

Library Advisory Board
Tuesday
July 16, 2013
Special Meeting
5:00 p.m.



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

**NOTICE OF MEETING
SPECIAL MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF THE MINUTES** *(Minutes are approved during Regular Meetings only)*
 - A. Meeting Minutes for the Regular Meeting on May 7, 2013 Page 5
- 6. VISITORS**
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/ AND BOROUGH REPORTS**
 - A. Friends Report
 - B. Next Friends Meeting – June 12, 2013 at 6:00 P.M. Library Conference Room
 - C. Director's Report June 2013 Page 9
 - E. Budget & Statistics – Phil Gordon Page 15
 - G. Children's Art –
 - H. Facilities Report – Dave Groesbeck
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
- 10. NEW BUSINESS**
 - A. Review of the Library Advisory Board Bylaws Page 23
 - B. Review and Discussion of Standing Committees
 - C. Parliamentary Procedures – Using Roberts Rules of Order Page 27
 - D. Boardmember Recruitment
 - E. Capital Improvement Plan Page 33
 1. Worksheet Page 135
 - F. Creating a Strategic Plan for the Board Page 137
- 11. INFORMATIONAL MATERIAL**
 - A. Memorandum to Mayor Wythe and City Council Re: Facility Use Policy dated May 22, 2013 Page 139
- 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 BOARD**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR AUGUST 6, 2013** at 5:00 P.M. in the Council Chambers at City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 13-03 a Regular Meeting of the Library Advisory Board was called to order by Acting Chair Gordon at 5:00 p.m. on May 7, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: BOARD MEMBERS GROESBECK, KLOUDA, GORDON, STROBEL

STAFF: LIBRARY DIRECTOR DIXON
DEPUTY CITY CLERK JACOBSEN

AGENDA APPROVAL

GROESBECK/STROBEL MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

None

RECONSIDERATION

There was no reconsideration scheduled.

APPROVAL OF MINUTES

A. March 5, 2013 Regular Meeting Minutes

GROESBECK/KLOUDA MOVED TO APPROVE THE MINUTES.

There was brief discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Friends Report

Library Director Dixon noted that most of the Friends information is included in her staff report.

B. Next Friends Meeting May 8, 2013 at 6 pm in the Library Conference Room

LIBRARY ADVISORY BOARD
REGULAR MEETING
MAY 7, 2013

Board member Strobel commented that he would make an effort to attend the Friends meeting, however because of another commitment, he will likely arrive late.

C. Directors Report March & April 2013 and Monthly Statistics

Library Director Dixon reviewed the monthly statistics that were provided as a laydown. There was brief discussion about fluctuation in the numbers in comparison to last year.

Library Director Dixon also reviewed the information included in her staff report. She elaborated about a work group she is on with Best Beginnings. They held a community event where they pulled together interest groups and organizations that have interest in early literacy. Her working group was tasked with considering a list of information about language and literacy. She was pleased that the library is already doing, or would be doing if they had more time, over half of the items on the listing. Best Beginnings has said one of their goals is to get a full time children's librarian for Homer. She thinks it will take some work because there isn't funding for the position right now, but it is an exciting prospect.

Acting Chair Gordon recognized Representative Seaton who arrived after the start of the meeting and invited him to speak if he had anything to share with the Board.

Representative Seaton commended the Board and recognized the importance of their work for the community. Regarding early literacy, he sponsored HB 90, which is for early testing for vitamin D in pregnant women in their second trimester. A study has shown there is four times the rate of language impairment of kids at age 5, if their mothers had low vitamin D in their second trimester.

D. Landscape Committee Report

Board member Klouda reported the committee received advice from gardener Rosemary Fitzpatrick to clean out the north garden and plant rose bushes. There was discussion of how to handle the iris. The committee agreed to phase them in settling on five rose bushes max. They need volunteers to help clean and plant, under the guidance of Brenda Adams. There was brief discussion about volunteer time bank opportunities and also working with volunteers through the Friends. Board member Klouda said the landscape committee won't be meeting through the summer and she should work with the Friends to try to wrap this up. Library Director Dixon said she can talk with the Friends as well.

E. Budget and Statistic

Acting Chair Gordon reviewed budget and statistic information relating to other libraries, focusing on the title collection, development and expenditures. He reviewed what other cities have spent on their collection development noting that since 2000 our spending is far less than Kenai, Kodiak, Palmer, Seward, and Soldotna, who in most cases, double Homer's spending. He thinks it should come to Council's attention what our superb staff and excellent facility have to work with in terms of material. He and Mr. Groesbeck will update a presentation to council for the Board to look at at their next meeting. They recognize a lot of the library's budget goes to the loan payment, but they want to focus on an education campaign to help Council and others see how the city lacks in collection improvements.

F. Children's Art

LIBRARY ADVISORY BOARD
REGULAR MEETING
MAY 7, 2013

Library Director Dixon commented that former member Eileen Faulkner is still hanging children's art. It was previously suggested to set up a rotating art project with different schools, but Claudia Haines, who works with the children's programs pointed out that teachers are already pressed for art at the school. Mrs. Haines recommended that it might be worthwhile to participate in the Jubilee event each year and that she will work with some of the day cares she is involved with for children's art.

G. Facilities Report

Board member Groesbeck reported progress regarding vestibule. He is looking forward to and waiting to hear from staff.

PUBLIC HEARING

PENDING BUSINESS

A. Review and Approve Final Draft of Facility Use Policy

The Board spoke favorably about the final draft. Library Director Dixon reported the City Attorney commented they are within the rights to prohibit patrons to view pornographic material on their equipment, so she is okay with that clause. They briefly discussed the issue and Mrs. Dixon said they will try to continue to handle it with good public relations and remind equipment users to be thoughtful about what is being viewed.

GROESBECK/KLOUDA MOVE TO APPROVE THE FACILITY USE POLICY AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

There was brief discussion about definitions, point was raised that they had discussed it previously and felt that keeping the Library Director as the final authority was most appropriate.

NEW BUSINESS

A. Election of Chair and Vice Chair

Acting Chair Gordon opened the floor to nominations for Chair.

Board member Klouda nominated Aching Chair Gordon, who respectfully declined the nomination.

Action Chair Gordon nominated Board member Groesbeck. There were no other nominations and Mr. Groesbeck was approved as Chair by consensus of the Board.

Chair Groesbeck assumed the gavel and opened the floor to nominations for Vice Chair.

LIBRARY ADVISORY BOARD
REGULAR MEETING
MAY 7, 2013

Board member Gordon nominated Board member Strobel for Vice Chair. There was brief discussion regarding the duties of Vice Chair.

There were no other nominations and Mr. Strobel was approved as Vice Chair by consensus of the Board.

INFORMATIONAL ITEMS

A. Memorandum to Mayor and Council re: 2013 Land Allocation Plan from Planning Technician Engebretsen

COMMENTS OF THE AUDIENCE

None

COMMENTS OF CITY STAFF

Library Director Dixon thanked the group for participating and those serving as officers.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Groesbeck thanked the Board for their support and encouraged them to continue to recruit for additional board members.

COMMENTS OF THE BOARD

Board member Strobel said he is happy to be on the board because library is fantastic. In the beginning he wondered about their purpose, and he is getting a better understanding.

ADJOURN

There being no further business to come before the Board the meeting adjourned at 6:18 p.m. The next regular meeting is scheduled for Tuesday, June 4, 2013 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

Director's Report
Homer Public Library
May 29, 2013

Placement of the new Facility Use Policy, which was approved at the last LAB meeting, onto the City Council agenda has been postponed until I can be present to answer any questions. It is tentatively scheduled for June 24. If I'm not back by then it will be on the July 8 agenda. I apologize for the delay. In the meantime, the policy has been sent to the City lawyer for his reading.

Much was accomplished during the two days of this year's War on Weeds. The garden beds are in order and starting to bloom. The North Meadow is turning green and should start to blossom soon. Thanks to the volunteers who braved a cold spring to come out and help!

The entry project is *almost* complete. The contractor expects to finish by next weekend. I have already received comments that the area is quieter, which was one of the main purposes of the project (the other being reduced draftiness).

Thanks to Dale Bothell in the Maintenance department, we now have a designated smoking area set away from the Library entrance. Insurance requires smoking to take place at least 50 feet from the building. In addition, some patrons object to walking through second-hand smoke as they enter the library. So far the designated smoking area seems to be alleviating both problems.

Claudia Haines has launched this year's Summer Reading Program with a multitude of events and reading incentives for all ages. Encourage kids to "Dig Into Reading" on Saturday June 1 from 10 to 1 at the heavy equipment show-and-tell right outside the Library. Check out the "Maker Monday" schedule of activities for youth and teens for a variety of fun and cool programs. And don't miss the Rumpelstiltskin marionette performance on Friday June 14 from 3-4 pm! Returning after last year's tour, the Stevens Puppeteers give a dazzling performance, suitable for all ages. Check the website or ask at the front desk for more details.

Our campaign to replace old library cards with new ones is proceeding well. If you haven't swapped out yours yet, come on by. It only takes a couple minutes.

