

PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting
June 28th, 2017,
Wednesday
6:00p.m.

In Homer, if you give us a problem
we'll often come up with a creative
solution.....



DEC wants us to measure our discharge
from the grinder to make sure none of it is
over 1/2"?

CAN DO!



Need a bigger camel for the
dock?

CAN DO!

City Hall Cowles Council Chambers



491 E. Pioneer Avenue

Homer, Alaska 99603

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**NOTICE OF MEETING
REGULAR MEETING AGENDA**

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

4. RECONSIDERATION

5. APPROVAL OF MINUTES

- A. May 24th, 2017 regular meeting minutes

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6. VISITORS/PRESENTATIONS

- A. Parks and Recreation Commissioner Deb Lowney- Garbage Cans & Uniformity

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port and Harbor Director's Report for June 2017

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8. PUBLIC HEARING

9. PENDING BUSINESS

- A. Concrete Pad Usage
I. Memo to Port and Harbor Advisory Commission from Port Director Re: Concrete Pad Upgrades & Wash-down use dated June 21, 2017

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10. NEW BUSINESS

- A. Electrical Signage Requirements in Harbor
I. Electric Shock Drowning Prevention Association Info Sheet
B. Wood Grid Rehabilitation
I. Memo to Port & Harbor Advisory Commission from Port Director Re: Wood Grid Rehabilitation dated June 21, 2017
C. Capital Improvement Plan
I. Everything You Always Wanted To Know About the Capital Improvement Plan
II. Capital Improvement Plan Project Nomination Form
III. Draft Capital Improvement Plan

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11. INFORMATIONAL ITEMS

- A. Port & Harbor Monthly Statistical Report
B. Water/Sewer Bills Report
C. Crane and Ice Report
D. Deep Water Dock Report
E. Pioneer Dock Report
F. Dock Water Report
H. Council Meeting Attendance

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12. COMMENTS OF THE AUDIENCE

13. COMMENTS OF THE CITY STAFF

14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)

15. COMMENTS OF THE CHAIR

16. COMMENTS OF THE COMMISSION

17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, July 26, 2017 at 6:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska

Session 17-06 a Regular Meeting of the Port and Harbor Advisory Commission was called to order at 6:00 p.m. by Vice Chair Steve Zimmerman on May 24, 2017 at the City Hall Cowles located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER ZIMMERMAN, DONICH, ZEISET, HARTLEY, AND CARROLL

ABSENT: COMMISSIONER ULMER (EXCUSED)

STAFF: HARBORMASTER HAWKINS (TELEPHONIC)
DEPUTY CITY CLERK KRAUSE

APPROVAL OF THE AGENDA

STOCKBURGER/CARROLL – MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA *(3 Minute Time Limit)*

Bob Shavelson, resident, Cook Inletkeeper, commented in favor of replacing the Ramp 2 restroom and supported improvements. Also commented on the progress of the Boathouse Pavilion and distributed the updated information to the commissioners.

Vice Chair Zimmerman noted that there was no items on the agenda and as such he would have to wait until the end of the meeting.

RECONSIDERATION

APPROVAL OF THE MINUTES

A. Meeting Minutes for April 26, 2017 regular meeting

HARTLEY/DONICH – MOVED TO APPROVE AS PRESENTED.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Report for May 2017

Harbormaster Hawkins provided a summary of the meetings he attended during the month.

He commented on the following:

- Outfall inspection conducted as a requirement of having the outfall
- Still in discussion over the property on the Spit that the Mental Health Land Trust contends they own and that the city has leased out. This will be ongoing and there is no determined date the issues will be resolved.
- Bait machines are in and are pretty cool.
- Conducted tour of facilities with HDR who was selected for the term contract for engineering
- Near sinking on the 26th of the April, couple of EMS call outs
- Parking kiosks are operational
- Crane 7 has been returned to service
- Reported on the soft line connection to M Float this required divers and found signs of rust on several connectors and have sent several samples for testing to check the material. They suspect that the contractor got sold a bad batch and means that it will have to be redone. Currently water is being supplied from Ramp 4. This is being inspected nightly to make sure there are no further issues.

Harbormaster Hawkins responded that there were no cameras in the incidents reported on May 5, 8, 2017, in answer to Vice Chair Zimmerman's question on the incidents. He noted that the LED conversion is going well and did a test run and are currently waiting on the light fixtures. They are going to test additional equipment prior to purchasing to make sure there are no complication or interference with the frequency range. There are a few options they have learned that may work around these issues. They expect the new lights in by August.

PUBLIC HEARINGS

PENDING BUSINESS

A. Homer Port & Harbor Tariff Revision

- I. Memo to Port & Harbor Advisory Commission from Port Director
Re: Current Revisions to New Tariff Draft dated May 17, 2017

II. REVISED (as of May 17, 2017) Terminal Tariff No. 1

Harbormaster Hawkins noted the additional changes to page 40, page 58 in the packet, the change is regarding the moorage agreements around the change from "corporation" to "entity."

Vice Chair Zimmerman noted the changes on Rule 23, regarding taking turns at the dock came out pretty good. Harbormaster Hawkins noted that people will have to communicate and work together.

Harbormaster Hawkins noted that all changes are shown in red and asked if there were any additional questions or comments on the tariff.

Vice Chair Zimmerman commented on Rule 26, Fish Dock Rates Item n. regarding the rate adjustment will be based on tonnage and carried over to compare to the previous year's actual ice tonnage purchased making good sense.

Harbormaster Hawkins commented that the people he has been taking some training classes with the last week reviewed the draft and commented that it was laid out well and it was a good piece of work.

Vice Chair Zimmerman requested clarification on the costs for electricity and asked if this was a pass through or if it was marked up. Harbormaster Hawkins stated that there is a process that they could implement to be able to charge but he would have to look into that and is not sure of the benefits. The Harbor is not the owner of a power company so cannot charge even though they own all the equipment.

Harbormaster Hawkins informed the commission that another requirement is signage regarding Electric Shock and swimming hazards. This can be on the agenda for June.

Commissioner Carroll questioned the time period listed under Rule 38, page 45 of the tariff, page 63 in the packet, states the season is September to May, then references the policy and best practices document, if there is an emergency need will vessels be allowed to haul out? Harbormaster Hawkins stated that the commission can add a sentence that would allow the Harbormaster the discretion to haul out would be fine. Commissioner Carroll advocated for that allowance.

Harbormaster Hawkins requested a motion to forward for Council adoption.

HARTLEY/DONICH – MOVED TO FORWARD THE REVISED TARIFF TO CITY COUNCIL FOR ADOPTION.

There was a brief discussion on including the recent amendment.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

- A. South-Trestle Fish Pump RFP Review
 - I. Memo to Port & Harbor Advisory Commission from Port Director Re: Fish Pump RFP for South Trestle dated May 16, 2017
 - II. Original Fish Pump RFP

Harbormaster Hawkins stated that City Council has requested that this be re-advertised and the better define the requirements of the request for proposal. He noted that removing of all items referring to the north trestle will be removed. Item D on page 3 of 6 of the document is a current rate. He requested the commission to comment on the time schedule on page 5 of 6 of the document, item two, under proposal narrative. He then noted that the advertising schedule would of course be changed under the Proposed RFP & Award Schedule.

Discussion ensued on advertising this proposal for two years, if a business would be able to get equipment and set up for this season, it is not like they are advertising the South trestle for the first time. The Harbormaster does not have to bring this back to Council but he would like to report at the next Council meeting during commission reports on what recommendations that were made by the Commission on the RFP. He noted that it appeared that Council wants to have the competition so requested it be advertised again. Harbormaster

Hawkins stated that currently no one is going away with fish in their boats. No one company can have and operate both fish pumps. That was a decision made in the first RFP to allow for competition.

Commissioner Zeiset inquired about first come first serve or if the vendors service their fleets exclusively. Harbormaster Hawkins explained that they can put a priority on servicing their fleets but they must have a program to service others and in the agreement the number of employees are outlined and so is how the pumping process will be run. In writing the RFP it was recognized that anyone submitting a proposal would probably have a fleet.

Commissioner Carroll mentioned the Tutka Bay startup effects on the fish pumping. Vice Chair Zimmerman questioned the late start and do they still offer a proposer three years with the late start in the season this year? Harbormaster Hawkins responded by asking if the season is gone and should they hold off advertising until next year? Vice Chair Zimmerman countered that they should offer the contract with a term to the end of 2020 so that both contracts terminate at the same time. Commissioner Carroll questioned the importance to having both contracts expire at the same time. Harbormaster Hawkins explained that it was more of an efficiency issue overall. There was a cost savings with advertising the RFP. There is a requirement to advertise any RFP according to the Procurement Policy. He went on to explain that the RFP is advertised as 3 year term with the option to renew for up to 2 additional one year periods.

Additional discussion on the probability of receiving proposals for the south trestle, length of term, they are ahead of the game, advertising it now and they can come in next season or set up for the remainder of this season; and utilities will need to be brought in by the proposer to service the pump. Proposer will be required to have their own meter.

HARTLEY/ZEISET - MOVED TO ADVERTISE THE REQUEST FOR PROPOSAL FOR THE SOUTH TRESTLE AS AMENDED AND FORWARD THEIR RECOMMENDATION TO COUNCIL.

A brief discussion ensued on the term regarding start up times in the submitted proposal. The documents will be updated as discussed removing the reference to the north trestle and dates, and including a performance clause. There was no additional refinements to the proposal documents needed.

ZEISET/DONICH - MOVED TO AMEND TO REQUEST FOR PROPOSAL TO INCLUDE PERFORMANCE CLAUSE OR TIME PERIOD.

VOTE. (Amendment) YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VOTE. (Main) YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Harbormaster Hawkins clarified that the performance requirement would be in the agreement and the dates will be updated.

B. Concrete Pad Uses (for discussion only)

The Commission discussed allowing minimal activities in the area on the spit that is commonly known as the chip pad. They allow dry work. No wet work is allowed since any water would drain into the ditch which will not pass. They discussed the steps needed to be able to conduct a boat wash in that area. Harbormaster Hawkins explained his concern of competing with the vendors in the area if they start providing the same services as local vendors.

The Commission discussed the ability to offer short term repair area, boat wash and not worrying about the competition of local boat shops, and the convenience of offering the services at the harbor. They discussed the hindrances to getting larger boats on trailers and the logistics of having an incubator to starting needed services. It was noted that it may be the only approved boat washing facility in Homer.

Harbormaster Hawkins will do some research on creating a legal place for wash down service and the approximate infrastructure costs related to having a facility. He noted that they would need a storm water plan, he will see if the current plan could be modified.

The commission discussed some details regarding the installation of waterline to the chip pad. Harbormaster Hawkins then suggested a discussion on fees be included. Commissioner Carroll requested drawings on how that would look like on that end. Commissioner Stockburger would like to see included in their discussion items relate to where they are looking to go as he would like to see that land make money.

Additional discussion points made covered length of time a vessel could be pulled out there and fees would discourage lengthy stays.

This item will be on the June agenda, Wash down requirements for the Chip Pad.

C. Ramp 2 Restrooms

I. Handout – Request for Public Comment for Ramp 2 Restroom Upgrade

Vice Chair Zimmerman introduced the item for discussion.

Harbormaster Hawkins commented that he was unaware that the Ramp 2 restroom facility was that old. He summarized a brief outline of the proposed project for the construction of new restroom facilities. Harbormaster Hawkins then provided information on the possible grant, funding sources using the cruise ship passenger head tax revenues received and with the approval of the Borough and the city that they forward fund the project from the reserves and pay back the reserve fund from the future cruise ship passenger vessel taxes that the city will receive. The city currently has approximately \$100,000 in the cruise ship passenger vessel tax fund plus the original Ramp 2 restroom was a Land and Water Conservation Fund grant project which they are finalizing a grant application. The LCWF normally will approve grants for previous projects.

Further discussion on how needed it is to replace that restroom facility, construction methods, commission involvement in design, length of time for release of invitation to bid, construction period, preference over similar design or individual rooms that could be locked in the winter with the exception of one, issues with homeless citizens taking up residence, this is a major high volume area and there is need for additional facilities.

STOCKBURGER/DONICH - MOVED THAT THE COMMISSION APPROVES THE CONCEPT FOR FUNDING THE RAMP TWO PROJECT OUT OF PORT AND HARBOR RESERVES WITH REPAYMENT FROM FUTURE CRUISE SHIP VESSEL PASSENGER TAX PROGRAM FUNDS AND FURTHER RECOMMEND THAT THE PORT & HARBOR ADVISORY COMMISSION FULFILL THE ROLL OF SELECTION AND DESIGN COMMITTEE FOR THE PROJECT.

