Washington, D.C. 20002-4242

The Congressional Research Service (CRS) is a non-partisan organization that provides research and information to the U.S. Congress. We are currently looking for individuals who are interested in research and information.

Research and Information

January 19, 2012

The Congressional Research Service (CRS) is a non-partisan organization that provides research and information to the U.S. Congress. We are currently looking for individuals who are interested in research and information.

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H.A.R.T. POLICY MANUAL

Homer Accelerated Roads and Trails Program



Adopted September 10, 2007

H.A.R.T. POLICY MANUAL
(HOMER ACCELERATED ROADS AND TRAILS PROGRAM)

TABLE OF CONTENTS

- I. Purpose and Intent
- II. Definitions
- III. Qualifying Criteria
- IV. Financing and Assessments
- V. Utilities
- VI. Special Provisions
- VII. Trail Prioritizing Criteria and Planning Guidelines

February 2008

I. PURPOSE and INTENT

1. The H.A.R.T. is a combined local funding source of dedicated sales tax and assessments to upgrade city streets, new city streets and new city non-motorized trails.(Ordinance 06-42(S); Resolution 88-47 #1)
2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads, construct new city streets and non motorized trails, thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life. (Ordinance 06-42(S); Resolution 88-47 #2)
3. Reconstruction and new construction shall be to City Standards. (Ordinance 06-42(S) Resolution 88-47 #19)
4. The City will not accept a street for full time maintenance until it meets city standards and is shown on the official maintenance map.¹ (Ordinance 85-14 07/01/85; Resolution 88-47 #8)
5. When practical, the intent of the program is to preclude the destruction of existing property improvements in built up areas. (Resolution 88-77(A), be it further Resolved clause.)
6. State maintained roads are not part of this program. (Resolution 88-47 #7)
7. The criteria for the H.A.R.T. shall be reviewed annually by the Transportation Advisory Committee, with recommendations reported to the Homer City Council. (Resolution 88-47 #22)
8. Annexed roads are included as newly eligible roads, as listed on the Official Road Maintenance Map. (Resolution 03-116, 08/25/03)
9. New roads shall be listed on the Official Road Maintenance Map. (Resolution 07-82)
10. New trails shall be listed on a map in the City Clerk's Office. (Resolution 07-82)

II. DEFINITIONS

- A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way. (Resolution 07-82)
- B. Trail – a pedestrian facility detached from a road, or not within a street right of way. (Resolution 07-82)

¹1.Clerk's Note: Done by Ordinance

III. QUALIFYING CRITERIA

A. Roads

The schedule of street improvements and costs developed by the Public Works Department August 87, consisting of Groups I-IV and the annexed roads of the City boundary amendment of Ordinance 02-08(A) and as noted on the Official Road Maintenance Map, are hereby incorporated. (Resolution 05-70, 06/13/05; Ordinance 02-23(A), 06/10/02; Ordinance 02-08(A), 04/08/03; Resolution 03-116, 08/25/03)

Amendments to the schedule can be accomplished only by Council action and are limited to additions to the schedule due to revision of the street map or transfer of state rights-of-ways to the City.

All projects will be authorized only after a public hearing to insure public participation in the process. (Resolution 88-47 #13)

1. The following criteria may be considered for roads qualifying for reconstruction/utility improvements: (Resolution 88-47 #14, Resolution 87-61(S))

- a. Life, safety and traffic flow (Resolution 87-61(S), Resolution 88-47);
- b. Correct deficiencies of existing systems (Resolution 87-61(S), Resolution 88-47);
- c. System wide basis versus local needs (Resolution 87-61(S), Resolution 88-47);
- d. Complete traffic circulation pattern (Resolution 87-61(S), Resolution 88-47);
- e. Encourage economic development (Resolution 87-61(S), Resolution 88-47);
- f. Correct drainage problems (Resolution 87-61(S), Resolution 88-47);
- g. Reduce maintenance cost (Resolution 87-61(S), Resolution 88-47);
- h. Built to city standards prior to acceptance for maintenance (Resolution 61(S), Resolution 88-47);
- i. Reconstruction is a higher priority than new construction projects (Resolution 87-61(S), Resolution 88-47);
- j. Property owner contribution through LID process by paying \$30 per front foot for gravel and \$17 per front foot for paving cost of a residential standard street and the city pays all costs for additional improvements deemed necessary (Resolution 87-61(S); Resolution 88-47, Resolution 94-50; Resolution 95-97)
- k. City share can apply to related utilities, sidewalks, street lighting, drainage, paving and/or reconstruction of roads identified on the road maintenance map. (Resolution 88-47, Resolution 04-41(A).);
- l. Other factors deemed appropriate by the City Council. (Resolution 87-61(S), Resolution 88-47))