A recent analysis of library-related statistics in Alaska cites Homer as having more library volunteers than any other library in the state! That includes much bigger towns and libraries, such as Anchorage, Fairbanks, and Juneau. We truly do have a fabulous volunteer community!

Now that our learning curve on the new Evergreen software has slowed down, our priorities for the summer months (besides the Summer Reading Program, of course) is ordering new

materials. Books, videos, music, audio books – look for more “NEW” stickers in the coming months.

Many of you know that I will be out of town during most of June to due to a family medical situation. I will be in contact via e-mail, however, and plan to accomplish as much work as possible by remote access to my desktop computer, thanks to our IT department. I regret the absence and look forward to returning as soon as possible. Sue Gibson will be responsible for the Library in my absence.

Homer Public Library Statistical Summary

Date: 04-Jun-13

CIRCULATION	13-Jan	13-Feb	13-Mar	13-Apr	13-May	13-Jun	13-Jul	13-Aug	13-Sep	13-Oct	13-Nov	13-Dec	Y.T.D.
Total # of Items	9,265	8,687	9,251	9,809	9,336								46348
INTERLIBRARY LOANS													
Incoming (Borrowed)	42	25	43	29	38								177
Outgoing (Lent)	80	60	68	54	61								323
STUDY ROOM USE													
# of groups	199	160	237	186	198								980
# of people	465	343	468	407	500								2183
MEETING ROOM USE													
# of groups	23	26	29	26	19								123
ATTENDANCE													
TOTAL (* Included)	9,916	9,163	9,608	11,319	10,489								50495
*Story Hour & Lapsit	248	231	208	231	262								1180
*School Classes	0	123	0	30	50								203
*Internet users	3,361	3,428	3,617	4,081	2,662								17149
*Programs	323	90	279	170	139								1001
OUTREACH													
# Visits	11	13	13	7	9								53
# People	115	133	119	64	110								541
NEW CARDS ISSUED													
City	30	19	18	50	41								158
Borough	42	15	27	30	20								134
Transient (TEMP)	4	1	0	8	13								26
VOLUNTEER HOURS													
# of people	61	52	54	68	48								283
# of hours	193	150.5	153.5	226.5	115.5								839
MATERIALS ADDED													
Books	214	75	124	154	189								756
Audio	0	2	0	1	8								11
Video	49	10	35	16	5								115
Serials	2	0	0	0	0								2
Electronic Resources	0	0	0	0	1								1
MATERIALS REMOVED													
Books	114	64	15	15	10								218
Audio	2	0	0	0	21								23
Video	4	0	4	19	3								30
Serials	0	0	6	0	0								6
Electronic Resources	0	8	0	0	0								8
REVENUES/DEPOSITED													
Fines/Fees/Copies	2271.33	1748.20	1595.60	2153.39	2377.20								10145.72
Building Fund (151-)													0.00
Library Gifts (803-)			26.69										26.69
Grants				5906.00									5,906.00
TOTALS	2,271.33	1,748.20	1,622.29	8,059.39	2,377.20		0.00	0.00	0.00		0.00	0.00	416,078.41

Homer Public Library Statistical Summary for 2012

Date: 04-Jun-13

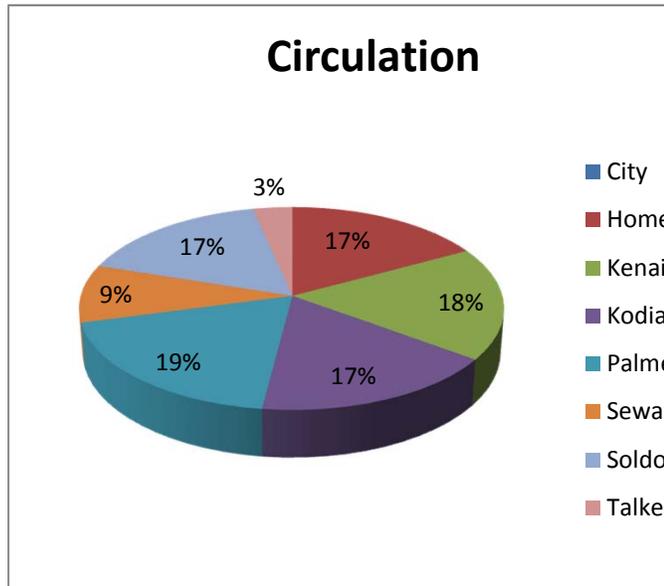
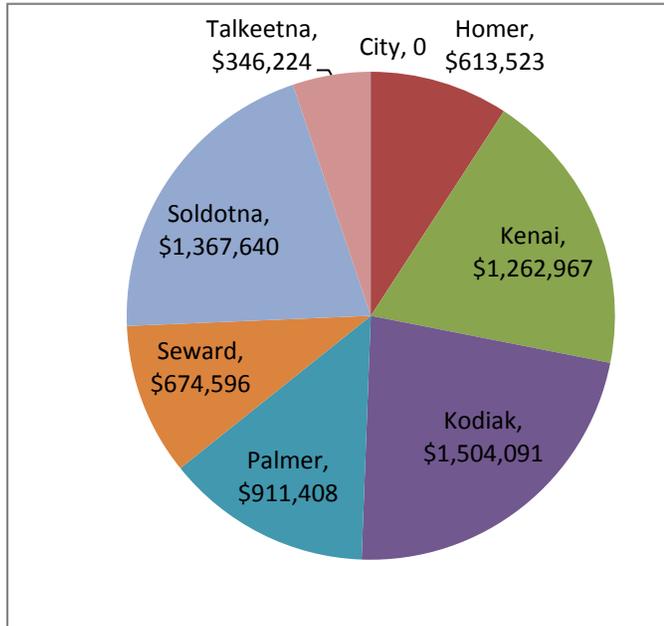
CIRCULATION	12-Jan	12-Feb	12-Mar	12-Apr	12-May	12-Jun	12-Jul	12-Aug	12-Sep	12-Oct	12-Nov	12-Dec	Y.T.D.
Total # of Items	8,434	8,347	9,484	8,611	8,822	9,502	9,945	9,516	8,577	8,177			89415
INTERLIBRARY LOANS													
Incoming (Borrowed)	56	73	34	71	44	72	64	64	69	53			600
Outgoing (Lent)	90	93	98	89	84	98	54	47	72	79			804
STUDY ROOM USE													
# of groups	160	172	244	122	157	139	124	127	199	175			1619
# of people	339	371	528	277	352	232	192	207	443	407			3348
MEETING ROOM USE													
# of groups	18	10	25	20	17	23	26	19	18	16			192
ATTENDANCE													
TOTAL (*Included)	7,758	8,076	9,375	9,923	9,726	10,777	11,688	11,566	10,930	9,044			98863
*Story Hour & Laps	228	241	312	304	281	231	170	216	245	272			2500
*School Classes	12	7	0	20	10	0	0	0	0	0			49
*Internet users	2,876	2,905	3,638	3,619	4,033	4,351	6,363	6,639	6,090	3,363			43877
*Programs	141	41	200	364	49	243	205	200	127	122			1692
OUTREACH													
# Visits	7	6	6	8	7	5	4	7	6	7			63
# People	63	52	62	188	59	49	43	50	54	51			671
NEW CARDS ISSUED													
City	26	17	32	21	33	46	63	48	43	22			351
Borough	27	22	32	15	41	19	33	40	29	25			283
Transient (TEMP)	0	0	6	1	15	21	10	11	4	2			70
VOLUNTEER HOURS													
# of people	58	77	73	73	63	85	69	61	50	58			667
# of hours	159.5	172.25	184.75	305	280.75	165	171.5	147	177.5	176.75			1940
MATERIALS ADDED													
Books	267	379	327	186	184	152	214	159	155	243			2266
Audio	14	13	4	3	8	8	4	10	12	12			88
Video	1	76	14	5	6	7	21	27	20	34			211
Serials	2	0	1	1	4	3	1	0	0	0			12
Electronic Resources	0	0	0	0	0	0	0	2	0	0			2
MATERIALS REMOVED													
Books	111	79	161	36	105	27	119	356	100	132			1226
Audio	40	0	9	1	12		11	3	1	2			79
Video	113	2	5	2	1	38	23	10	4	0			198
Serials	0	0	1	0	1	0	1	0	0	0			3
Electronic Resources	0	0	0	0		0	0	2	0	0			2
REVENUES DEPOSITED													
Fines/Fees/Copies	2824.45	1070.62	3005.80	2044.36	2627.70	2290.60	2596.60	2884.00	2290.89	2238.35			23,873.37
Building Fund (151-)													0.00
Library Gifts (803-)	50.00					15.00			131.89				196.89
Grants						3550.00		6500.00					10,050.00
TOTALS	2,874.45	1,070.62	3,005.80	2,044.36	2,627.70	5,855.60	2,596.60	9,384.00	2,422.78	2,238.35	0.00	0.00	\$34,120.26

Collection Expenditures

City	
Homer	\$ 613,523
Kenai	\$ 1,262,967
Kodiak	\$ 1,504,091
Palmer	\$ 911,408
Seward	\$ 674,596
Soldotna	\$ 1,367,640
Talkeetna	\$ 346,224