Discussion on some details to be included in the Request for Proposals and the importance of getting this project in progress as soon as possible.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL ITEMS

- A. Port & Harbor Monthly Statistical Report for April 2017
- B. Water/Sewer Bills Report for April 2017
- C. Crane and Ice Report
- D. Deep Water Dock Report
- E. Pioneer Dock Report
- F. Dock Water Report
- G. Memo to Port & Harbor Advisory Commission from Port Director Re: 43rd Annual PCC Conference Report dated April 20, 2017
 - i. Pacific Coast Congress 43rd Annual Conference Agenda April 11 – 14, 2017
 - ii. Crescent City, OR Harbor Photos

The Commission reviewed the informational materials and comments were made on the increase in the number on the wait list, the value of recreational vessels in the harbor, local Alaskans purchasing their own vessels due to the limits placed on catch.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins commented on the Memorandum on the Annual PCC Conference and will include some additional information in the June packet. He then related his experience with a visit with the Harbormaster there and how once she steps out of the office there is no recognition by the general populace compared to a small town Harbormaster who is recognized everywhere they go in town. He then noted the design of their Harbor and float system to fend off a tsunami since their harbor has been hit by 42 tsunamis. The floats alone were a \$55 million line item in the project budget. The Memorial Day weekend is expected to be a record low and they are discussing closing the ramp during the 2 hour time period and this will be the first time for that to be necessary.

He additionally noted that tides have been pulling out farther than published. He commented on the ability to launch and float a boat. It was a good training session and he appreciated being able to call in for the meeting.

Harbormaster Hawkins wanted to add a discussion on the fate of the woodgrid at the next meeting.

Deputy City Clerk Krause commented good to be here.

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

Commissioners Carroll, Zeiset and Stockburger had no comments.

Commissioner Donich commented “let’s get ‘er done.”

Commissioner Hartley commented that it will be good to get the restrooms replaced, a very much needed project.

ADJOURN

There being no more business to come before the Commission, Vice Chair Zimmerman adjourned the meeting at 7:58 p.m. The next regular meeting is scheduled for June 28, 2017 at 6:00 p.m. in the City Hall Cowles Council Chambers, 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved:_____



JUNE 2017 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- AAHPA Staff – Teleconference Re: IAMPE Tuition Waiver
- International Association Maritime Port Executives – Three Day Port Executive Training in Anchorage
- Homer Marine Trades Association – Round-haul with Local Businesses
- Department Head Staff Meeting
- City Manager & Sportsman Supply – Lease Renewal
- USCG Marine Safety Detachment – Facility Security Plan (FSP) Annual Audit
- PND Engineers – Teleconference Re: Waterline Ferrule Metal Discrepancy
- Homer Marine Trades Association Meeting
- Lease Advisors – Transfer of Auction Block Lease to Southwind Foods
- Seward Harbor – Facility Walk-through & Project Funding Discussion

In addition to the influx of summer tasks and office traffic, Admin Staff has been busy assisting crane card customers with the transition into the new training program. This process has required aiding customers over the phone/in person with questions/concerns, explaining the new steps to ensure they complete the correct user agreement, and cancelling all the existing cards for customers that have not done the training by the extended deadline. The new program is officially in full-force as of June 16, 2017.

2. Operations

The months of May and June brought about peak demand for harbor services with approximately 850 boats moored in the harbor over the Memorial Day weekend. The mobilization of the commercial fishing fleet drove transient moorage systems to maximum occupancy. Charter businesses, retail shops, and restaurants that are now open for business added to the high demand for available parking in the harbor uplands. Parking Enforcement officers spent time working with the harbor customers and the general public on the location and use of the new fee-pay parking kiosks located at Ramps 1-3. Supported by a public service announcement, operations staff worked with boaters and directed traffic at the Load and Launch Ramp during the extreme low tides coinciding with the holiday weekend. Harbor assistants are busy with grounds-keeping duties involving trash removal and the sanitization of the fish cleaning stations.

Landings at all harbor facilities included the following vessels: M/V Amsterdam, M/V Europa, M/V Silver Shadow, Pacific Wolf & DBL54, Coastal Nomad, Coastal Transporter, Bob Franco, CISPRI Perseverance, and CISPRI Endeavor & Barge Responder.

Other notable events:

- On 5/18, operations staff responded to an EMS call involving a 26 year old male suffering from a drug overdose aboard a 100' commercial fishing vessel.
- On 5/20, operations staff fielded an accident report involving two recreational vessels.
- On 5/20, harbor officers used the harbor tug's fire pumps to wash down the landings on the D/W/D breasting dolphins and mooring cans.

- On 5/22, operations staff assisted HPD locate and arrest a man charged with theft and vandalism; he had broken into a 100' contract vessel while he was highly intoxicated and proceeded to discharge two, 20lb. dry-chemical fire extinguishers inside the living quarters.
- On 5/24, a harbor officer responded to a vessel flooding while utilizing the Wood Grid.
- On 5/27, harbor officers responded to an EMS call involving a 70 year old female fainting at a local boardwalk.
- On 5/28, parking enforcement officers assisted HPD with a hit-and-run vehicle accident in the Ramp 4 lot.
- On 5/29, harbor officers removed a camp-shelter from the beach above the harbor entrance.
- On 5/30, a harbor officer assisted HPD locate a crew member aboard 75' commercial fishing vessel suspected of domestic violence.
- On 5/31, a harbor officer responded with dewatering pumps to a sinking 25' recreational vessel.
- On 5/31, harbor officers used the harbor tug to tow an 80' tender off the harbor banks.
- On 6/1, operations staff assisted a 120' crabber tender depart from a raft of vessels on system 5.
- On 6/2, operations staff documented a vessel collision/accident involving a charter and recreational vessels.
- On 6/2, harbor officers responded to an EMS call involving a 58 year old female who fell at a local retail shop.
- On 6/3, harbor officers towed a disabled 25' recreational boat from the harbor entrance to the L&L Ramp.
- On 6/7, operations staff assisted a 40' sail boat that had drifted ashore at the harbor entrance on an ebb tide. The vessel was floated and later towed into the harbor so that its owner could perform repairs to its hull.
- On 6/8, harbor officer responded to an EMS call involving an inbound vessel to the L&L Ramp with a 54 year old female who suffered a leg injury while at sea.
- On 6/9, harbor officers responded to an EMS call involving a 50 year old male who fell aboard a charter vessel.
- On 6/11, harbor officers responded to an EMS call involving a 26 year old female at who fainted at local hotel.
- On 6/11, harbor officers towed a disabled 40' charter vessel and a 30' recreational vessel from the harbor entrance to their stalls.
- On 6/12, harbor officers assisted the owner of a 25' sailboat locate his vessel after it drug anchor on the north side of the Homer Spit.
- On 6/13, operations staff towed a disabled 40' commercial fishing vessel and a 25' sailing vessel from the harbor entrance to their berths.
- On 6/14, operations staff used the harbor tug to tow and relocate a 70' landing craft that was obstructing an adjacent vessel's ability to depart.
- On 6/15, harbor officers used the harbor tug and patrol skiff to escort, assist, and dock two 110' class contract vessels engaged in a tow.

3. Ice Plant

Most of the salmon fleet has geared up and the Ice Plant crew is transitioning from the spring maintenance program to normal operations. In addition to making ice, selling ice, and routine maintenance projects, we have almost completed repairs to Crane #1 and issued another 63 crane operator permits (118 total).

4. Port Maintenance

Notable events for Port Maintenance:

- Completed the Fishing Lagoon fish cleaning table enclosure.
- Installed safety netting on the Deep Water Dock corner fenders.
- Installed in-the-road signage for pedestrian safety.
- Repaired in-the-road signage.
- Annual spring maintenance on the Patrol Skiff.
- Started annual fire cart operational testing.
- Sent fire hose to HVFD for pressure testing.
- Experimented with a spray-on bird deterrent on the Deep Water Dock.
- Teleconferenced with engineers regarding potable water issues.
- Teleconferenced into an annual PCC board meeting.



City of Homer

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Port and Harbor

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(p) 907-235-3160

(f) 907-235-3152

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER
DATE: JUNE 21, 2017
SUBJECT: CONCRETE PAD UPGRADES & WASH-DOWN USE

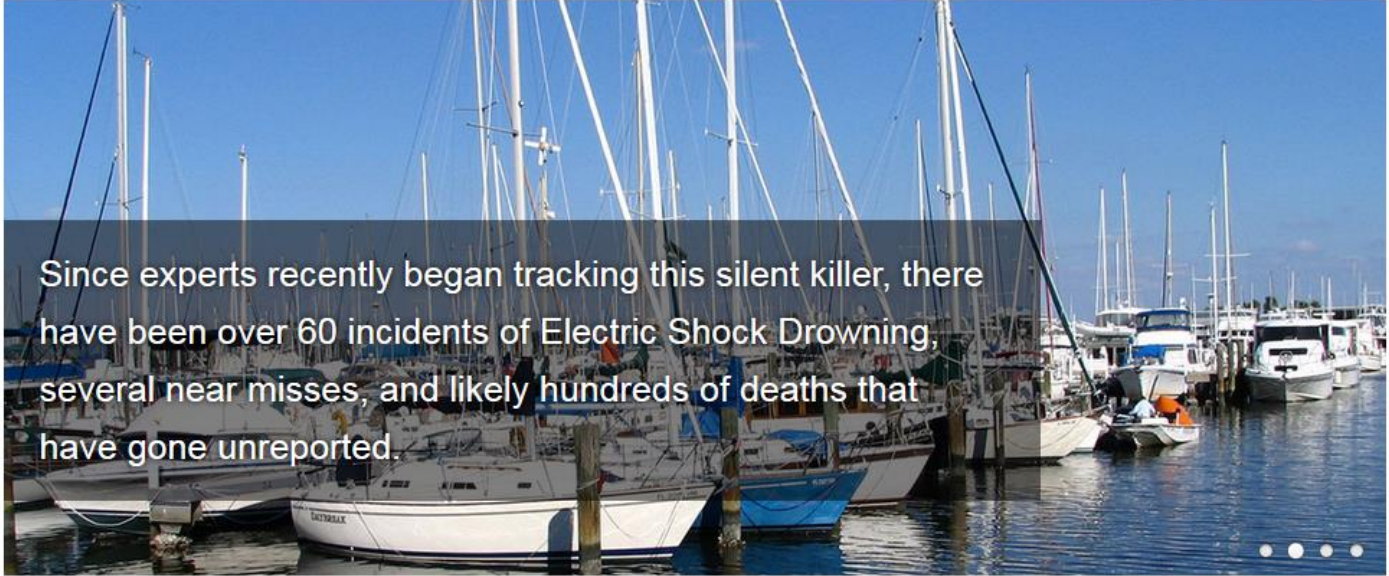
At the May meeting, the Port and Harbor Advisory Commission requested staff look into being able to use the Concrete Pad as a haul-out location where vessels can be trailed to for wash-downs and repairs.

Port and Harbor Staff is currently working with Nelson Engineering on a repair yard design for the large vessel yard on TR-1A (Pier One lot). When the design is complete, staff will be able to compile better numbers for estimating the Concrete Pad upgrades. Of course a lot depends on what exactly we want to be able to accomplish at this site. The simpler the scope, the lower the setup costs. The commission and staff may want to talk about what a phased approach would look like if our long range plans were for a larger setup.

If the Port and Harbor wanted to wash down vessels on the Concrete Pad, we would need to connect that specific discharge to City sewer and either update our existing Storm Water Pollution Prevention Plan (SWPPP) or file a separate plan for that new location.

Recommendations

For Discussion Purposes



Since experts recently began tracking this silent killer, there have been over 60 incidents of Electric Shock Drowning, several near misses, and likely hundreds of deaths that have gone unreported.



A random sampling of shore power cords in several fresh water marinas in the U.S. displayed that approximately 13% of the boats tested were leaking potentially lethal amounts of electrical (AC) current into the water.

The Electric Shock Drowning Prevention Association

The Electric Shock Drowning Prevention Association is a 501(c) nonprofit organization devoted to saving the lives of those who frequent our recreation waters. We invite you to browse our website to learn how to protect your family from the danger of Electric Shock Drowning. Awareness is the first step to preventing such a tragedy from occurring to your family and friends. Our mission is to save lives, and our objectives are listed below:

- 1) To prevent injuries and loss of life due to Electric Shock Drowning (ESD) and water-related electrocutions.
- 2) To promote the understanding of the mechanisms of Electric Shock Drowning so individuals know how this happens.
- 3) To recognize and spread awareness to high risk areas.
- 4) To provide a resource for the investigation of all drownings of a suspicious nature so that Electric Shock Drownings are properly identified.
- 5) To identify prevention measures for Electric Shock Drowning using American Boat and Yacht Council (ABYC), National Fire Protection Association, and National Electrical (NEC) standards, and other existing technology.
- 6) To enlist you to help in a nationwide effort to prevent these tragedies from occurring.