2. The following criteria may be considered for new local roads in addition to applicable criteria in 1:

- a. Connectivity to existing road(s), for example completes a traffic pattern.
- b. Arterials or thoroughfares;
- c. Existing utilities;
- d. Contributing funds such as property owner assessments, loans, grants, etc;
- e. Level of need. (Resolution 07-82)

B. Trails

New local non motorized trails shall be prioritized according to the following:

- a. Project is listed in the HNMTTP or furthers a stated goal of that plan;
- b. Solves a safety concern;
- c. Creates connectivity to existing trail(s), completes pattern or provides access to a point of interest;
- d. Protects an established trail;
- e. Creates or improves a trailhead;
- f. Has significant scenic or aesthetic value;
- g. Existence or potential for contributing funds;
- h. Property owner participation. (Resolution 07-82)

IV. FINANCING and ASSESSMENTS

1. The program will utilize an additional dedicated City sales tax not to exceed three quarters of one percent ($\frac{3}{4}\%$) supplemental with assessments against adjacent benefited properties. (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #3).
2. A three quarters of one percent ($\frac{3}{4}$) dedicated sales tax and will be collected for up to twenty years expiring December 31, 2007 and reauthorizing up to an additional twenty years expiring December 31, 2027 to participate in funding the accelerated roads and trails program (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #4). Reauthorized twenty additional years at the October 3, 2006 election (Resolution 06-145(S)) to expire December 31, 2027. Ten percent of the annual revenue shall be used for trail projects.
3. The road improvements will be financed on a combined pay as you go basis as well as sale of revenue bonds in a fifty-fifty ratio. There may be future bond sales as revenues increase. (Resolution 87-47 #6)
4. The City will attempt to obtain long term financing for up to ten years for the private share of funding. (Resolution 88-74 #12, bond change Ordinance 89-17, regarding ten years financing.)

5. Interest, if any, generated from the program will remain with the program funds. (Resolution 88-47 #18)
6. Abutting property owners will share the cost of upgrading a street to residential standards by paying \$30 per front foot for gravel and \$17 per front foot for paving.² (Resolution 87-61(S), Resolution 88-47, Resolution 94-50, Resolution 95-97)
7. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefited property owners will be paid by those same property owners. (Resolution 88-47 #11)
8. The \$30/\$17 split in front foot assessment stands unless there is 100% agreement on a revised formula for a specific project or the amount is adjusted by the City Council. (Resolution 87-61(S), Resolution 88-47; #21; Resolution 95-97)
9. Road Reconstruction assessment payment date, penalty and interest shall be set as soon as the reconstruction project has been accepted by the Public Works Department regardless if the LID/Assessment district wherein reconstruction has been completed is also scheduled for paving as part of the same LID/Assessment District. Paving assessment payment date, penalty and interest will be set as soon as the paving project has been accepted by the Public Works Department. HCC 17.04.070--110. (Resolution 96-73)
10. New Local Roads may be constructed by 100% program funds when the construction thereof benefits the entire City or when the City owns the property wherein the road is to be constructed. The Road to be constructed must meet the qualifying criteria and be recommended by the Transportation Advisory Committee to the City Council. This expenditure must be approved via Ordinance with justification noted within the body of the Ordinance. Whenever possible, New Local Roads will be constructed using the LID process HCC 17.04 and the assessment methodology as noted in item 6. and 8. (Resolution 07-82)
11. HART funds may be used to leverage outside funds for New Local Roads and Trails. (Resolution 07-82)
12. New Local Trails may be constructed using 100% program funds and follow the procedures listed in item 10. (Resolution 07-82)
13. Sidewalks shall be paid for out of road funds, and trails shall be paid for out of the 10% allocated to trails. (Resolution 07-82)

² Danview/Svedlund and Sabrina/Mark White are grandfathered in at the \$20/\$11 split per Council action. (Resolution 94-52)