Circulation

City	
Homer	2233491
Kenai	2350918
Kodiak	2212969
Palmer	2455895
Seward	1204867
Soldotna	2173223
Talkeetna	437168



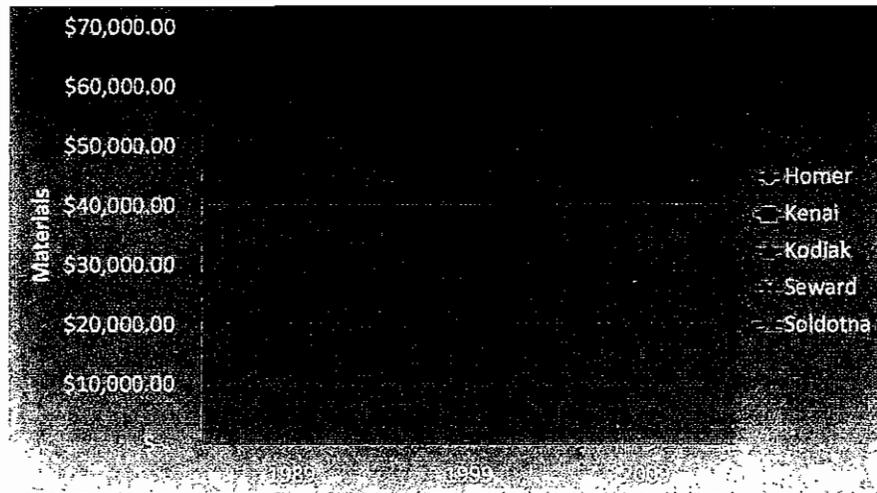
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Analysis of Library Expenditures

1989 Through 2009

Comparison of Library Expenditures 1989, 1999, 2009



The City of Homer had a steep drop in funding in 1999 as shown by the graph.

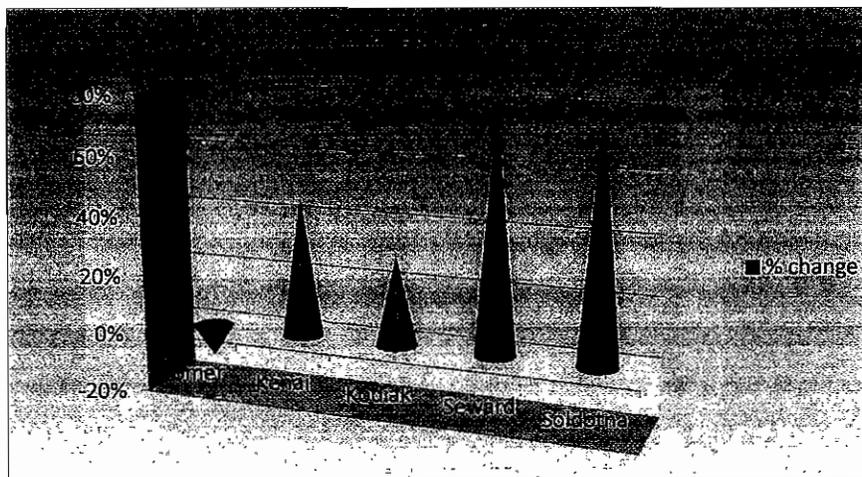


This has resulted in inadequate support for collection development.

This deficit needs repair or we will continue to offer non-fiction materials two decades or more out of date.

This prevents the HPL from meeting the needs of the community.

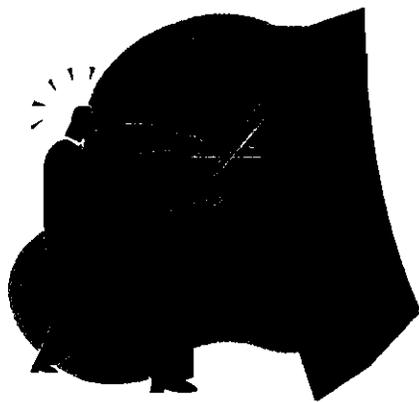
Percentage of Change 1989-2009



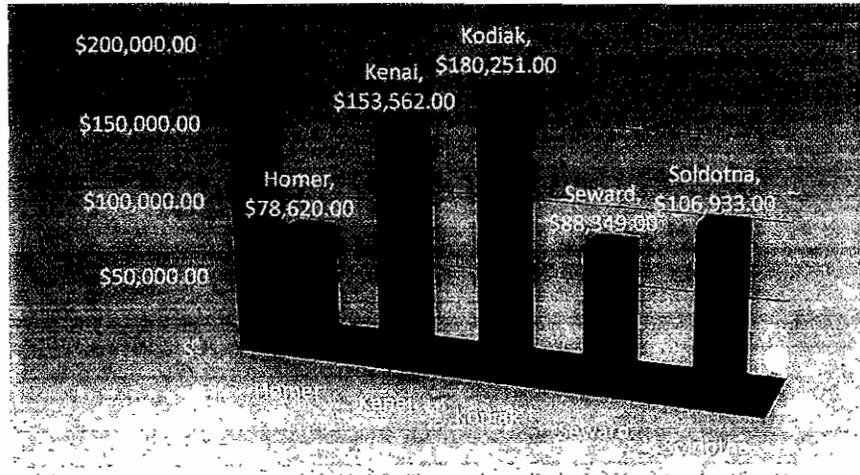
Each of Homer's
neighboring
communities
increased their
budgets with
inflation



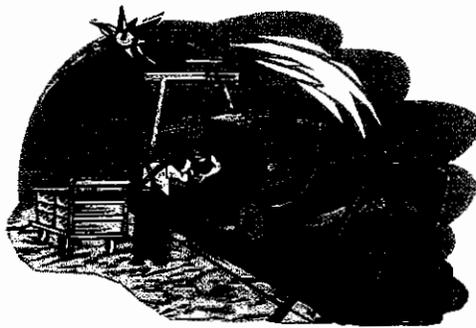
Homer has
decreased spending
failing to provide
basic maintenance
of service the
community
deserves



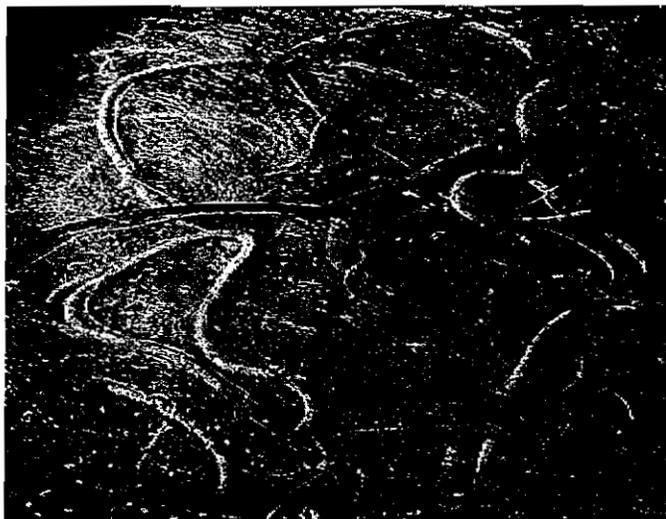
Totals 1989 to 2009



If the Homer Public Library were a Seiner



We'd have a great crew, a fine boat, good location and equipment, and a skookum skiff...but...



Our nets would be 20 years old and
riddled with holes

**HOMER PUBLIC LIBRARY ADVISORY BOARD
BYLAWS**

ARTICLE I - NAME AND AUTHORIZATION

This organization shall be called the Library Advisory Board, existing by virtue of the provisions of Chapter 1.48 of the Homer Municipal Code, and exercising the powers and authority, and assuming the responsibilities delegated under said Code.

ARTICLE II – PURPOSE

Section 1 Establish operational policies for the library program, and submit same to the City Council for approval.

Section 2 Assist the Library Director in preparation and presentation of the annual budget request to the City Council.

Section 3 Make recommendation through the City Manager to the Mayor and City Council concerning the Library and its programs.

Section 4 Solicit donations of money and/or property for the benefit of the Library.

Section 5 Represent the Library to the community.

ARTICLE III - OFFICERS AND BOARD MEMBERS

Section 1 A Chairperson, Vice-Chairperson shall be elected from among the appointed board members at the regular April meeting of the Board.

Section 2 Officers shall serve a term of one year from the April meeting at which they are elected, and until their successors are duly elected. Officers may be re-elected in subsequent years.

Section 3 The Chairperson shall preside at all meetings of the Board; authorize calls for any special meetings; appoint all committees; execute all documents authorized by the Board; serve as ex officio, voting member of all committees, and generally perform all duties associated with that office.

Section 4 In the event of the absence, or disability of the Chairperson, the Vice-Chairperson shall assume and perform the duties of the Chair. If both the Chairperson and Vice-Chairperson are absent, and a quorum of four members are present, the senior member shall assume and perform the duties and functions of the Chair.

Section 5 One member shall attend the monthly meeting of the Friends of the Homer Public Library on an open volunteer basis.