[Please click here to read the ESDPA's Position Statement on swimming with "Green Light" devices.](#)

SUPPORT THE ESDPA!! Join us in our effort to save lives through a small contribution to the ESDPA. It is easy and tax deductible. All funds received by the ESDPA go to support the information campaign to educate everyone on the dangers of ESD. [Click here to contribute through our current GoFundMe campaign!](#)



Take the time to learn about Lucas's story and Electric Shock Drowning through Safe Electricity.org's TLC Campaign



Mike Holt discusses NEC 2011, 555.3 requirement for ground fault protection in Marinas



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Port and Harbor

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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER
DATE: JUNE 21, 2017
SUBJECT: WOOD GRID REHABILITATION

The harbor's Wood Grid has not had any significant improvements to the bents or retaining walls in at least 40 years. Many of the piles supporting the horizontal bents are in very poor condition and we have, in fact, condemned the lower three bents because they cannot safely support a vessel. The seaward retaining wall is also failing in a few locations; Port Maintenance has reported that when they've attempted repairs to the wall, there isn't much to tie into because of the high level of wood decay. Although the submerged portion of the grid is in poor condition, the catwalk with ladders, shore power, and seasonal water are in good condition because they were replaced in 2001.

Discussion Points for the Commission:

- Grid use and its importance with our fleet – i.e. low cost vessel maintenance, emergency haul and propulsion systems repair, inspections, etc.
- Possible regulations concerning grids in the future that may limit allowable use or activities on the grids.
- Grid size if we were to rebuild the grid does it need to be as wide and long as it is now.
- Would the commission support a CIP proposal for rebuilding the Wood Grid?

Recommendations

Make a motion to City Council that summarizes the Port and Harbor Advisory Commission's discussion on the value of the Wood Grid, and recommends that the Wood Grid Rehabilitation project be included in the City of Homer's CIP list.

Attached: Condition Photos of Wood Grid – dated June 2017





EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER CAPITAL IMPROVEMENT PLAN

Q: What is a CIP?

A: CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

NOTE: A Capital Improvement Plan is not a funding request. From the City's standpoint, it is a plan. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP should not be thought of as a request for City funding.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Newspaper articles often refer to the CIP as a “wish list.” Is that accurate? If so, what's the point of writing up a “wish list”?

A: That's not entirely accurate. The CIP is presented in sections –City projects on the legislative priority list, mid-range projects (projects that may be undertaken in the next six years) and long-range projects. This allows the CIP to be somewhat of a forward thinking “wish list” and an actual plan, at least for City projects.

There are several reasons to maintain a CIP even when it seems like little progress is being made in accomplishing projects, and even in years like this when there is no State Capital Appropriation's budget. 1) it helps focus attention on community needs; 2) it helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP; and 3) typically a project must be included in the CIP to be eligible for a state legislative appropriation.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in November.

Step 1 is to develop the schedule. The schedule is approved by the City Council.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, or changes to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top 5” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

Throughout this time, City staff will be crafting a new draft CIP, which is constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council will hold a work session to discuss the CIP and will they take public comment as advertised at regular City Council meetings. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of November. The CIP is also posted on the City website.

Q: Are the “legislative priorities” the same as the CIP?

A: No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which the City will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget when there is a capital budget, or to highlight high priority projects when there is not.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

In the past, the City’s “short list” may have had 10-15 projects on it. For the past several years the list numbered five. They were the Public Safety Building, Homer Large Vessel Harbor, Fire Department Equipment Upgrades, Storm Water Master Plan and Large Vessel Haul Out Repair Facility. Given the State of Alaska’s current budget shortfalls, the City will likely keep a reduced number of projects on the “short list.”

An attempt is made to include some less expensive projects along with big expensive ones. Most if not all of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Project descriptions are put in special “packets” tailored specifically to

legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau during which they will bring awareness to these projects and the community needs they address.

Q: Does the City seek Federal funding for CIP projects also?

A: Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep Water Dock expansion and for the proposed Homer Large Vessel Harbor. With the moratorium on federal “earmarks” in early 2011, chances of receiving federal funding for a project have diminished substantially.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds.

Q: What advice do you have for a community member who wants to see a particular project included in the CIP?

A: • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or an individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group nominates the project, City staff will draft a project description to include in the proposed new projects section for public comment and Council approval. NOTE: Ask for a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

Q: Once a project is approved for inclusion in the CIP, what can I do to make sure it doesn’t just languish there?

A: • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

- Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan followed by focused implementation of that plan.



City of Homer

www.cityofhomer-ak.gov

Administration
491 East Pioneer Avenue
Homer, Alaska 99603
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Memorandum

TO: City of Homer Boards and Commissions
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: June 22, 2017
SUBJECT: City of Homer 2018-2023 Capital Improvement Plan (CIP)

Each year, the City of Homer updates its CIP. This is a six-year planning document describing capital projects which have been determined to be community priorities.

The purpose of this memo is to solicit input and recommendations from the City's advisory bodies. Your input and an updated draft of the CIP will be forwarded to City Council in September for final public comment, Council selection of Legislative priority projects and adoption.

The Legislative priorities represent the City's top five projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. As expected, the State's capital budget was not funded due to Alaska's fiscal situation. However, setting community priorities still merits our attention. It helps focus attention on community needs and communicates community priorities to other potential funding sources.

I have provided the draft CIP (updated only minimally) to serve as a starting point for your discussion. Substantive recommended updates and/or changes are indicated in red font. To date they include:

- Page 8) Combine Barge Mooring Facility (from mid-range projects) with the Large Vessel Haul Out Repair Facility (a Legislative priority project)
- Page 26) Promote Ramp 2 Public Restroom Upgrade from long-range project to mid-range project.
- Completed projects (at least the funding) include Boat House Pavilion and the two South Peninsula Hospital projects: Operating Room HVAC and Homer Medical Clinic Expansion. The City of Homer Public Safety Radio System Upgrade project received partial funding through a successful FEMA grant request.

The type of input the Port and Harbor Advisory Commission may choose to provide includes:

- Recommend one or more new projects to be added to the CIP.
- Recommend one or more projects to be dropped from the CIP.

- Suggest that a project scope of work be expanded, reduced, or otherwise changed.
- Pass a motion to support (or not) the changes recommended for the two Port & Harbor CIP projects to forward to City Council.

Please take the time to formally recommend two projects the Commission would like to see as Legislative Priorities (either from the draft CIP, including the Legislative Request from last year. Currently this year, no new projects have been proposed for the CIP).

For Commissioners new to the CIP review process, I have included *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan*.

Thank you for your time and participation in this important planning process. I look forward to hearing your comments and incorporating your recommendations.



REVIEW DRAFT

City of Homer Capital Improvement Plan 2018-2023



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

To be updated



City of Homer

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Office of the City Manager

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October 10, 2016

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2017 through 2022 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 2017-2022 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

To be updated.



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Funded Projects from 2017-2022 CIP List

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

- The Police Department secured FY2016 AK Division of Homeland Security and Emergency Management funds to complete two components of the City of Homer Radio Communication System Upgrades: relocating the public safety repeater on the Homer Spit and upgrading the dispatch consoles.

The three projects below are likely to be added to the list, pending confirmation from organizations:

- Boat House Pavilion and Plaza on Homer Spit
- SPH Homer Medical Clinic Expansion
- SPH Operating Room HVAC Replacement



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 FY2019 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 large vessel haul out repair facility adjacent to the existing facility to perform efficient and environmentally sound repairs.

To be updated pending City
Council selection of Legislative
Priority projects.

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



Legislative Request FY2019

**City of Homer FY2019 State Legislative Priorities list
approved by the Homer City Council
via Resolution **17-XXX****

1. **Public Safety Building - ~~\$11,851,795~~ To be updated**
2. **Homer Large Vessel Harbor - \$111,809,700**
3. **Fire Department Fleet Management - \$1,219,500**
4. **Storm Water Master Plan - \$306,000**
5. **Large Vessel Haul Out Repair Facility - \$540,000**

FY 2019 - DRAFT Document



1. Public Safety Building, Phase 1

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.

To be updated after new Public Safety Task Force options & recommendations and Council action.

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 collocated 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, collocated 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 final design and construction of Phase I, the new Police Station. While the bond question (and a 0.65% seasonal increase in sales tax to pay the debt service) was narrowly defeated by voters in the 2016 Regular City Election, need for a new police facility remains a top priority for City Council.

Total Project Cost: \$11,851,795

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

FY2018 State Request: \$10,666,615

(City of Homer 10% Match: \$1,185,180)



Architectural concept for a new Police Station, which is Phase 1 of a new Homer Public Safety campus proposed for the intersection of the Sterling Highway and Pioneer Avenue.



2. Homer Large Vessel Harbor

Project Description & Benefit: This project will construct a new large vessel harbor system to the north of the existing small boat harbor in Homer harbor. It would enhance harbor capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, 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. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate the cutter *Hickory* and the new line of 157' Sentinel-class fast response cutters which will be replacing the 1980's era Island-class 110-foot patrol boats.

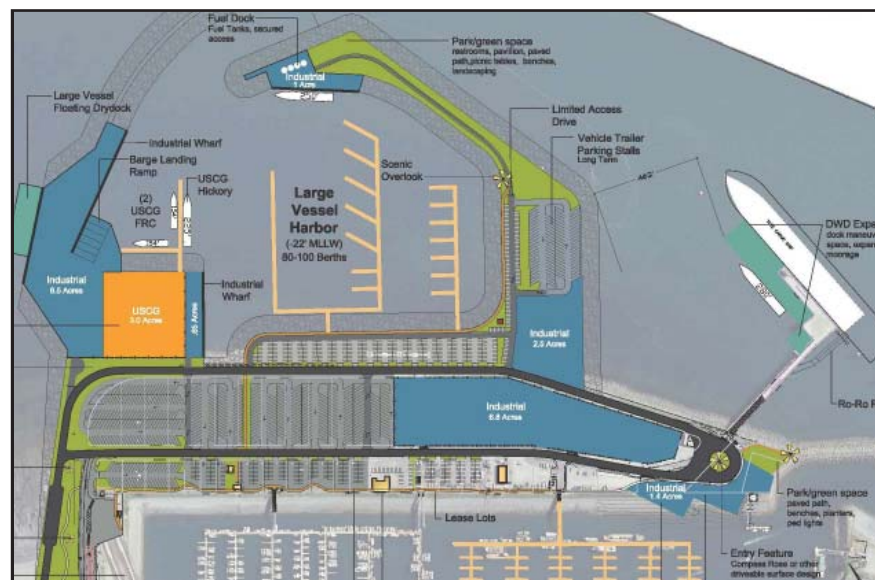
Homer's Port and Harbor is centrally located in the Gulf of Alaska and is the gateway port to Cook Inlet, and the port of refuge for large vessels transiting Cook Inlet. The large vessel harbor will provide a regional facility to serve and support marine industry needs, and provide a place of refuge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

The new harbor will provide private moorings for the USCG while at the same time accommodating large deep draft commercial vessels. The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCG cutters.

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: \$124,233,000
Design and Permitting: \$10,258,000
Breakwater Construction and Dredging: \$90,275,000
Inner Harbor Improvements: \$23,700,000

FY2018 State Request: \$10,258,000
 (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 relieves large vessel congestion in the small boat harbor and provides secure moorage compatible with the USCG's new line of fast response cutters .



3. Fire Department Fleet Management

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: 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 FY2018: \$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.



4. Storm Water Master Plan

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 FY2018: \$306,000

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



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



5. Large Vessel Haul Out Repair Facility

Staff Recommendation: combine Haul Out Repair and Barge Mooring Facility into one project. See page 8.

Project Description & Benefit: The Large Vessel Haul Out Repair Facility will consist of a haul out/launch ramp and site 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 haul out 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: Project development is being carried out in phases. Phase 1, initiated in 2014, included formation of a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements for the facility. Staff have additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer

Phase 2 will complete the design for the barge mooring facility and haul out ramp. Funding for Phase 2 is already in place. Phase 3 is construction of the Barge Mooring Facility, including the upland Haul Out Repair facilities (the wash down pad and drainage/water management system according to the SWPPP and electrical fixtures.)

Total Project Cost: \$600,000

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

State Request FY2018: \$540,000

(City of Homer 10% Match: \$60,000)



The Sesok and Surfbird hauled out for repairs on Homer Spit Lot TR 1 A next to Pier One Theatre.



Homer Barge Mooring & Large Vessel Haul Out Repair Facility

Staff Recommendation: combine Haul Out Repair Facility and the Barge Mooring Facility (a mid-range project) into one. See justification below.

Project Description & Benefit: This project provides safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Large vessels are currently turned away from the harbor's basin due to lack of moorage space; because of the lack of facilities, vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the local fleet of larger vessels and local marine trades businesses, and can accommodate the growing freight needs of existing Homer businesses.

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) will securely moor up to six barges in the tidal zone, with the bow end pulled tight to the beach and with access to pedestals delivering 440v electrical power.

The mooring facility will also feature a ramp for hauling vessels out onto dry ground above the high tide line for maintenance and minor repairs. A dead-man anchoring system will be provided for winching vessels up and down the ramp. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over. The facility will also benefit the region's large fleet of commercial fishing vessels.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer

Phase 2 completes the design for the barge mooring facility and haul out ramp and acquires permits. Funding for Phase 2 is already in place; completion of Phase 2 is expected September 2017. Phase 3 is construction starting with the Barge Mooring Facility and ramp progressing to Phase 4, the upland improvements.