V. UTILITIES

1. Prior to street reconstruction, necessary related non existing water and sewer improvements shall be encouraged whenever possible. (Resolution 88-47 #9)
2. Water and Sewer utility extensions necessary to extend the utilities short distances beyond a construction area will be paid for by the program. (Resolution. 88-47 #10)
3. Water and sewer utility relocations directly caused by reconstruction will be paid for by the Accelerated Roads Program. (Resolution. 88-47 #10)
4. Water and sewer utility upgrades necessary for future capacity that are done concurrently with reconstruction and/or paving will be paid for by the utility (a) fund. (Resolution 88-47 #10)
5. The City shall recover from the property owner the cost of construction of City-provided sewer and water service connections by including the cost of construction of such connections in the service connection fee established under HCC Chapter 14.13. (Resolution. 88-47)
6. Cost of installing stub-outs would be a necessary expense to anyone building on lots requiring sewer and/or water service. Sewer and/or Water funds or other public money was provided to pay the cost of these stub-outs because of the benefit of a quality finished road and the use of stub-outs benefit only those particular lots. Costs will be recouped from benefiting property owners through deferred assessments. The Planning Clerk and Finance Department will maintain a listing of these deferred sewer and/or water service connection fees.
7. Whenever practical street lights shall be included in the construction of new local roads and shall be paid by HART funds. Property owners participating in a road reconstruction and/or paving LID may request street lights. If the project is deemed feasible the property owners shall be assessed for the installation of the street lights on an equal share per parcel methodology. Property owner approval of the street light assessment shall follow the process in HCC 17.04. Once constructed, the City will absorb the utility billing for the street light(s). (Resolution 07-82)

VI. SPECIAL PROVISIONS

1. Additional right-of-way required will be paid by this program, at no additional cost to abutting property owners. (Resolution 88-47 #20)
2. Corner lots are exempt from a double front footage assessment and the total assessed frontage shall not exceed the longest side of the lot. Reconstruction assessments apply to

reconstruction and paving. Corner lot agreement is required after 10/25/94. (Resolution 87-61(S) #15; Resolution. 88-47 #15, Resolution 91-68, Ordinance 94-16(A))

3. Lots having a frontage on two parallel streets, or flag lots having a frontage on two perpendicular streets, are exempt from a double front footage assessment unless actually accessing the lot from both streets either prior to or after reconstruction and/or paving Deferred Assessment Agreement Required pursuant to HCC 17.04.160. (Resolution 88-47 #16)

4. This program includes paving driveway aprons on contracts funded by H.A.R.P. (Resolution 88-47 #17; Resolution 91-48)

5. When at all practical, the center line of rights-of-way will be the established road center line. Where impractical, the center line may be shifted to mitigate improvement encroachments of high cost hillside excavation. (Resolution 88-77(A))

6. In established neighborhoods, where improvements such as housing, carports, lawns or landscaping have been constructed near the right-of-way line and ditching would seriously impact these improvements, alternates to open ditching may be considered. These alternates may include gently sloping ditches back to the lawn, trench drains, standard or rolled curbs and gutter or any other sound engineering practices. The cost of these alternates will be born by the road program unless the residents elect to participate in the curb, gutter and sidewalk programs. (Resolution 88-77(A))

7. Pedestrian amenities shall be included in all new road projects unless exempted by the City Council. (Resolution. 04-41(A))

8. Exempting Certain Lands that will not be Developed due to Conservation Easements or Owned by Organizations that Conserve Land for Public Purpose and/or Habitat Protection from the Homer Accelerated Roads Program and the Homer Accelerated Water and Sewer Program Assessment District Assessments on a Case by Case Basis and that Each Program Shall be Amended to Include this Exemption under Special Provisions. (Resolution 05-50(A).)

9. New Subdivisions may not participate in HART for the construction of subdivision roads or trails.

a. Exception: To encourage trail connectivity, the Subdivider will be required to pay a prorated share of the project cost not to exceed 75% of the cost of public trail construction. (Resolution 07-82)

10. HART funds may be used in accordance with Title 11.04.05. If a development includes a segment of an arterial or collector street as shown on the Master Plan, the

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

B. Trail Planning Guidelines

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.
2. Respect the character of trails based on function, setting, and expectation of accessibility.
3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.
4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.
5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.
6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)