Section 6 Honorary members of the Board may from time to time be appointed by the Mayor, subject to confirmation by the City Council. Honorary members may participate in the deliberations of the Board, but may not vote nor shall they be counted in determining the quorum of Board members.

ARTICLE IV – MEETINGS

Section 1 The annual meeting for review of policies, rules and regulation shall be held at a regular meeting each year.

Section 2 Regular meetings shall be held each month in the designated location. Dates, hours and location shall be set by the Board, and shall be posted for public information as required by Homer City Code and Alaska State Statutes.

Section 3 All regular meetings shall be open to the public.

Section 4 The regular meetings in July, August and September of each year shall be known as budget meetings. Budget proposals, position classification and compensation schedules, shall be reviewed at these meetings.

Section 5 The order of business for the regular meetings shall include, but not be limited to, the following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda shall be posted for public information as required by Homer City Code and Alaska State Statutes.

NAME OF BODY	DATE OF MEETING
PHYSICAL LOCATION OF MEETING	DAY OF WEEK AND TIME OF MEETING
HOMER, ALASKA	MEETING ROOM

**NOTICE OF MEETING
REGULAR MEETING AGENDA**

1. CALL TO ORDER
2. APPROVAL OF AGENDA
3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA. (3 MINUTE TIME LIMIT)
4. RECONSIDERATION
5. APPROVAL OF MINUTES or CONSENT AGENDA.
6. VISITORS (Chair set time limit not to exceed 20 minutes) (Public may not comment on the visitor or the visitor's topic until audience comments.) No action may be taken at this time.
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS (Chair set time limit not to exceed 5 minutes.)
8. PUBLIC HEARING (3 MINUTE TIME LIMIT)
9. PLAT CONSIDERATION (Planning Commission only)
10. PENDING BUSINESS or OLD BUSINESS
11. NEW BUSINESS or COMMISSION BUSINESS
12. INFORMATIONAL MATERIALS (NO ACTION MAY BE TAKEN ON THESE MATTERS, THEY MAY BE DISCUSSED ONLY).
13. COMMENTS OF THE AUDIENCE (3 MINUTE TIME LIMIT)
14. COMMENTS OF THE CITY STAFF (not required) (Staff report may be at this time in the agenda.)
15. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
16. COMMENTS OF THE CHAIR (May be combined with COMMENTS OF THE COMMISSION/BOARD since the Chair is a member of the Commission/Board.)
17. COMMENTS OF THE COMMISSION
18. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR _____ note any worksessions, special meetings, committee meetings etc. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (Sometimes the meeting is scheduled for the Conference Room)

Contact info for the department constructing the agenda. Example: City Clerk's Office, clerk@ci.homer.ak.us, 235-3130.

Section 6 Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally be limited to three minutes per person. Exceptions may be provided for at the Chair's discretion or by a majority vote of the board members in attendance.

Section 7 Special meetings may be called by the Library Director at the direction of the Chairperson, or at the request of three members, for the transaction of business as stated in the call for the meeting. Notice of such meetings shall be posted in the same manner as that for regular meetings.

Section 8 A quorum for the transaction of business at any meeting shall consist of four members of the Board present. For purposes of determining the existence of a quorum, Honorary Board members shall not be counted.

Section 9 Recorded minutes shall be made available by the City Clerk's Office to the Board prior to the next meeting. Minutes shall be available to the public as required by Homer City Code and Alaska State Statutes.

Section 10 Robert's Rules of Order, latest edition shall govern the parliamentary procedures of meetings.

ARTICLE V - COMMITTEES

Section 1 The Chairperson shall appoint committees of one or more members for such specific purposes as the business of the Board may require. Committees shall be considered to be discharged upon completion of the purpose for which it was appointed, and after its final report is made to and approved by the Board.

Section 2 All committees shall make a progress report to the Board at each of its meetings.

Section 3 No committee shall have other than advisory powers unless, by suitable action to the Board, it is granted specific powers to act.

ARTICLE VI - VOTING AND BYLAW AMENDMENTS

Section 1 An affirmative vote of the majority of all members of the Board present at one time shall be necessary to approve any action before the Board. The Chairperson may vote upon, and may move or second a proposal before the Board.

Section 2 A record of all voting must be included in the minutes of each meeting.

Section 3 The By-laws may be amended by a simple majority of all members of the Board present at one time, provided written notice of the proposed amendment shall have been sent to all members at least five (5) days prior to the meeting at which such action is proposed to be taken.

Section 4 Any rule or resolution of the Board, whether contained in these By-laws or otherwise, may be suspended temporarily in connection with business at hand; and such suspension to be valid; may be taken only at a meeting at which at least four of the members of the Board shall be present, and two thirds of those present shall so approve.

ARTICLE VII – ATTENDANCE

Teleconference meetings.

1. The preferred procedure for a Board meeting is that all members be physically present at the designated time and location for the meeting. However, physical presence may be waived and a member may participate in a meeting by Teleconference. This is limited to two (2) meetings per year.
 2. There must be an initial quorum present.
 3. A Board member participating by teleconference shall be deemed to be present at the meeting for all purposes. In the event the Chair participates telephonically, the Vice-Chair shall run the meeting.
2. Teleconference procedures.
 - A. A Board member who cannot be physically present for a regularly scheduled meeting shall notify the clerk at least five days prior to the scheduled time for the meeting of his/her intent to appear by telephonic means of communication.
 - B. The clerk shall notify the Board members three days prior to the scheduled time for the Board meeting of Board members intending to appear by teleconference.
 - C. The means used to facilitate a teleconference meeting the Board must enable each Board member appearing telephonically to clearly hear all other Board members and members of the public attending the meeting as well as be clearly heard by all other Board members and members of the public.
 - D. The clerk shall note in the attendance record all Board members appearing telephonically.

Updated and Revised 12/01/09 - rk

City Officials Guide to an Effective Meeting Basics of Robert's Rules

General Order of Meetings

1. Call to Order
2. Approval of Minutes
3. Officers, Boards and Standing Committee Reports
4. Unfinished (Old) Business
5. New Business
6. Adjournment

Procedure to Make a Motion

1. Member raises hand and waits for recognition from the presiding officer.
2. The member states the motion. e.g. "I move that we paint city hall."
3. Another member must second the motion to continue.
4. The presiding officer states the motion. (This puts the motion on the floor.)
5. Presiding officer calls for discussion on this motion.
The member who introduced the motion has the right to speak first. Members wishing to discuss the motion raise their hands and wait for recognition from the presiding officer before speaking, enabling everyone to share their opinions.
6. Presiding officer calls for a vote on the motion.
7. Presiding officer states results of vote and resulting action.

Procedure to Amend a Motion

During discussion, it may become apparent that an amendment (modification) to the original motion is necessary. Anyone may request to amend the original motion, but the proposed amendment must be related to the subject of the main motion.

1. Member raises hand and is recognized from the presiding officer.
2. Member states the amendment. e.g. "I move that we paint city hall with funding received from grants."
3. Amendment must be seconded.
4. Presiding officer states the amendment.
4. Presiding officer calls for discussion on the amendment.
5. Presiding officer calls for a vote on the amendment, and announces result.

If the amendment passes, the motion on the floor is now the amended motion. If the amendment fails, the original motion remains on the floor.

A "friendly amendment" is often used to describe an amendment offered by a member who agreed with the main motion, but believes that the amendment will improve the statement or effect of the main motion, or will increase the chances of the main motion's adoption.

1. Member raises hand and is recognized from the presiding officer.
2. Member states they would like to "offer a friendly amendment to the motion; I move to amend the motion, that we paint city hall red with funding from grants."
3. Amendment is seconded.
4. Presiding officer states the friendly amendment.

5. Presiding officer call for discussion on the friendly amendment.
6. Presiding officer calls for a vote on the amendment and announces result.

Motion to Postpone

A member may move to delay action (voting) on a motion to a certain time, usually the next meeting. A postponed motion is considered unfinished business and automatically comes up for further consideration at the next meeting (or designated date).

1. A member makes a motion to postpone the motion to another date (usually the next meeting).
2. Motion must be seconded.
3. Presiding officer states motion.
4. Presiding officer calls for discussion.
5. Motion is amendable and debatable.
6. Presiding officer calls for a vote, and states result of the vote and action taken.

Motion to Suspend the Rules

Used if the Commission/Committee wishes to do something during a meeting that it cannot do without violating one or more of its regular rules. Commonly used to address agenda items out of order after the agenda has been approved or allowing an unscheduled visitor to address the assembly.

1. Can be made any time that no question is pending.
2. A member makes a motion; "I move to suspend the rules to hear New Business, Item C. before New Business, Item A."
3. Is out of order when another has the floor.
4. Motion must be seconded.
5. Motion is not debatable or amendable.
6. Motion must have two-thirds majority approval.
7. Presiding officer calls for a vote, and states the result of the vote and the action taken.

Motion for Point of Order

Used when a member thinks the rules are being violated or more commonly when discussion does not pertain to the topic of the motion on the floor.