Total Project Cost: \$4,768,500

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

2017: Phase 2 - Design/Engineering/Permitting: \$312,000 (funding secured)

2018: Phase 3 - Barge Mooring Construction: \$1,255,000

2018: Phase 4 - Haul Out Repair Facility Construction: \$3,201,500

Public Works and Port & Harbor Departments recommend combining the Barge Mooring Facility (a mid-range project) with Large Vessel Haul Out Repair Facility (a Legislative Priority project). The two projects are related in that the barge mooring facility provides the ramp and dead-man anchoring/winch system for hauling vessels to the repair facility. The combined project was submitted to the EDA and was ranked the Kenai Peninsula's #1 priority project for potential Federal infrastructure funding. The combined project will also be submitted as one of Homer's three municipal capital projects (requested by Gov Walker's administration) for consideration for this federal infrastructure funding program. The timeline reflects a shovel-ready project should Federal infrastructure funding be awarded.



Mid-Range Projects

Part 2: Mid-Range Projects

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Local Roads

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- **Land Acquisition for New Roads11**
- **Heath Street - Pioneer to Anderson12**



East to West Transportation Corridor

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 with assistance of an FY15 State Capital Grant. 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

2019 (Land Acquisition): \$1,250,000

2020 (Design): \$543,000

2021 (Construction): \$5,866,000

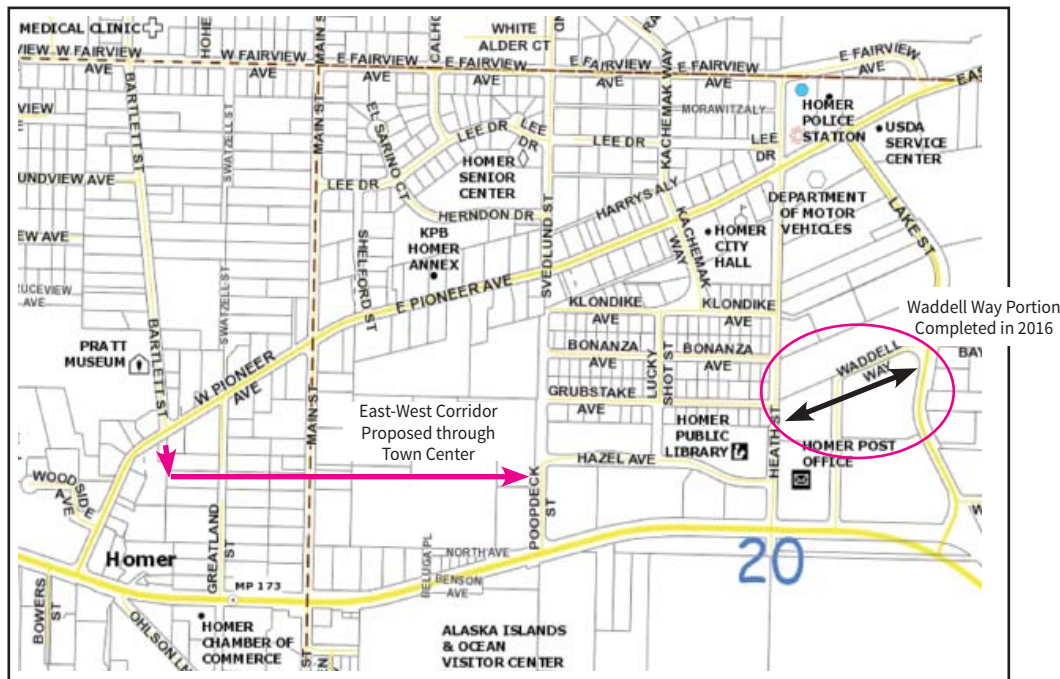
2022 (Inspection & Contingency): \$1,086,000

State Request FY2016: \$4,939,250

(City of Homer 25% Match: \$2,114,750)

(Waddell Way FY15 State Grant: \$1,405,000 completed)

Priority Level: 1



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



Land Acquisition for New Roads

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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.

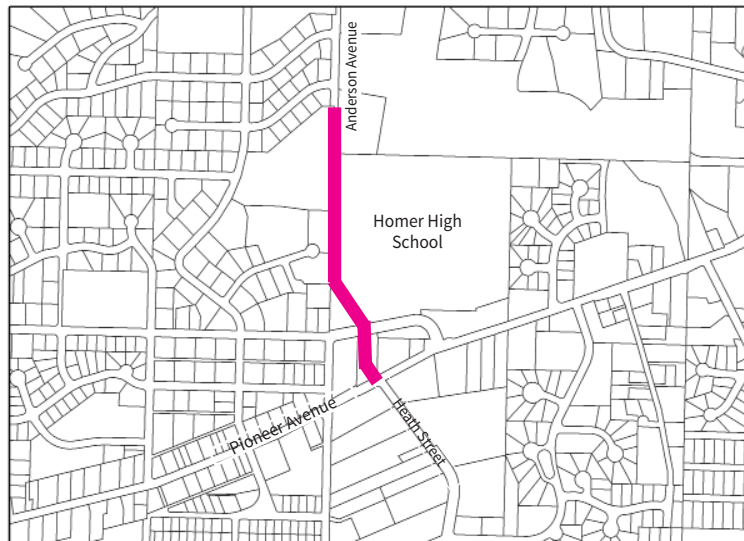
- Lake/Heath Street to Anderson Avenue
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road

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

Total Project Cost: \$2,200,000

Schedule: 2018-2020

Priority Level: 1



Heath Street to Anderson Avenue.



Poopdeck Street to Pioneer Avenue.



Early Spring Street to East End Road.



Heath Street Extension: Pioneer to Anderson

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 in Alaska Department of Transportation and Public Facilities (ADOT&PF) 2005 Homer Area Transportation Plan regarding traffic flow and intersection congestion where Pioneer Avenue intersects Heath Street and Lake Street. Conditions should be improved by providing alternate connections between different sectors of town. 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.

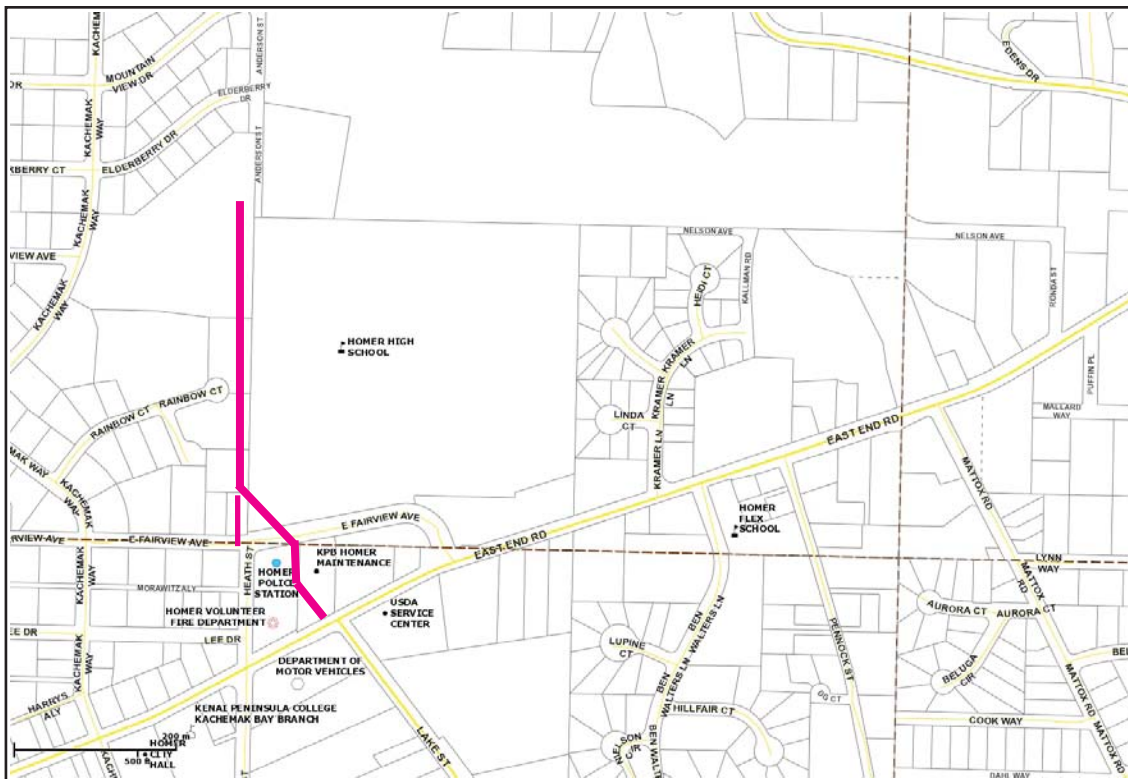
Total Project Cost: \$4,500,000

Schedule:

2020 (Design): \$500,000

2023 (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.

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Parks, Art, Recreation & Culture

- **Baycrest Overlook Gateway Project14**
- **Bayview Park Restoration Project15**
- **Ben Walters Park Improvements, Phase 216**
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- **Jack Gist Park Improvements, Phase 218**
- **Karen Hornaday Park Improvements, Phase 2.....19**
- **Main Street Sidewalk Facility: Pioneer Avenue North .20**
- **Multi-Use Community Center, Phase 121**



Baycrest Overlook Gateway Project

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 featuring 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

2020 (Preliminary Design): \$6,000

2021 (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

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 2018:** 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: 2019

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.



Ben Walters Park Improvements, Phase 2

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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: 2019

Priority Level: 2



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



Homer Spit Trailhead Restroom

FY 2019 - DRAFT Document

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: 2020

Priority Level: 3



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



Jack Gist Park Improvements, Phase 2

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: 2019-2020

Priority Level: 2



One of the new softball fields at Jack Gist Park

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Karen Hornaday Park Improvements, Phase 2

FY 2019 - DRAFT Document

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) Constructing ADA accessible trail along Fairview Avenue as an approach to an eventual Woodard Creek Trail;
- (2) 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.

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 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 park access road, one of the goals of Phase 2. HART fund here? 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

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.



Main Street Sidewalk Facility: Pioneer Avenue North

Project Description and Benefit: This project will provide ADA-compliant sidewalks, curb and gutter on Main Street from Pioneer Avenue north to Bayview Park.

Main Street is Homer’s primary north-south corridor extending from Bayveiw Avenue (near the hospital) to Ohlson Lane (near Bishop’s Beach); it crosses Homer’s primary east-west thoroughfares, Pioneer Avenue and the Sterling Highway. It provides access to residential neighborhoods, South Peninsula Hospital and Bayview Park, yet has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will provide pedestrian safety, accessibility and enhance the quality of life for residents and visitors alike.

Plans and Progress: The need for Main Street sidewalks was first articulated in Homer’s 2004 Non-Motorized Transportation and Trail Plan. Main Street sidewalk improvements for the State-owned portion of Main Street (from Pioneer Avenue south) have long been a project in the CIP. Completing a sidewalk facility on the City-owned portion from Pioneer Avenue northward would provide a continuous, safe pedestrian route through the heart of Homer.

The overall project is conceived as sidewalks on both sides of Main Street from Pioneer Avenue to Bayview Park. A phased approach is suggested, beginning with sidewalk on the west side of Main Street only, first to Fairview Avenue, then to Bayview Park.

Plans & Progress: A engineer’s conceptual cost estimate for both phases of the project has been developed.

Total Project Cost: \$943,055

Phase I: \$422,604

Phase II: \$520,451

Schedule: 2020

Priority Level: 3



Pedestrian safety along Main Street, one of Homer’s primary north-south roads, would benefit from a sidewalk facility.

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Multi-Use Community Center, Phase 1

FY 2019 - 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: 2019

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.



Port and Harbor

- ~~Barge Mooring Facility, Phase 1~~24
(P&H recommend combining with Haul Out Repair Facility, a Legislative Priority Project. See p. 8 for justification.)
- Deep Water/Cruise Ship Dock Expansion, Phase 125
- Harbor Ramp 2 Public Restroom Upgrade26
(P&H recommend move to mid-range from long-range)
- Harbor Ramp 8 Public Restroom27
- Ice Plant Upgrades28
- Seafarers Memorial Parking Expansion29
- System 4 Vessel Mooring Float System30
- Truck Loading Facility Upgrades at Fish Dock31
- ~~Boat House Pavilion and Plaza on the Homer Spit~~32
(probably move to completed list?)

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Barge Mooring Facility, Phase I

Staff Recommendation: combine Barge Mooring and Haul Out Repair Facility into one project. See page 8.