1. Does not have to be recognized by the presiding officer.
2. Does not need to be seconded.
3. Is not debatable. The presiding officer may allow explanation.
4. Is not amendable.
5. Is ruled on by the presiding officer. The presiding officer may seek the advice of the Clerk or more senior members present.
6. Cannot be reconsidered.

Motion for Reconsideration

Used to bring a motion back before the Commission/Committee for further consideration.

1. Can be made by a member who voted with the prevailing side (aye if the motion was adopted/no if the motion was lost.)
2. Motion must be seconded.
3. Motion cannot be amended.
4. Only the merits of the reconsideration are debatable.
5. Requires a two-thirds vote to adopt a motion to reconsider.
6. Presiding officer states the result of the vote and the action taken.

Call for the Question

Used to immediately close discussion and the making of subsidiary motions except the motion to "Lay on the Table." Commonly used to bring an immediate vote on one or more pending questions.

1. Takes precedence over all debatable or amendable motions to which it is applied.
2. Yields only to the subsidiary motion to lay on the Table, privileged motions and all applicable incidental motions.
3. Must be seconded.
4. Is out of order when another has the floor.
5. Is not debatable or amendable.
6. Requires a two-thirds vote to adopt a call for the question.
7. Cannot be reconsidered.

Lay on the Table

Used to enable the Commission/Committee to lay the pending question aside temporarily when something else of immediate urgency has arisen. Commonly misused to stop discussion on a motion, with the intent to "kill" or avoid dealing with a measure.

1. Takes precedence over all subsidiary motions and pending incidental motions when made.
2. Cannot be applied to main motions.
3. Is out of order when another has the floor.
4. Must be seconded.
5. Is not debatable or amendable. The presiding officer can ask the maker his/her reasons.
6. Requires a majority vote.
7. Cannot be reconsidered.

Meeting Minutes

1. Minutes are a record of what was done at the meeting, not what was said.
2. Meeting minutes are not verbatim transcripts.
3. Amendments that will change the substance of the minutes should be addressed on the record.
4. Approval of the minutes is not a time to correct typographical errors. If necessary, those may be provided directly to the recording clerk prior to or at the meeting.

Types of Meetings

A Regular Meeting refers to the regularly scheduled meetings as established by the bylaws for the particular commission/committee/board. These are scheduled for the upcoming calendar year by resolution every December. During a regular meeting the procedures as outlined under the General Order of Meetings is followed.

Special Meetings are held when a single business item or two are to be addressed; the day or meeting time is changed from the regular schedule established in the bylaws; or the commission/committee feels that additional meetings are required to address items on the agenda responsibly. Special meetings follow the same procedures as outlined under the General Order of Meetings with the exception that minutes are not approved.

Executive Session is a portion of a meeting at which the proceedings are withheld from the public. This type of meeting is normally used to handle matters relating to discipline or finances. The members adjourn to another location within City Hall (usually the conference room adjacent to the Mayor's office.) After dealing with the business at hand the members will return to the main meeting place and resume the public portion of the regular or special meeting.

Types of Motions

Original or Incidental main motions are used to introduce business.

Original Main motion is a main motion that introduces a substantive question as a new subject. This is the most commonly used motion. (e.g. I move that the Club contribute \$50 to the centennial celebration")

Incidental Main motion is a main motion (Point of Order, Suspend the Rules) that relates to the business of the Commission/Committee, or its past or future action. (e.g. I move to take a recess.)

1. Takes precedence of nothing. Cannot be made when a question is pending.
2. Can be applied to no other motion.
3. Is out of order when another has the floor.
4. Must be seconded.
5. Is debatable and amendable.
6. Requires a majority vote.
7. Can be reconsidered.

Subsidiary motions (Amend, Postpone) can be applied to the main motion to modify, delay action or dispose of the main motion. These motions are commonly made while the main motion is open for debate. Once made these motions must be voted on before the main motion.

Privileged motions (Recess, Adjourn) do not relate to pending business but deal with special matters of immediate and overriding importance. These motions are allowed to interrupt the consideration of anything else.

Role of the Officers

Chairperson

The member chosen for this position is selected principally for the ability to preside. They should be familiar with the bylaws of the commission/committee. As Chairperson the member selected has to use diplomacy, tact and common sense during a meeting.

The duties of the chairperson are as follows:

1. To open the meeting at the appointed time.
2. Ascertain a quorum is present.
3. Announce in proper sequence the business before the commission/committee.
4. Recognize members who are entitled to the floor.
5. To state and put to vote all questions that legitimately come before the commission/committee and announces the results.
6. To protect the commission/committee from frivolous motions by refusing to recognize them.
7. To expedite business in every way compatible with the rights of members.
8. To enforce the rules relating to debate and to order and decorum within the commission/committee.
9. To respond to inquiries relating to parliamentary procedures.
10. To decide all questions of order subject to appeal.
11. To declare the meeting adjourned.

The Chairperson should have a copy of the bylaws in case they are needed for reference.

Vice Chairperson

The Vice Chairperson is chosen to preside over a meeting when the Chairperson is not present, or it is necessary for them to vacate the chair. The duties of the Vice Chairperson are the same as shown above for the Chairperson when assuming that role.

In most commissions/committees if the Chairperson and Vice Chairperson are not present or have disqualified themselves in some manner and there is still a quorum the most senior member of the commission/committee/board fills in as Acting Chairperson.

It is recommended to familiarize yourself with parliamentary procedures and terminology. When each member has understanding of these procedures the result is productive meetings.

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

by Anne Marie Holen, City of Homer Special Projects Coordinator

Updated by Katie Koester, City of Homer Community and Economic Development Coordinator

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 two 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 or Kachemak Bay Research Reserve). 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. In 2007, the Homer City Council undertook an overhaul of the CIP to eliminate projects that were unlikely to be undertaken in the next six years. This makes the CIP less of a "wish list" and more of 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: 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. 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 in May of each year and ends in October.

Step 1 is to develop the schedule. The schedule must be 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.

During this time, I will start working on a new draft CIP, to be 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 typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. 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 October. The CIP is also put 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.) 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.”)

The City’s “short list” may have 10-15 projects on it. 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 to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.

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 East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

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 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 gives it to me, I will draft a project description to take to the City Council. 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, then focused implementation of that plan.

- Finally, I have to say this: If you think the City should be providing more programs, services, facilities, etc. for the people of Homer and providing more support to non-profit organizations, remember that almost all the money at the City’s disposal comes from sales and property tax revenues. Tax collection is nothing more than a tool for pooling our resources to buy the things the community wants and needs. Shopping locally helps maintain a healthy revenue stream from sales taxes.

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. There is no free lunch.



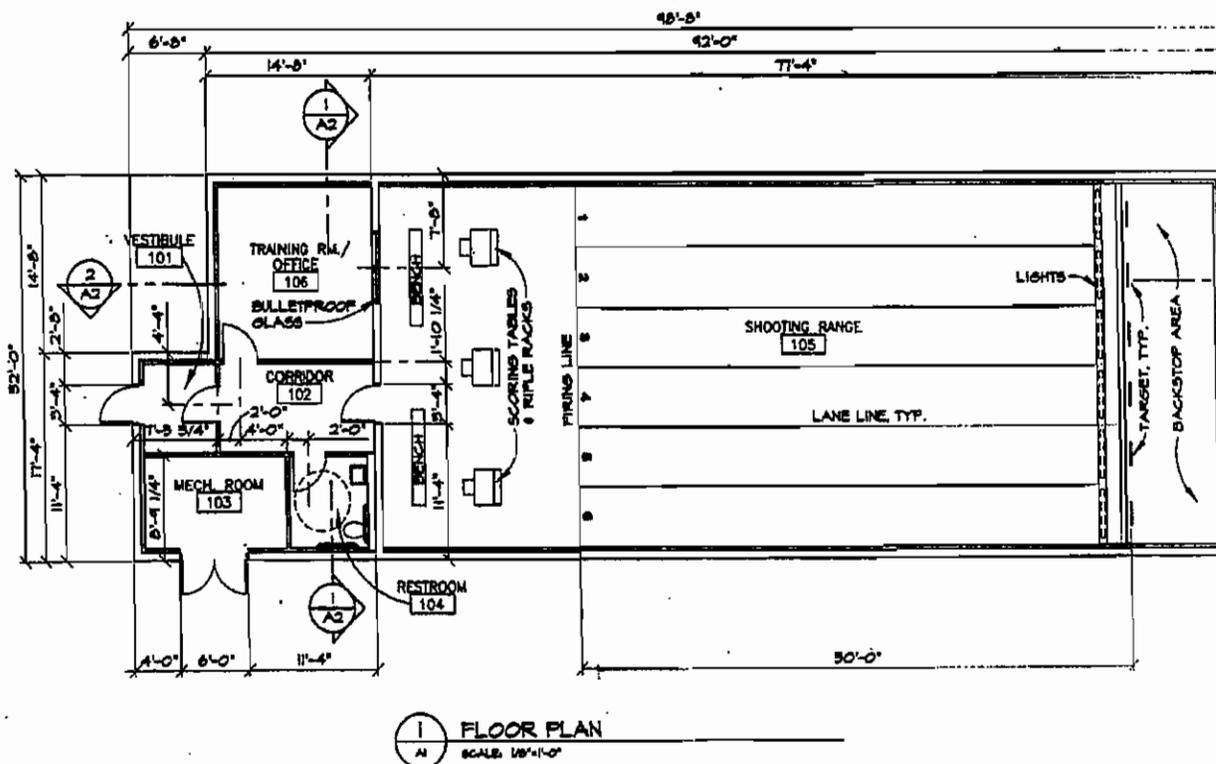
South Peninsula Fire Arms Training Facility

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

Total Project Cost: \$750,000 (2005 number)

Schedule:

Priority Level:





Homer Senior Citizens Natural Gas Conversion

Project Description & Benefit: This project would convert the Homer Senior Center facilities to natural gas.

The project budget includes City of Homer Special Assessment costs, service line and meter costs from Enstar, Converting boilers on 6 structures and gas ranges and dryers in units.

Waiting for additional project description.

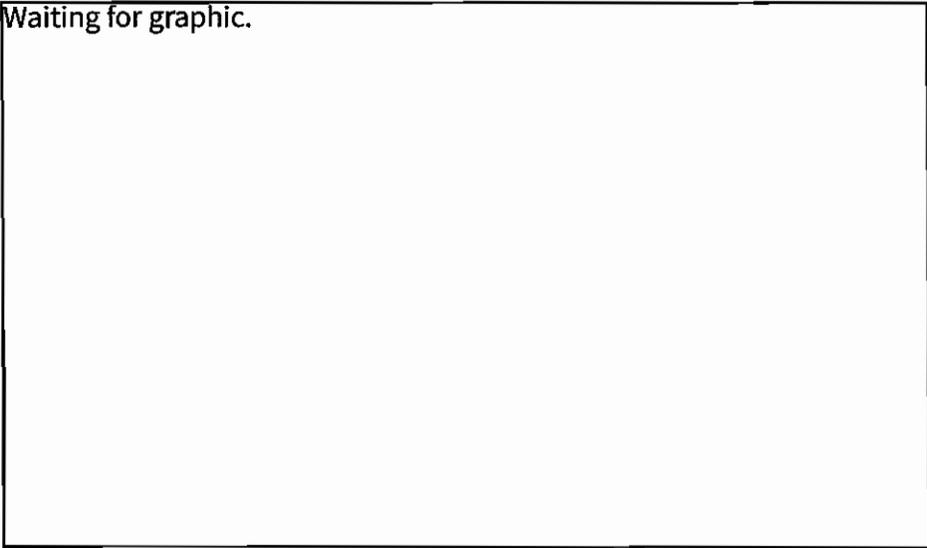
Total Project Cost: \$504,898

Schedule:

Preconstruction: 2013

Construction: 2014

Waiting for graphic.





Homer High School Turf Field

Project Description & Benefit: The competitive athletic field at Homer High School would benefit greatly by being upgraded to artificial turf. An artificial turf field would enable the school district community to use the facility for a greater portion of the year by allowing use earlier in the spring, and later in the fall than is currently possible. Additionally, artificial turf fields are able to handle a significantly greater amount of use than natural turf fields without risking damage. Upgrading the existing grass field with synthetic field entails removing the existing sod, excavating and back-filling with structural fill, installing a membrane and drainage tile, and installing the turf field with sand and rubber infill.

The project will provide broad community benefit and address a safety hazard. An artificial turf field would protract the playing season for school and community soccer and football teams, as well as other user groups. It allows gym classes to get outdoors and provides an earlier start to outdoors play for our school sports teams. Homer has a very popular summer program for youth soccer, with 180 participating youths. Currently, the summer community soccer season is shortened by field closures that are required to allow the soil to dry. Closure is also required for field maintenance, including protection of newly planted grass seed. Artificial turf would not only afford earlier and later season use of the field. It will also create a community economic development opportunity by increasing the number of visiting summer soccer teams and the revenue they bring to Homer. There are also potential community health benefits offered by a turf field. Allowing field use between games by students and community addresses current data from DHSS that 36% of students in the KPBSD are overweight or obese. Additionally, depending on the type of artificial turf, there is evidence that impact absorption may be greater than for natural turf (grass), and it is certainly greater than gym floors where pre-season practices currently occur, thus reducing injury. The muddy and uneven field conditions are major safety hazards during the spring sports season, causing sprained ankles, often serious enough to keep players out of the game for weeks.

Plans & Progress: A related project, the Homer High School Track Renovation, was included in the 2012-2017 Homer CIP and was funded through a legislative appropriation of \$1,100,000 in FY 2013. Approximately \$150,000 from the track renovation project was expended to address field drainage in anticipation of the turf field project. With the drainage already in place for a turf field, a significant cost driver for the current project is eliminated. In addition to this major cost savings for the project, there is already a completed design study report, field application and cost estimate in place. The Kenai Peninsula Borough Capital Projects Director has expended considerable time and effort in preparing detailed study, design and engineering materials to support the project. The Borough has applied to the Department of Education and Early Development for bond reimbursement (70%), should the measure pass in Fall 2013. The City of Homer has also supported fundraising efforts through resolution 13-025. No project funds have been secured to date.

Total Project Cost: \$ \$1,991,737

Preconstruction: \$95,851

Construction: \$1,895,886

Schedule: 2014

Waiting for graphic



Ohlson Mountain Rope Tow Safety Equipment Upgrade

Project Description & Benefit: The Kachemak Ski Club (non-profit operators of the Ohlson Mountain Rope Tow) needs winter safety equipment for the continued safe operation of its ski hill. The KSC ski tow is located over a quarter mile off the Ohlson Mountain Road. All skiers and volunteers must currently walk a snow covered right of way to access the base of the ski hill.

This project would purchase of a snow machine capable of evacuating an injured skier uphill to the parking lot (where local club first aid responders would transfer care to local EMS providers), as well as for use packing both the access right of way and the tow path of the rope tow itself. Both of the latter are weekly maintenance tasks that must be done to open the hill to the skiing public. A covered open sled capable of being towed by a snowmachine to evacuate an injured skier would be part of this initial purchase.

A four wheel drive ATV is the second major capital item in this request, which would be used for pre-season maintenance of the right of way path, brush clearing on the hill, as well as for hauling of firewood on the site to maintain the heating needs of the woodstove-equipped ski lodge.

The final phase of the project would include construction or purchase of secure covered storage for the protection of the purchased equipment from the elements as well as a grooming device to break up icy or rutted conditions on the access trail or ski hill itself.

Total Project Cost: \$30,000

Schedule: 2015



Map depicts the location of the Ohlson Mountain Rope Tow in relation to Ohlson Mountain Road.



Growing opportunities for Alaskans



SEAN PARNELL
GOVERNOR OF ALASKA

ALASKA'S FISCAL YEAR 2014 BUDGET

"I am committed to a responsible budget that provides essential public services, makes strategic investments to grow our economy, and limits draws on reserves."

- Governor Sean Parnell

Spending Target

- Legislative agreement on \$6.8 billion unrestricted general fund spending target
- More than \$1 billion less spending than FY 2013
- Support for five-year fiscal plan to reduce level of spending

Resources and Energy

Alaska's resources provide Alaskans with opportunity.

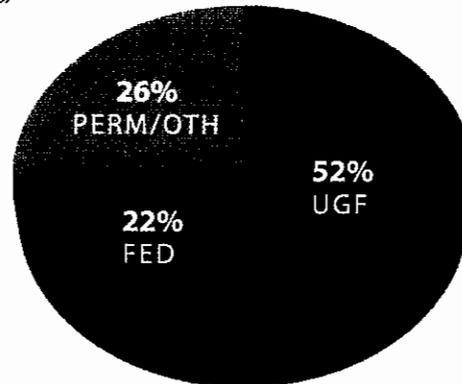
- **Roads to Resources** \$17.5 million
- Gasline Development \$380 million
- Geologic Materials Center \$17.5 million
- Chinook Salmon Research \$7.5 million
- Strategic Minerals \$2.5 million
- Permitting and Statewide Mapping \$5.5 million
- Susitna-Watana Hydro Project \$95.2 million
- Sustainable Energy Fund \$125 million
- Interior Energy \$57.5 million
- Weatherization/Home Energy \$51.5 million
- Renewable Energy \$25 million
- Other Energy/Hydro Projects \$305.7 million

Education

Alaska's K-12 public education system prepares students for success in college or job-training programs.

- Increase K-12 Education to \$1.25 billion
- **Alaska Performance Scholarships** \$8 million
- Alaska Learning Network \$1.1 million; Online with Libraries \$761,000; Homework Help \$138,000
- Early Learning \$13.7 million
- School Construction \$71.2 million
- Major Maintenance \$22.9 million
- School Safety Grants \$21 million

Alaska's Budget by Fund Source



- Unrestricted General Funds \$6.8 billion
- Federal Funds \$2.9 billion
- Permanent/Other Funds \$3.5 billion

Total: \$13.2 billion

Public Safety

The budget prioritizes safe homes and strong families.