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

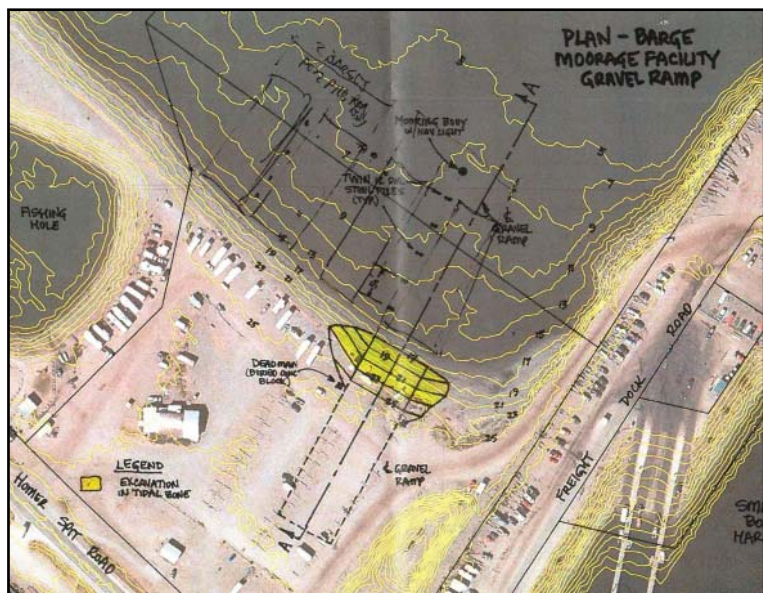
Schedule:

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



Deep Water/Cruise Ship Dock Expansion, Phase 1

FY 2019 - 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 an 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.

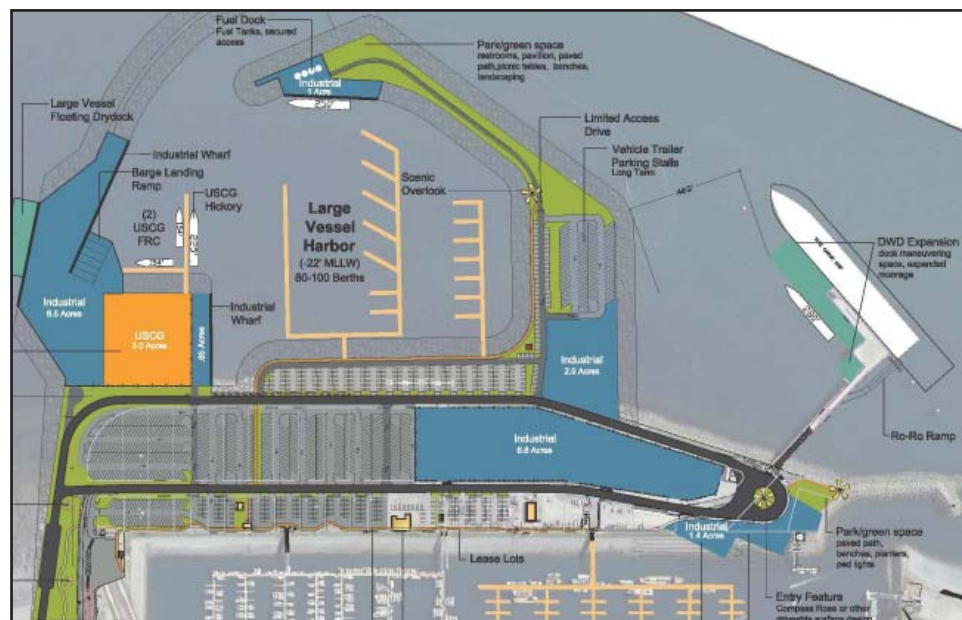
Total Project Cost: \$35,000,000

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.



Harbor Ramp 2 Public Restroom Upgrade

New project proposed for mid-range; has been in long-range section.

Project Description & Benefit: Ramp 2 public restroom, built 43 years ago with Land and Water Conservation grant funds, is the oldest restroom facility on the Spit yet serves one of the busiest parts of the Spit. Located near the site of the former Harbormaster Office at the top of Harbor Ramp 2, it experiences high traffic by tour and school groups gathering for across the bay excursions, cruise ship passengers and other visitors when sightseeing, shopping at nearby boardwalk businesses and accessing the tour boats located on the float systems below. Use of the facility is expected to increase after completion of the adjacent Boathouse Pavilion (a public shelter and gathering place) and an eventual bus and van pull-out for passenger drop offs.

The facility's advanced age is apparent. Worn interior finishes make cleaning the eight men's stalls and six women's stalls difficult; aged bathroom fixtures, plumbing and dilapidated stalls make it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. T-111 siding is weather-worn, has rot and is in need of replacement.

The project consists of tearing down the current restroom building and rebuilding a new concrete block restroom facility on the existing foundation, similar in construction to the other public restrooms on the Spit. The new facility will better serve Homer Spit visitors and recreationalists, be more energy efficient and reduce operational and maintenance costs.

Plans & Progress: In 2017, City Council accepted a Commercial Vessel Passenger Tax Program Pass Through Grant from the Kenai Peninsula Borough. Noting that the funds must be used for port and harbor projects that benefit cruise ship passengers, the acceptance Ordinance proposed using the proceeds of the Tax Program Funds to replace Ramp 2 Public Restroom. Design and cost estimates are being prepared. Public notice has been advertised to solicit public feedback on the proposed rebuild.

Total Project Cost: Option A: stick build/same configuration \$743,000
Option B: concrete block/same configuration \$765,208
Option C: concrete block/individual stalls \$813,296

Design: \$55,000 - \$45,000

Demolition: \$12,000 - \$25,000

Construction: \$681,000

Priority: 1

Ramp 2 Restroom has been a long-range project. Port & Harbor and Public Works Departments recommend moving project up to Mid-Range status. With development of the Boat House Pavilion, the facility is expected to experience even greater use.

Public input is being accepted on the three options.

The project is eligible (and in a high priority category) for LWCF grant funds; Commercial Vessel Passenger Tax Program funds (approved in Ordinance 17-19) are proposed for matching funds; P&H Advisory Commission approved forward funding the cost of completing construction from the Enterprise Fund should a grant request prove successful.



Ramp 2 Restroom, at forty-three years old, needs upgrading for sanitation, energy efficiency and maintenance cost reduction..



Harbor Ramp 8 Public Restroom

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: 2020

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.



Ice Plant Upgrade

FY 2019 - 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:

2018: Purchase/install new refrigeration equipment for the bait room: \$160,000

2021: Purchase new/replace old compressors: \$500,000

Priority: 1



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



Seafarers Memorial Parking Expansion

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:

2017: Design and Permitting at 95% complete: \$8,000

2018: Dredged Material Placement by Corps: In kind

2019: 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.

FY 2019 - DRAFT Document



System 4 Vessel Mooring Float System

FY 2019 - DRAFT Document

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:

2019 Design: \$600,000

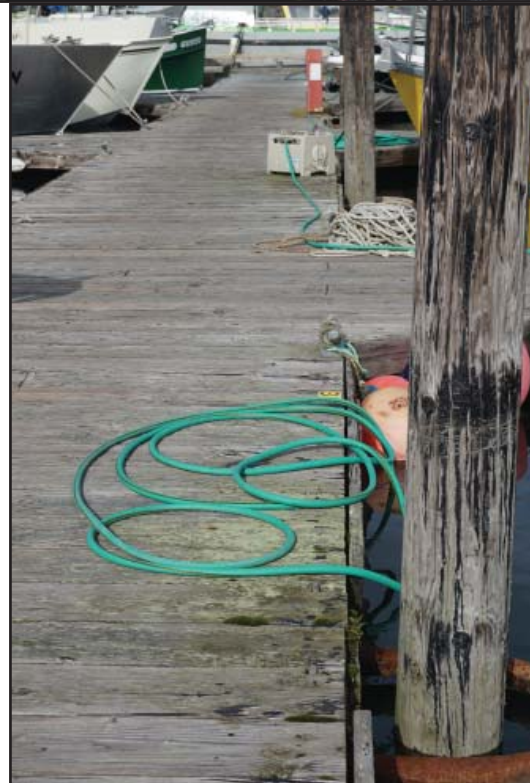
2020-2023 Construction: \$5,000,000

Priority Level: 2



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





Truck Loading Facility Upgrades at Fish Dock

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.

FY 2019 - DRAFT Document



Boat House Pavilion and Plaza on the Homer Spit

Move to completed projects?

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, \$67,00 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.

Total 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.



Public Safety

- **City of Homer
Radio Communications System Upgrade.....34**
- **Fire Department Rescue 1 Remount35**

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City of Homer Radio Communication System Upgrades

FY 2019 - DRAFT Document

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 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 FY2016 AK Division of Homeland Security and Emergency Management funds to relocate the public safety repeater on the Spit and replace dispatch consoles. Still, considerable funds will be needed to replace the entire radio communication system by 2022.

Total Project Cost: \$1,220,018 - \$1,300,018
(\$343,363 funded through FY16 State Homeland Security and Emergency Management grant award.)

Public safety repeater relocation on Homer Spit:	\$ 47,363 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 127,668
Public Safety radios:	\$ 558,987
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2018-2022

Priority: 2



City-wide radio system upgrades are needed to maintain full communication operability.



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: \$200,000

Schedule: 2018

Priority Level: 1



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.



Public Works Projects

- **Water Storage/Distribution Improvements37**



Water Storage/Distribution Improvements, Phase 2

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality. First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** is shovel ready and in need of construction funding. It replaces a 60-year old, functionally obsolete steel water tank and adjacent PRV station with a new underground water storage tank, and installs 2,000 linear feet of water main and PRV station between the new tank and the water system.
- **Phase 3:** can be completed after phase 2 is finished. Phase 3 consists of modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back to the grid; reducing the City's electricity costs and creating green power. Phase 3 also includes slip-lining old cast iron water main on the Homer Spit.

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments.

All local, state and federal permits have been obtained for Phase 2. The Alaska Department of Environmental Conservation has reviewed the plans and issued an "Approval to Construct" for the new tank/piping, abandonment of the existing tank and replacement of the PRV station. The State Historic Preservation Officer (SHPO) has concluded that there will be no historical properties affected by the proposed project.

The State Fire Marshall has approved the plans for the PRV replacement building and the new tank mechanical building. Wetland delineations have been completed, documenting that no wetland permits are required. No right-of-way acquisition is required – all construction will occur on City owned property or within existing dedicated rights-of-way or easements.

Total Project Cost: \$10,438,542

2014 (Design, Completed): \$884,214

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

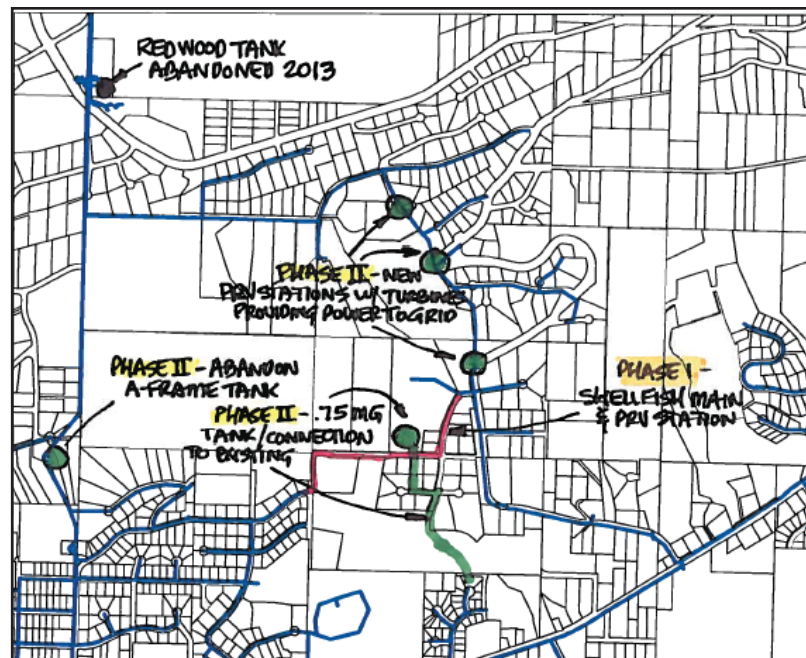
2019 Phase 2 Construction: \$4,525,394

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

FY2016 State Capital Allocation: \$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.



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.....39**
- **Kachemak Drive Rehabilitation/Pathway.....40**
- **Main Street Reconstruction/Intersection41**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill42**



Homer Intersection Improvements

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:

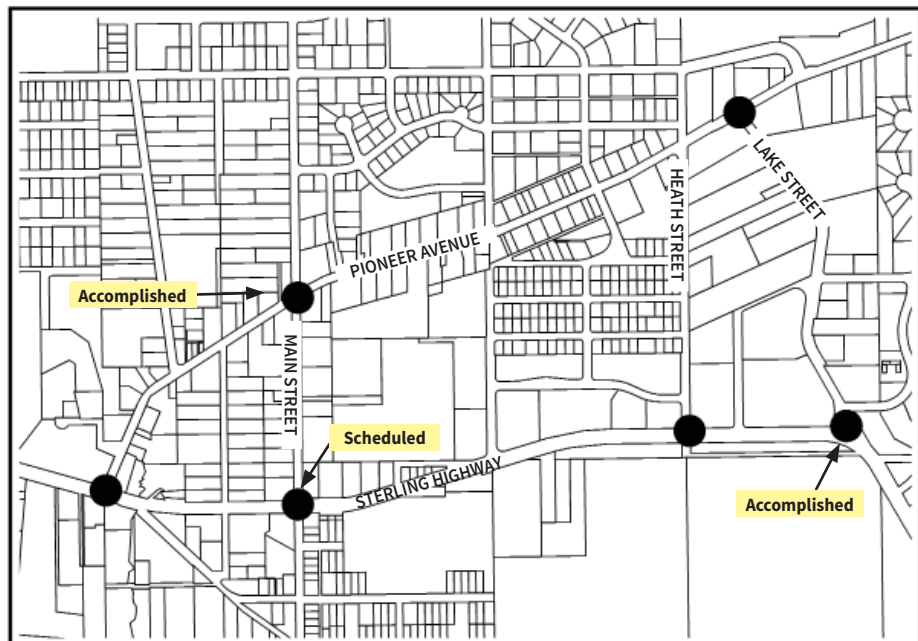
Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;

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 2018 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.