- 16 New Alaska State Troopers \$3.6 million
- 5 New Village Public Safety Officers \$884,100
- **Choose Respect** Initiative \$10.8 million
- Kivalina Evacuation Route \$2.5 million
- Emergency Services - Blood Bank of Alaska \$7 million

Transportation/Infrastructure

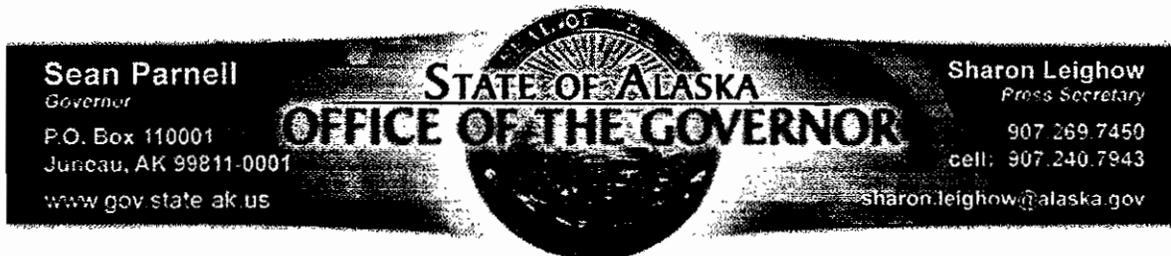
Alaska's economy depends on access and infrastructure to support development.

- Statewide Highway and Aviation \$1.05 billion
- Alaska Marine Highway \$185.4 million
- Village Safe Water \$51.5 million
- Municipal Water and Sewer Projects \$21.7 million
- State Funds to leverage federal and local \$127 million

Military Support

We honor Alaska's military community.

- Interior Alaska Veterans Cemetery \$2 million
- Homeland Security \$19.6 million
- Alaska Military Youth Academy \$11.1 million
- Veterans Services and Outreach \$1.8 million



FOR IMMEDIATE RELEASE

No. 13-086

Governor Parnell Reduces State Spending, Signs Responsible Budgets
Year One of 5-Year Fiscal Plan Accomplishes State Spending Reduction

May 21, 2013, Anchorage, Alaska – Continuing his commitment to limit government growth and manage Alaska’s reserve funds wisely, Governor Sean Parnell today signed the budget bills into law. The approved Fiscal Year 2014 Budget is nearly \$1.1 billion less in state general funds, reflecting a 14 percent decrease from the current fiscal year. With all funds including Permanent Fund dividends and federal dollars, appropriations total \$13.2 billion.

“Alaska continues to maintain its position of fiscal strength and stability,” Governor Parnell said. “We will continue to step down the levels of spending under our five-year fiscal plan and be wise stewards of the people’s money.”

The approved budget maintains a general fund spending cap of \$6.8 billion set by Governor Parnell this past legislative session. The budget focuses on the administration’s key priorities of resources and energy, education, public safety, transportation and infrastructure, and military support.

Resources and Energy

The capital budget includes funding for strategic investments in resource development and energy projects across the state. Funding to develop an Alaska gasline is vital to developing Alaska’s gas for Alaskans and markets beyond. Continuing funding of \$95.2 million for the Susitna-Watana Hydro Project will provide a long-term, stable power source for generations of Alaskans.

Funding was included, along with legislation that passed, for a North Slope natural gas liquefaction plant and a liquefied natural gas (LNG) distribution system to deliver gas via truck to Fairbanks and rural communities until an Alaska gasline is built.

Funding was also approved for the Power Cost Equalization Program, home weatherization and energy rebates, heating assistance, and renewable energy projects.

Education

This year’s K-12 education budget includes \$58 million for increases in the K-12 funding formula, pupil transportation, school energy costs, and safety and security upgrades for schools. The state also funds more than \$343 million for school district retirement system unfunded liability for the Public Employees’ and Teachers’ Retirement Systems.

Continuing the state's strong commitment to education in rural Alaska, \$71.2 million is included for school construction in Nightmute, Quinahagak, and Kwethluk. \$22.9 million is included for 13 schools across Alaska for major maintenance projects.

Public Safety

The budget prioritizes public safety. In Alaska's rural communities five Village Public Safety Officer (VPSO) positions are added, raising the total to 121 funded positions.

The Alaska State Troopers will see an increase of 16 new trooper positions, the most significant increase in years. Two of the positions are for a new trooper post in Hooper Bay, one for VPSO support, and 13 allocated between Mat-Su, Fairbanks and Kenai.

Transportation and Infrastructure

The budget includes more than \$1.3 billion in transportation and infrastructure projects. Because access to Alaska's vast resources will drive economic growth, the "Roads to Resources" initiative continues to be a primary focus of the administration.

Military Support

The budget includes funding for veterans services and outreach, and \$2 million for the Interior Alaska Veterans Cemetery.

Detailed information on capital projects across the state is available at:
<http://gov.alaska.gov/parnell/press-room/fy14-budget.html>

Copies of the budgets and related documents are available at:
<http://omb.alaska.gov/html/budget-report/fy-2014-budget/enacted.html>

###

State of Alaska
 SLAS2013 Enacted Fiscal Summary
 (dollars shown in millions)

	FY2013 Authorized plus Supplementals				FY2014 Enacted				Total Funds	UGP Change	DOF % Change	Total % Change
	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds				
1 REVENUE												
2 Total Unrestricted General Fund Revenues (A) (\$109.21, \$109.61)	7,855.5	874.8	528.9	2,927.4	11,916.5	6,162.7	970.6	2,966.9	10,664.8			
3 Revenue Adjustment (B)	7,476.4				7,476.4	(550.0)			6,712.7			
4 Reappropriations and Carryforward (C)	48.9		0.3	10.9	71.6				0.0			
5 Restricted Revenue (D)	60.2	874.6	528.5	2,916.5	4,319.6				4,502.1			
6 APPROPRIATIONS												
7 Total Operating (excluding fund capitalization)	5,228.4	755.4	471.1	910.0	6,364.9	5,200.0	721.5	1,016.5	6,938.0			
8 Agency Operations	4,308.3	734.6	437.2	1,594.4	6,074.5	4,366.9	721.5	1,594.0	6,282.4			
9 Agency Operations (Non-formula)	2,079.1	672.2	432.4	923.3	4,107.0	2,107.3	647.0	923.0	4,142.2			
10 8B18 Vote/HB65 Votes	(0.7)	(1.4)	0.7	3.0	10.8	(1.4)			0.0			
11 Supplementals	181.3	0.6	0.8	1.7	184.4	185.0	0.6	0.7	187.9			
12 Legislature and Courts Operations	(6.7)				(6.7)				0.0			
13 Supplementals	1,203.5	13.3	20.8	20.8	1,237.6	1,216.4	10.5	20.8	1,247.7			
14 Total K-12 Foundation and Pupil Transportation (E)	858.8	49.0	2.8	1,035.6	1,946.2	861.7	63.4	2.8	1,978.6			
15 Agency Operations (Formula)	(15.6)	0.9	0.5	2.7	(17.3)				0.0			
16 Supplementals	920.1	21.8	24.6	2.7	944.2	921.1	20.8	17.5	939.4			
17 Revised Programs Legislatively Approved	217.1	21.8	44.6	17.7	301.2	207.4	20.8	54.5	300.1			
18 Duplicated Authorizations Non-additive (F)	(20.0)		(10.0)		(30.0)	60.0			60.0			
19 Statewide Operations	613.9	18.0	0.0	0.0	633.8	633.8			633.8			
20 Debt Service (G)	6.1				6.1	20.0			20.0			
21 Supplementals	24.8				24.8				35.0			
22 Duplicated Authorizations Non-additive (F)	1,801.6	111.7	21.1	812.3	2,751.8	769.2	212.8	34.8	1,944.8			
23 Revenue Sharing	204.8		0.6	86.2	291.6	25.0			25.0			
24 Direct Appropriations to Retirement	60.0			1.7	61.7	2.0			2.0			
25 Judgments, Claims and Settlements												
26 Supplementals	491.1				491.1				58.3			
27 Duplicated Authorizations Non-additive (F)	482.8	1.8	100.0	24.1	608.8	1,036.0	1.2	0.0	1,060.5			
28 Project Appropriations	7.0				7.0	6.0			30.5			
29 Supplementals	400.0				400.0	400.0			400.0			
30 AOA Memorandum Fund	125.0				125.0	150.0			150.0			
31 Other Fund Capitalizations (H)	(54.1)				(54.1)	125.0			125.0			
32 Duplicated Authorizations Non-additive (F)	4.9				4.9	355.0			355.0			
33 Fund Capitalizations (I)	7,782.7	869.9	520.0	2,927.4	12,100.0	7,122.2	956.2	555.5	11,600.8			
34 Pre-Transfer Authorization	187.1	4.9	8.8	0.0	200.9	(291.6)	14.4	9.0	(268.1)			
35 Designated Savings	(1,178.5)				(1,178.5)	(1,190.7)			(1,190.7)			
36 Public Education Fund - Budget Year Draw (E)	1,139.7				1,139.7	1,192.5			1,192.5			
37 Public Education Fund - Future Year Funding (E)	36.6				36.6	36.2			36.2			
38 REAA/Small Municipal School District Fund	25.9				25.9	25.0			25.0			
39 Renewable Energy Grant Fund (I)	400.0				400.0	10.0			10.0			
40 Alaska Higher Education Investment Fund												
41 Power Project Fund												
42 Undesignated Savings	250.0				250.0	(374.1)			(374.1)			
43 Statutory Budget Reserve	(519.3)				(519.3)	9.5			32.9			
44 AHFC Subsidiary (J)	32.8		8.8	0.0	46.5	6,830.6	14.4	9.0	6,854.6			
45 Other Transfers (K)	7,069.9	874.8	528.9	3,927.4	12,400.9	(667.9)	970.6	564.5	13,527.7			
46 Total Authorizations to Spend with Savings	(384.4)				(384.4)	6,850.6	2,863.6	564.5	10,278.7			
47 Post-Transfer Balance to/from Reserves	0.0	1,230.0	0.0	0.0	1,230.0	0.0	1,913.0	0.0	1,913.0			
48 Permanent Fund Appropriations	470.0				470.0	957.0			957.0			
49 PF Dividends / PFD Dividend Operations (L)	741.0				741.0	934.0			934.0			
50 PF Inflation Pooling	19.0				19.0	22.0			22.0			
51 AF Capital Income Fund (Am Items) (M)	2,104.8				2,104.8	2,966.9			2,966.9			
52 Total Authorizations to Spend with Permanent Fund	7,069.9	2,104.8	528.9	3,927.4	13,630.9	6,850.6	2,863.6	564.5	13,248.7			