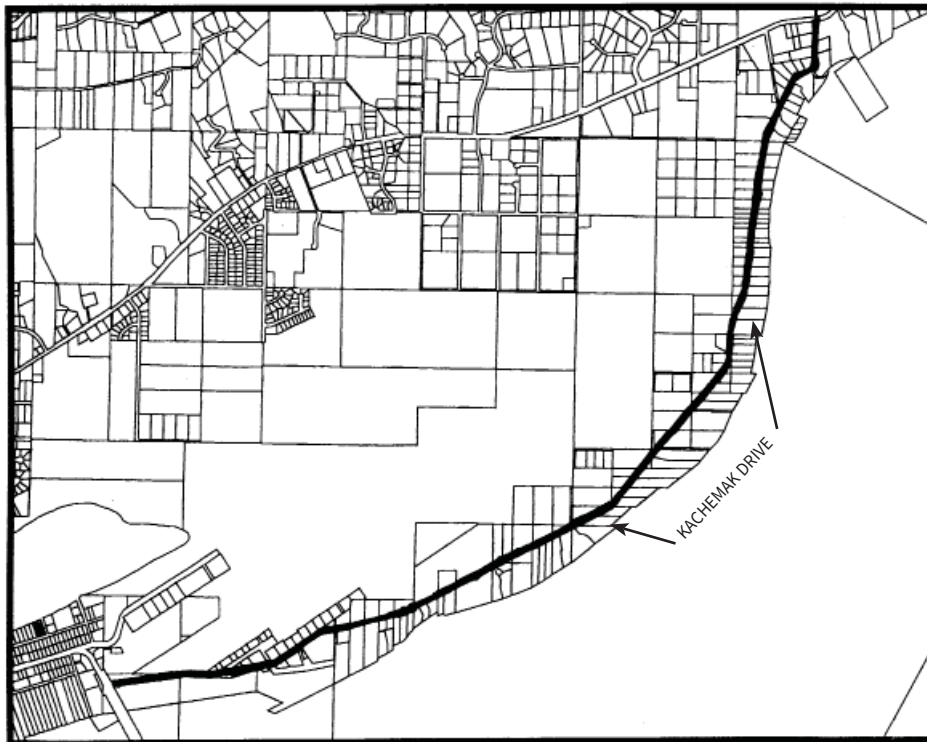
Kachemak Drive Rehabilitation/Pathway

FY 2019 - 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

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

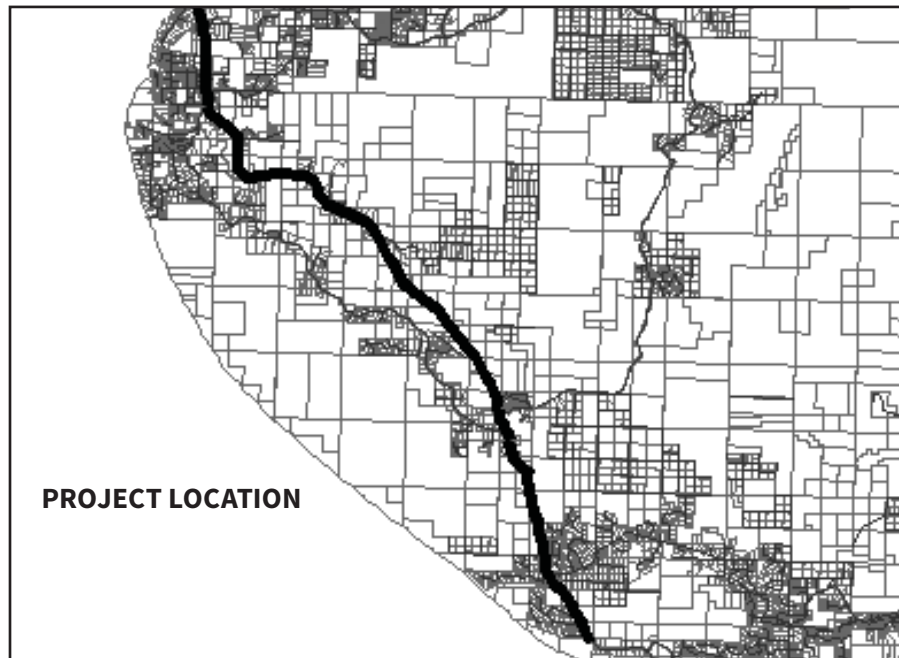
FY 2019 - DRAFT Document

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.





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:

- **Beluga Slough Trail Extension44**
- **Haven House:
Safety/Security Improvements45**
- **Homer Council on the Arts:
Re-configuration and Facility Upgrade.....46**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition.....47**
- **Homer Senior Citizens Inc.:
Alzheimer's Unit48**
- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery49**
- **Kachemak Ski Club:
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- **Pratt Museum:
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- **South Peninsula Hospital:
~~Homer Medical Clinic Expansion.....52~~**
- **South Peninsula Hospital:
~~Operating Room HVAC Replacement.....53~~**

Move SPH projects to completed list? No project update from SPH yet.

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Beluga Slough Trail Extension

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. A community-based project team has formed 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.

The trail (see map below) would be on City of Homer property, except for one private parcel (indicated by yellow star). Discussions with the landowner about purchase or easement opportunities are ongoing. Alternatively, the trail could be routed on existing City property which would require more boardwalk infrastructure.

Project proponents have discussed potential project sponsorship and/or trail coalition membership with The Homer Foundation and other area organizations. Discussions with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielded 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 (backcountry – recreational trail design): \$100,000 - 200,000

Phase 2: construction of 1,200 feet of the eastern and driest part of the trail (backcountry - recreational trail design): \$50,000 - 150,000

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



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



Haven House Safety/Security Improvements

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 helped to complete the remaining Phase 2 items which included front and back doors surveillance systems, replacing aging windows, and fortifying the existing yard fence, but only at one specific location. This portion of Phase 2 was completed 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.

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Homer Council on the Arts Facility Upgrade & Addition

FY 2019 - 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 socioeconomic status and abilities, to participate in and experience the arts.

For the past decade HCOA has been working toward facility improvements that will better meet community and programmatic needs. The need for indoor space for arts programs and community events emerged as the most significant priority in a Homer Recreation and Culture Needs Assessment completed in 2015. Taking the necessary steps to fulfill HCOA's vision of an improved facility that can meet these needs, HCOA worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of its current facility and affordable addition. The upgrades will provide space for programs, dance, a medium-sized performance space (serving approximately 200 people), and improved overall accessibility, flexibility, longevity and aesthetics of the existing building.

Plans & Progress: The three tiered upgrade, reconfiguration, and addition plan includes Phase One: energy efficiency and maintenance improvements; Phase Two: raising the big top yurt construction; and Phase Three: reconfiguration of the main building.

Through grants and a mortgage refinance, Phase One will be completed early this summer (2017). To date, HCOA has raised \$140,000 through grants and community donations to complete Phase Two. A Facility Improvement Committee consisting of board members, local engineers and donors is working with structural and mechanical engineers, the fire marshal, and local contractors to design the yurt structure to meet all requirements for a commercial facility serving approximately 200 people.

Total Project Cost: \$500,000



Architectural rendering of HCOA's facility upgrade and yurt addition, which will provide a community dance and performance art space serving approximately 200 people.



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 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2.1 million dollars from purchasing the Arena.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more than a decade as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 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 at all age and skill levels, broomball, curling and numerous community and school open skate events. The public and open skate events bring up to 1000 additional users during the busiest months. These efforts earned HHA the 2012 Alaska Recreation and Parks Association Outstanding Organization award and more recent recognition from the USA Hockey Association.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2015-2016 these games 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. KBA has hosted several consecutive youth State Hockey Championship Tournaments which are widely attended by families from all over the State.

Plans and Progress: HHA has an active and committed Board and membership. The volunteer hours are leveraged by several successful fundraisers, sponsor and advertising campaigns, grant awards and donations each year. This covers approximately one third of the annual operating and capital expenses. The remaining expenses are covered by user fees.

The purchase of the building would provide HHA the opportunity to open more programs and expand existing programs to include more of the community. The high user fees are a barrier for many families but necessary just to meet annual expenses. The building purchase would allow HHA to adequately fund and plan for the replacement of the major mechanical components of the ice arena. It would also allow for the major building maintenance projects to be funded. It could allow for heating and additional seating to accommodate the spectators. Major projects that could increase revenue such as year around flooring could become feasible. The building purchase would allow this important community resource to grow and prosper into the future.

Total Project Cost: \$2, 100,000



Christmas Eve public skate at Kevin Bell Arena is well attended.



Homer Senior Citizens Inc. Alzheimer's Unit

No update received from Homer Senior Citizens yet.

FY 2019 - 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.

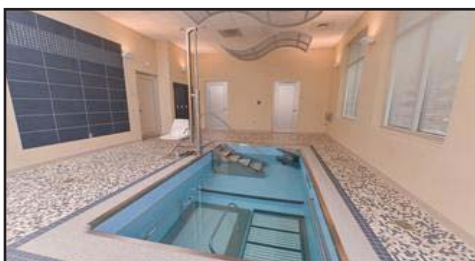
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will 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.

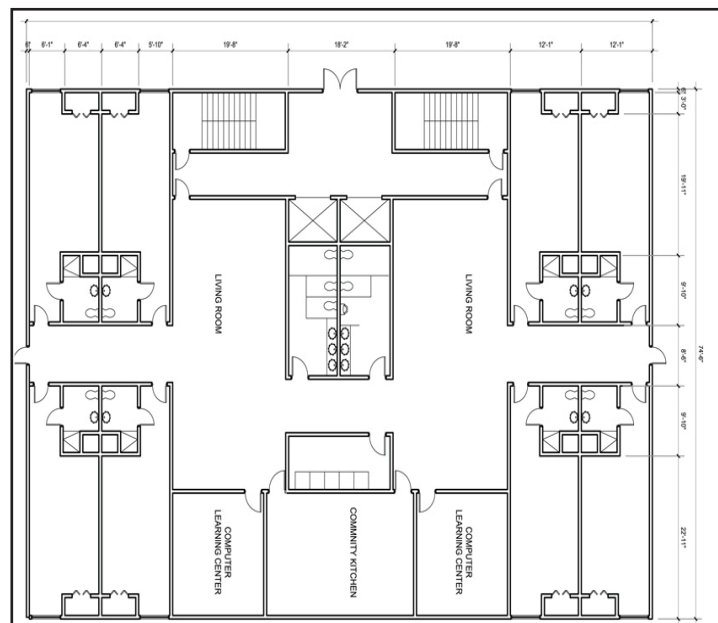
HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. One of the priorities for scoring in these grant programs is City of Homer support through Capital Improvement Plan designation. HSC will be holding many fundraising 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 Mariculture Association Kachemak Shellfish Hatchery

Project Description and Benefit: For twenty-four 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 close partnership with the Kachemak Shellfish Growers Cooperative (KSGC), twelve farms in the Bay utilize a facility on the Spit for processing, marketing, shipping and now culturing seed.

Five years ago the industry was severely impacted by an oyster seed shortage affecting the entire Pacific Coast. Local leaders volunteered and developed a small proof of concept experiential oyster hatchery/setting facility in the KSMA building to address the seed needs of all Kachemak growers and beyond. Over the past four years, on a thin budget, along with the assistance of industry professionals, and some financial support from the State of Alaska, the “experimental” hatchery has consistently set millions of spat every year. Some experts gave this under-manned nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of KSMA’s staff, the oyster spat experiment has thrived and now the next critical step is to upgrade an important piece of equipment to become compliant with State regulations, improve safety and security and scale up production to meet demand. Applications for new mariculture farms are up from the five in a typical year to 15 this year, potentially adding 1,000 acres of new Alaskan oyster and kelp farms to the current 320 acres under production.

The piece of equipment is called a FLUPSY. Microscopic oyster seed, or spat, cannot go directly from the hatchery to oyster farms. The next stage of development happens in a FLUPSY -- a floating upwelling system that takes the microscopic seed from the hatchery into the waters of Kachemak Bay in appropriately sized bins through which water is constantly moved by an electrically-driven paddle wheel. Spat in the FLUPSY are regularly cleaned, graded and placed in graduated bins for a full year prior to going to individual farm sites.

At fifteen years old, KSMA’s FLUPSY is showing the wear-and-tear of exposure to the harsh maritime climate; spat production has outgrown the FLUPSY’s capacity; its design is ergonomically antiquated. Its deteriorating Styrofoam flotation is out of compliance with regulatory standards. It is also unsecured; a recent vandalism threatened a year’s worth of spat. A new, covered FLUPSY will provide compliant, state-of-the-art flotation and adequate spat capacity. It will safeguard workers with ergonomically superior equipment and safer, covered decking. Locking security will dissuade costly acts of vandalism.

The benefit of a thriving oyster farm industry in Homer is huge. In their 25th year of production, oysters have become a sparkling year-round addition to Homer’s seafood options available to residents and attracting tourists. 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. Excess seed is sold to other farmers eager for a reliable supplier (both in State and out). This economic benefit has been recognized by the State of Alaska. Mariculture is a top economic development priority for Governor Walker and is a Business Development goal in *Northern Opportunity*, Alaska’s Comprehensive Economic Development Strategy.

Our local hatchery and state-of-the-art FLUPSY can also provide a great educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. (The Seward hatchery hatches opilio crab as the waters of Resurrection Bay are less conducive to oyster seed.) A mariculture course could easily be developed around oyster seed development, culturing and marketing right here in our own backyard.

Plans and Progress: A new FLUPSY will be developed in two phases. Design and permitting followed by construction.

Total Project Cost: \$175,000

Preconstruction: \$25,000

Construction: \$150,000



Cleaning the FLUPSY bins on a beautiful Kachemak Bay day.



Kachemak Ski Club Ohlson Mt. Rope Tow Motor House Relocation

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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



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.



Pratt Museum Facility Renovation and Site Redesign

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. For nearly 50 years, the Pratt's exhibits, education programs, and collections have worked to foster self-reflection and dialogue among the Museum's community and visitors. Today, the Pratt serves up to 30,000 visitors annually, with more than 4,000 young and adult learners participating in its programs. The Pratt Museum 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 opened its doors to the public in May 1968. The Museum's collection has grown with the community through that period and our current facility does not meet the needs of the Museum's growing collection, which are held in public trust and require specific conditions and storage practices for preservation and display. In addition, the building's current design limits community engagement activities. To better serve our community and visitors long into the future, the Pratt Museum plans to renovate the current museum building so that all gallery and meeting areas are ADA-accessible, the roof protects the collection, and collection items are stored and cared for according to best practices for cultural and natural history artifacts. The front area of the museum will be renovated to improve the visitor experience, and community engagement areas will be modified to better accommodate community conversations, presentations, and school group activities. The Museum may also renovate the aquarium curatorial area and the kitchen to ensure that these areas meet standards for animal care and food prep. The outcome of this immediate renovation will maintain the building as a well-functioning Museum through the next 10 years, allowing the Museum to expand its outreach programs with a growing membership and student base, even as the organization continues to work towards a new museum facility in the future.

Plans & Progress: For the past decade, the Pratt Museum has been working on a capital project for the new museum building. By 2015, \$3.4 million had been secured for building design and early site work. In 2016, the trail expansion and architectural designs for the new building were completed. It is anticipated that a new museum building, designed to incorporate museum-quality climate controls, accessibility for all community members, and new programming areas, will require another decade to complete.

At this time, the Museum will focus on renovating the current building to move our mission and community engagement goals forward through that next decade. This renovation will also serve the larger project by preparing the current building as an auxiliary storage and outreach building and/or as an improved building for lease once the new museum is built.

Total Project Cost: \$2,000,000 (Renovation of Current Building)

Status of New Building Capital Project

Total Project Cost: 9,500,000

Preconstruction: \$2,000,000 (complete)

Construction: \$7,500,000

New Building Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



South Peninsula Hospital: Homer Medical Clinic Expansion

Move to completed project list? No update received from SPH yet.

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.



Homer Medical Clinic



South Peninsula Hospital Operating Room HVAC Replacement

Move to completed project list? No update received from SPH yet.

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.



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Capital Improvement Long-Range Projects

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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

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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

With Boat House coming on line and potential LWCF funding, Port & Harbor / Public Works recommends moving this project to mid-range section.



Capital Improvement Long-Range Projects

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**

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. Grant funds from the EPA allowed the City to complete project design in the fall of 2014.

Cost: \$400,000 **Priority Level 3**



Capital Improvement Long-Range Projects

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

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 Schedule57**
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Capital Improvement Appendices

CITY OF HOMER 2018-2023 CAPITAL IMPROVEMENT PLANNING PROCESS

FY 2019 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2017
Solicit new/revised project information from City Departments, local agencies and non-profits	May 10
Input for New Draft Requested By	June 9
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting dates:
Park, Arts, Recreation and Culture Advisory Commission	June 15, August 17
Planning Advisory Commission	June 21, July 19
Port and Harbor Advisory Commission	June 28, July 26
Economic Development Advisory Commission	July 11, August 8
ADA Compliance Committee	July 13
Library Advisory Board	August 1
Administrative Review and Compilation	August 9- August 22
City Council Worksession to Review Proposed Projects	August 28
Introduction of Resolution on CIP/Legislative Request	September 11
Public Hearing on CIP/Legislative Request	September 25
Adoption of Resolution by City Council	September 25
Administration Forwards Requests for Governor's Budget	September 29
Distribution of CIP and State Legislative Request	October 2017 & January 2018
Compilation/Distribution of Federal Request	February 2017

Capital Improvement Appendices

To be updated with final Resolution

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CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 16-101(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2017-2022 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2018.

WHEREAS, Duly published hearings were held on September 26 and October 10, 2016 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 September 26, 2016; 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 2017-2022" 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 2018 State Legislative Request:

1. Public Safety Building
2. Homer Large Vessel Harbor
3. Fire Department Fleet Management
4. Storm Water Master Plan
5. Large Vessel Haulout Repair Facility

BE IT FURTHER RESOLVED that projects for the FY 2018 Federal Legislative Request will be:

1. Public Safety Building
2. Homer Large Vessel Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2018 capital project priorities and take appropriate steps to provide necessary background information.



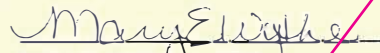
Capital Improvement Appendices

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RESOLUTION 16-101(A)
CITY OF HOMER

PASSED AND ADOPTED by a duly constituted quorum of the City Council of Homer,
Alaska, on this 10th day of October, 2016.

CITY OF HOMER




MARY E. WYTHE, MAYOR

ATTEST:


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 property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for 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. Currently, though, the HART fund balance will not grow as the ¾ percent dedicated to the HART Program fund has been suspended until 2019.
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 only be considered if the fund has a debt service of 1.25 or greater.
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.

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **May 2017**

<u>Moorage Sales</u>			<u>Stall Wait List</u>		
	<u>2017</u>	<u>2016</u>	No. on list at Month's End	<u>2017</u>	<u>2016</u>
Daily Transient	302	290	20' Stall	2	3
Monthly Transient	183	176	24' Stall	44	35
Semi-Annual Transient	14	16	32' Stall	62	71
Annual Transient	11	10	40' Stall	30	25
Annual Reserved	1	4	50' Stall	24	21
			60' Stall	5	4
			75' Stall	5	3
			Total:	172	162
<u>Grid Usage</u>			<u>Docking & Beach/Barge Use</u>		
1 Unit = 1 Grid Tide Use	<u>2017</u>	<u>2016</u>	1 Unit = 1 or 1/2 Day Use	<u>2017</u>	<u>2016</u>
Wood Grid	41	22	Deep Water Dock	34	51
Steel Grid	15	11	Pioneer Dock	20	17
			Beach Landings	8	44
			Barge Ramp	28	16
<u>Services & Incidents</u>			<u>Marine Repair Facility</u>		
Vessels Towed	2	1	Vessels Hauled-Out	<u>2017</u>	<u>2016</u>
Vessels Moved	12	29	Year to Date Total	0	3
Vessels Pumped	4	0		0	7
Vessels Sunk	0	0			
Vessel Accidents	2	2			
Vessel Impounds	0	0			
Equipment Impounds	7	4			
Vehicle Impounds	0	0			
Property Damage	4	0			
Pollution Incident	3	5			
Fires Reported/Assists	1	1			
EMT Assists	6	1			
Police Assists	7	3			
Public Assists	28	36			
Thefts Reported	1	1			
			<u>Wharfage (in short tons)</u>		
			In Tons, Converted from Lb./Gal.	<u>2017</u>	<u>2016</u>
			Seafood	164	70
			Cargo/Other	476	618
			Fuel	47,471	36,095
<u>Parking Passes</u>			<u>Ice Sales</u>		
Long-term Pass	<u>2017</u>	<u>2016</u>	For the Month of May	<u>2017</u>	<u>2016</u>
Monthly Long-term Pass	38	26		191	275
Seasonal Pass	6	2			
	5	5	Year to Date Total	457	519
<u>Crane Hours</u>			<u>Difference between</u>		
	<u>2017</u>	<u>2016</u>	<u>2016 YTD and 2017 YTD:</u>	<u>62 tons less</u>	
	165.2	164.7			

Port & Harbor Water/Sewer Bills									
Service Period End Date: May 31, 2017					Meter Reading Period: 4/12 to 5/12/17				
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00	-	-	\$19.00	1,160,800	1,160,800	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$19.00	-	-	\$19.00	11,690,500	11,690,500	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$19.00	\$54.50	-	\$73.50	22,949,900	22,954,900	5,000
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$19.00	\$109.00	-	\$128.00	1,473,700	1,483,700	10,000
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$167.86	-	\$186.86	3,195,100	3,210,500	15,400
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	-	-	\$19.00	479,100	479,100	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$553.72	-	\$572.72	8,778,800	8,829,600	50,800
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$19.00	-	-	\$19.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$1,751.63	\$37.12	\$1,807.75	866,869,300	867,030,000	160,700
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$147.15	\$313.20	\$479.35	75,800	-	13,500
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	-	-	\$19.00	1,633,800	1,633,800	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$914.51	\$1,946.48	\$2,879.99	71,200	-	71,200
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$67.58	\$143.84	\$230.42	751,000	7,572	6,200
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	-	-	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$68.67	\$146.16	\$233.83	34,600	-	6,300
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$25.07	\$36.11	\$80.18	54,100	56,400	2,300
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$147.15	\$211.95	\$378.10	39,700	-	13,500
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$633.29	-	\$652.29	349,700	407,800	58,100
Overall Charges: \$7,807.49 Overall Water Usage: 413,000									

Water/Sewer Monthly Comparison CY 2013 to Current										
	2013		2014		2015		2016		2017	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800	\$2,142.85	122,300
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500	\$1,287.76	59,600
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300	\$4,076.62	292,100
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700	\$1,726.84	113,100
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300	\$7,807.49	413,000
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700		
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900	\$19,490.97	1,583,400		
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000	\$22,468.25	2,189,100		
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300	\$19,710.24	1,651,300		
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300	\$8,887.32	708,200		
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100	\$2,582.53	167,600		
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100	\$1,154.76	44,900		
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$114,674.97	9,464,800	\$17,041.56	1,000,100

2017 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/8/2017	27.8			shut down for maintenance		
1/15/2017	23.3			shut down for maintenance		
1/22/2017	5.6			shut down for maintenance		
1/29/2017	13					
Jan Total		69.7	69.7		0	0
2/5/2017	24.1			shut down for maintenance		
2/12/2017	33.5			shut down for maintenance		
2/19/2017	36.4			shut down for maintenance		
2/26/2017	23.6			shut down for maintenance		
Feb Total		117.6	187.3		0	0
3/5/2017	4			shut down for maintenance		
3/12/2017	30.3			0		
3/19/2017	36.2			0		
3/26/2017	40.4			15		
4/2/2017	34			3		
Mar Total		144.9	332.2		18	18
4/9/2017	38.1			6		
4/16/2017	55.7			33		
4/23/2017	26.1			23		
4/30/2017	30.6			31		
Apr Total		150.5	482.7		93	111
5/7/2017	21.8			28		
5/14/2017	37.4			59		
5/21/2017	58.1			60		
5/28/2017	47.9			44		
May Total		165.2	647.9		191	302
6/4/2017	45.4			50		
6/11/2017	47			32		
6/18/2017	59.2			73		
6/25/2017						
7/2/2017						
Jun Total		151.6	799.5		155	457
7/9/2017						
7/16/2017						
7/23/2017						
7/30/2017						
Jul Total		0	799.5		0	457
8/6/2017						
8/13/2017						
8/20/2017						
8/27/2017						
Aug Total		0	799.5		0	457
9/3/2017						
9/10/2017						
9/17/2017						
9/24/2017						
10/1/2017						
Sep Total		0	799.5		0	457
10/8/2017						
10/15/2017						
10/22/2017						
10/29/2017						
Oct Total		0	799.5		0	457
11/5/2017						
11/12/2017						
11/19/2017						
11/26/2017				shut down for maintenance		
12/3/2017				shut down for maintenance		
Nov Total		0	799.5		0	457
12/10/2017				shut down for maintenance		
12/17/2017				shut down for maintenance		
12/24/2017				shut down for maintenance		
12/31/2017				shut down for maintenance		
Dec Total		0	799.5			

Deep Water Dock 2017

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/4	Perseverance INSIDE	207	0800/1800	Cispri	394.00	na
1/5	Perseverance	207	0900/2100	Cispri	788.00	52.00
1/5	Barge 141	300	0900/1400	Cispri	788.00	52.00
1/19	DBL 106	383	0600/	Kirby Offsho	1,206.00	52.00
1/19	Bismark Sea INSIDE	125	0600/	Kirby Offsho	506.00	na
1/20	DBL 106	383		Kirby Offsho	1,206.00	
1/20	Bismark Sea INSIDE	125		Kirby Offsho	506.00	
1/21	DBL 106	383	/1915	Kirby Offsho	1,206.00	
1/21	Bismark Sea INSIDE	125	/1915	Kirby Offsho	506.00	
1/24	DBL 54	288	1000/	Kirby Offsho	788.00	52.00
1/25	DBL 54	288	/0815	Kirby Offsho	788.00	
1/26	PacFree outside DBL 54	288	1715/	Kirby Offsho	788.00	52.00
1/27	PacFree outside DBL 54	288		Kirby Offsho	788.00	
1/28	PacFree outside DBL 54	288	/1745	Kirby Offsho	788.00	
1/30	Perseverance	207		Cispri	788.00	
1/31	Perseverance	207	/1230	Cispri	788.00	
2/1	Pacific Freedom&DBL 54	288	0930/	Kirby Offshore	788.00	52.00
2/2	Pacific Freedom&DBL 54	288	/1700	Kirby Offshore	788.00	
2/14	Katrina Em	101	1415/1600	Alaskan Acce	506.00	52.00
2/15	Perseverance	207	0805/	Cispri	788.00	52.00
2/16	Perseverance	207		Cispri	788.00	
2/17	Perseverance	207		Cispri	788.00	
2/18	Perseverance	207		Cispri	788.00	
2/19	Perseverance	207		Cispri	788.00	
2/20	Perseverance	207		Cispri	788.00	
2/21	Perseverance	207		Cispri	788.00	
2/22	Perseverance	207		Cispri	788.00	
2/23	Perseverance	207		Cispri	788.00	
2/23	Millennium Star	105	0800/1330	Olympic	506.00	52.00
2/24	Perseverance	207	/0900	Cispri	788.00	
2/28	Katrina Em	101	1300/1500	Alaskan Acce	506.00	52
3/11	DBL 78 (JAVA SEA)	370	0800/	Kirby Offsho	1,098.00	52.00
3/11	Pacific Freedom INSIDE	120	0800/	Kirby Offsho	506.00	na
3/12	DBL 78 (JAVA SEA)	370	/1450	Kirby Offsho	1,098.00	
3/12	Pacific Freedom INSIDE	120	/1430	Kirby Offsho	506.00	
3/12	Millennium Star INSIDE	105	2130/	Olympic	506.00	na
3/13	Pacific Wolf&DBL54	395	0800/1730	Kirby Offsho	1,206.00	52.00
3/13	Millennium Star INSIDE	105		Olympic	506.00	
3/14	Millennium Star INSIDE	105	/1630	Olympic	506.00	
3/18	Millennium Star INSIDE	105	1000/	Olympic	506.00	na
3/19	Millennium Star INSIDE	105		Olympic	506.00	
3/20	Millennium Star INSIDE	105		Olympic	506.00	
3/21	Millennium Star INSIDE	105	/0800	Olympic	253.00	
4/9	Pacific Wolf& DBL 54	395	1400/	Kirby Offshore	1,206.00	52.00
4/10	Endurance / Alyeska	207	0545/1900	Alyeska Pipe	788.00	52.00
4/13	Endurance / Alyeska	207	1544/?	Alyeska Pipe	788.00	52.00
4/15	Endurance / Alyeska	207	1530/2130	Alyeska Pipe	788.00	52.00
4/26	Perseverance	207	0700/1800	Cispri	788.00	52.00
5/1	USS Hopper	505		Ship Supply	1,996.00	
5/2	USS Hopper	505	/0700	Ship Supply	1,996.00	
5/6	Eastern Hunter	100	0900/1000	Fog Marine	56.31	inside /MC
5/10	Maia H & Brightwater	280		Global Div	788.00	52.00
5/11	Maia H & Brightwater	280	/0800	Global Div	788.00	
5/12	DBL 289&SeaPrince abreas	289		Crowley	788.00	
5/13	DBL 289&SeaPrince abreas	289		Crowley	788.00	
5/14	DBL 289&SeaPrince abreas	289	/1500	Crowley	788.00	
5/17	Silver Shadow	610	0800/1715	AK Maritime	2,957.00	481.53
5/19	CISPRI Responder	175	0900/1600	CISPRI	506.00	52.00

5/22	CISPRI Endeavor	181	0930/1715	CISPRI	506.00	52.00
5/23	Ramblin Rose	96	0900/1000	Diamond Ba	56.31	inside /MC
5/23	Eastern Hunter	100	0900/1000	Fog Marine	56.31	inside /MC
5/24	Europa	651	0645/1900	Cruise Line	3,917.00	481.53
5/26	CISPRI Endeavor INSIDE	181	0800/1200	CISPRI	84.30	na
5/30	Amsterdam	781	0900/1745	Holland Am	7,459.00	481.53
06/22/17				Year to Date Totals:	\$59,187.23	\$2,484.59

Pioneer Dock 2017

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/7	Perseverance	207	1000/1130	Cispri	788.00	52.00
1/9	Pacific Freedom & DBL 54	345	1545/2230	Kirby Offshore	788.00	52.00
1/21	Pacific Freedom & DBL 54	345	1700/2030	Kirby Offshore	788.00	52.00
1/25	Pacific Freedom & DBL 54	345	0840/1900	Kirby Offshore	788.00	52.00
1/30	Bob Franco	120	1300/1715	Olympic	506.00	52.00
2/24	Pacific Wolf & DBL 54	395	0730/1800	Kirby Offshore	1,206.00	52.00
3/20	Bob Franco	120	1000/1500	Olympic	506.00	52.00
3/27	Pacific Wolf & DBL 54	395	0700/1545	Kirby Offshore	1,206.00	52.00
3/28	Pacific Wolf & DBL 54	395	1500/	Kirby Offshore	1,206.00	52.00
3/29	Pacific Wolf & DBL 54	395	/1745	Kirby Offshore	1,206.00	
4/4	Pacific Wolf & DBL 54	395	0645/1345	Kirby Offshore	\$1,206.00	\$52.00
4/10	Pacific Wolf & DBL 54	395	0430/1315	Kirby Offshore	1,206.00	52.00
4/19	Pacific Wolf & DBL 54	395	2300/	Kirby Offshore	1,206.00	52.00
4/20	Pacific Wolf & DBL 54	395	/0715	Kirby Offshore	1,206.00	
4/21	Bob Franco	120	0815/1115	Olympic	506.00	52.00
4/27	Pacific Wolf & DBL 54	395	1500/	Kirby Offshore	1,206.00	52.00
5/1	Brightwater barge	280	1345/	Global Diving	788.00	52.00
5/2	Brightwater barge	280		Global Diving	788.00	
5/3	Brightwater barge	280		Global Diving	788.00	
5/4	Brightwater barge	280	/0830	Global Diving	788.00	
5/5	Pacific Wolf & DBL 54	395	1030/1600	Kirby Offshor	1,206.00	52.00
5/9	DBL 289 & SeaPrince abreast	289	0900/	Crowley	788.00	52.00
5/10	DBL 289 & SeaPrince abreast	289		Crowley	788.00	
5/11	DBL 289 & SeaPrince abreast	289	/0830	Crowley	788.00	
5/11	Pacific Wolf & DBL 54	395	1545/2130	Kirby Offshor	1,206.00	52.00
5/24	Coastal Nomad	260	1400/1830	Coastal Trans	788.00	52.00
5/25	Pacific Wolf & DBL 54	395	0700/	Kirby Offshor	1,206.00	52.00
5/31	Pacific Wolf & DBL 54	395	0515/1800	Kirby Offshore	1,206.00	52.00
06/22/17				Year to Date Totals:	\$4,864.00	\$312.00

Ferry Landings 2017

	Pioneer Dock	Deep Water Dock
January	22	0
February	24	0
March	6	0
April	5	0
May	6	0
June		
July		
August		
September		
October		
November		
December		

Pioneer Dock - 2017 Water Usage							Deep Water Dock - 2017 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
2/24	Pacific Wolf	475,540	479,100	3,560	\$ 194.05	\$ 102.00	1/5	Bob Franco	8,689,000	8,693,000	4,000	\$ 194.05	\$ 102.00
3/7	Tustumena	3,176,500	3,186,100	9,600	\$ 372.58	\$ 102.00	1/5	Perseverance	8,693,000	8,708,850	15,850	\$ 615.14	\$ 102.00
3/9	Tustumena	3186100	3195100	9,000	\$ 349.29	\$ 102.00	1/13	Bob Franco	8,708,000	8,710,000	2,000	\$ 194.05	\$ 102.00
4/19	Pacific Wolf	3195100	3197700	2,600	\$ 194.05	\$ 102.00	1/24	Pacific Freedom	8,710,000	8,714,000	4,000	\$ 194.05	\$ 102.00
4/27	Pacific Wolf	3197745	3199480	1,735	\$ 194.05	\$ 102.00	2/21	Perseverance	8,729,800	8,741,750	11,950	\$ 463.78	\$ 102.00
5/11	Pacific Wolf	3207375	3210510	3,135	\$ 194.05	\$ 102.00	2/23	Millennium Star	8,741,750	8,764,750	23,000	\$ 892.63	\$ 102.00
5/25	Pacific Wolf	480800	483600	2,800	\$ 194.05	\$ 102.00	3/13	Pacific Wolf	8,764,750	8,769,850	5,100	\$ 197.93	\$ 102.00
5/31	Pacific Wolf	483600	486600	3,000	\$ 194.05	\$ 102.00	3/14	Millennium Star	8,769,850	8,774,850	5,000	\$ 194.05	\$ 102.00
				-			3/19	Bob Franco	8,774,850	8,775,500	650	\$ 194.05	\$ 102.00
				-			3/29	Bob Franco	8,775,000	8,779,800	4,800	\$ 194.05	\$ 102.00
				-			4/20	Bob Franco	8,778,000	8,783,000	5,000	\$ 194.05	\$ 102.00
				-			4/25	Bob Franco	8,783,000	8,784,000	1,000	\$ 194.05	\$ 102.00
							4/29	USS Hopper	8,794,450	8,823,775	29,325	\$ 1,138.10	\$ 102.00
							5/8	Bob Franco	8,824,000	8,828,000	4,000	\$ 194.05	\$ 102.00
							5/17	Silver Shadow	8,834,100	8,899,000	64,900	\$ 2,518.77	\$ 102.00
							5/19	Bob Franco	8,902,000	8,905,050	3,050	\$ 194.05	\$ 102.00
							5/20	wash down	8,905,500	8,906,100	600	nc	
							5/22	Cispri Endeavor	8,908,670	8,940,000	31,330	\$ 1,215.92	\$ 102.00
							5/23	wash down	8,940,000	8,941,000	1,000	nc	
							5/30	wash down	8,944,000	8,944,850	850	nc	
							5/30	Amsterdam	8,945,000	8,998,000	53,000	\$ 2,056.93	\$ 102.00
				-							-		
Year to Date Totals:				35,430	\$ 1,886.17	\$ 816.00	Year to Date Totals:				244,555	\$ 9,842.41	\$ 1,428.00
Notes:							Notes:						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

2017 HOMER CITY COUNCIL MEETINGS
PORT & HARBOR ADVISORY COMMISSION ATTENDANCE

Commissions are invited to report to the City Council at the Council's regular meetings under Item 8. Announcements/Presentations/Borough Report/Commission Reports. This is the Commission's opportunity to give Council a brief update on their work. Generally the Commissioner who will be reporting will attend one of the two meetings for the month they are scheduled to attend.

The following Meeting Dates for City Council for 2017 is as follows:

January 9, 23	<u>Ulmer</u>
February 13, 27	<u>Ulmer</u>
March 13, 27	<u>Ulmer</u>
April 10, 24	<u>Hartley</u>
May 8, 30	<u>Carroll</u>
June 12, 26	<u>Stockburger</u>
July 24	<u>Zeiset</u>
August 14, 28	<u>Zeiset</u>
September 11, 25	<u>Zimmerman</u>
October 9, 23	<u>Carroll</u>
November 27	<u>Hartley</u>
December 11	<u>Zimmerman</u>