63	Fiscal Year Summary (Includes Permanent Fund)	7,969.9	2,104.8	528.9	2,927.4	13,530.9	5,830.6	2,883.6	564.5	2,966.9	13,245.7	(1,139.3)	-14.3%	-2.1%
64	Agency Operations	4,308.3	734.5	437.2	1,984.4	7,464.5	4,368.9	721.5	466.3	1,998.0	7,554.6	60.6	1.4%	1.2%
65	Statewide Totals (excluding fund capitalizations)	920.1	21.8	34.6	17.7	994.2	921.1	20.8	54.5	17.5	1,013.9	1.0	0.1%	2.0%
66	Total Operating	5,228.4	756.4	471.8	2,002.1	8,458.7	5,290.0	742.3	520.8	2,015.5	8,568.5	61.6	1.2%	1.3%
67	Capital	2,071.5	1,117.7	48.2	901.2	3,132.5	796.2	212.8	34.8	928.1	1,971.3	(1,275.3)	-61.6%	-37.1%
68	Fund Capitalization	482.8	1.8	0.0	24.1	508.8	1,036.0	1.2	0.0	23.3	1,060.5	55.2	114.6%	108.4%
69	Total Authorization Pre-Transfers/Savings	7,782.7	869.9	520.0	2,927.4	12,100.0	7,122.2	956.2	55.5	2,966.9	11,600.8	(660.6)	-8.5%	-4.1%
70	Transfers/Savings	187.1	4.9	8.8	0.0	200.9	(291.6)	14.4	9.0	0.0	(268.1)			
71	Total Authorization to Spend with Savings	7,969.9	874.8	528.9	2,927.4	12,300.9	6,830.6	970.6	564.5	2,966.9	11,332.7	(1,139.3)	-14.3%	-7.9%
72	Permanent Fund Appropriations	0.0	1,230.0	0.0	0.0	1,230.0	0.0	1,913.0	0.0	0.0	1,913.0			

A Total Unrestricted General Fund Revenue: Line 2 is based on the Department of Revenue Spring 2013 Revenue Forecast.

Unrestricted General Fund Revenue	FY2013	FY2014
Oil Price (ANS West Coast Spot per barrel)	\$109.21	\$109.61
Average ANS oil production (bbl. per day)	0.538	0.527
Unrestricted General Fund Revenue	\$7,476.4	\$6,712.7

Corporate Dividends	FY2013	FY2014
Alaska Industrial Development and Export Authority (AIDEA)	\$20.4	\$20.7
Alaska Housing Finance Corporation for Projects	\$16.5	\$0.0
Total Unrestricted General Funds	\$36.9	\$20.7

Total AHFC Dividend for Capital Projects and Debt Service	FY2013	FY2014
	\$27.3	\$10.6

B Revenue Adjustment: FY2013 includes a prior year recovery received in December 2012 in the amount of \$48,855,396 related to the Carlson case. The FY2014 revenue adjustment is related to the passage of SB21, Oil Tax Reform.

C Reappropriations and Carryforward: Includes fund sources for reappropriations and other appropriations (typically roll-forwards of prior year authorizations) that do not require additional FY2013 or FY2014 revenue.

D Restricted Revenue: Other revenue not included as Unrestricted General Fund Revenues in the Revenue Sources Book, such as Federal Receipts and University Receipts.

E Public Education Fund: Legislation in 2005 established the Public Education Fund (PEF). One of the effects of this legislation was to remove expenditures for K-12 Public Education from Agency Operations (Formula) on line 15. The FY2013 and FY2014 proposed total K-12 Foundation Program and Pupil Transportation expenditures are shown on line 14. The table below shows the amount of K-12 Foundation Program and Pupil Transportation being expensed from the Public Education Fund, since expenditures from the fund do not require appropriation.

Public Education Fund Expenditures	FY2013	FY2014	FY2015
K-12 Foundation Formula	\$1,129,721.0	\$1,140,748.0	\$1,115,748.0
Pupil Transportation	\$73,795.9	\$75,639.1	\$76,762.7
Total	1,203,516.9	1,216,387.1	1,192,510.7

F Duplicated Authorizations: These appropriations are in the budget twice, such as when funds flow in and out of a holding account or one agency pays another for services provided. The most significant examples of these type of expenditures include operating payments from Interagency Receipts, Capital Improvement Project Receipts and in FY2013, General Obligation Bonds.

G Debt Service: The Debt Service line includes actual payment of debt obligations, primarily General Obligation Bonds, State debt reimbursement programs such as School Debt Reimbursement, Certificates of Participation (lease-financing), and International Airports Revenue Bonds.

H Fund Capitalizations: Line 33 consists of the Emerging Technology Fund. Line 36 consists of the Alaska Children's Trust Grant Account, the Disaster Relief Fund, the Crime Victim Compensation Fund, the Trauma Care Fund, the Alaska Clean Water Fund, the Alaska Drinking Water Fund, and the Election Fund.

I Renewable Energy Grant Fund: The Renewable Energy Grant Fund is capitalized with \$25.9 million Unrestricted General Funds in FY2013, and \$25 million Unrestricted General Funds in FY2014.

J AHFC Subsidiary Account Fund Transfers: In the FY2013 column, \$400.0 million is for the Alaska Higher Education Investment Fund, \$95.2 million is for the Sustina-Watana capital project, \$16.4 million is for Alaska Gasline Development Corporation capital project, \$4.6 million is for capitalizing the In-state Pipeline Fund, and \$3.1 million is for Alaska Performance Scholarship Awards. In the FY2014 column, \$355.0 million in AHCC Receipts capitalize the In-state Pipeline Fund and \$19.1 million is for a capital project for the Alaska Railroad Corporation.

K Other Transfers: Includes capitalization of various State funds, such as the Fish and Game Fund, Oil and Hazardous Substance Release Prevention and Response Accounts, and others.

L PF Dividends / PFD Division Operations: Line 59 includes both the amounts for Permanent Fund Dividend (PFD) checks and other State operating costs of the PFD.

Permanent Fund Dividend Fund Other Expenditures	FY2013	FY2014
Department of Revenue, Division of Permanent Fund Dividend operations	\$8.2	\$8.3
Department of Health and Social Services, Public Assistance PFD Hold Harmless	\$16.8	\$17.5
Total	\$25.0	\$25.7

The financial information for the Permanent Fund section (lines 58-62) is from the Alaska Permanent Fund Corporation Fund Financial History & Projections as of April 30, 2013. These financial statements are available on the Alaska Permanent Fund website: www.APFC.org.

M Alaska Capital Income Fund: The Alaska Capital Income Fund is authorized by AS 37.05.565. The fund consists of income earned on money awarded as a result of the State vs. Amerada Hess royalty case, estimated to be \$13-26 million per year, plus other appropriations.

Capital Budget - UGF/DGF/Other/Fed Summary by Impact House District

Scenario: Final Total SLA 2013

House District	Unrestricted Gen (UGF)	Designated Gen (DGF)	Other Funds	Federal Funds	Total Funds
Fairbanks Areawide (HD 1-5)	88,346,550	1,478,950	2,005,812	34,624,188	126,455,500
Richardson Highway (HD 6)	10,124,459	2,085,509	0	43,300,000	55,509,968
Matsu Areawide (HD 7-11)	48,601,613	36,000,000	0	55,200,000	139,801,613
Anchorage Areawide (HD 11-27)	150,486,245	2,412,050	65,408,916	101,577,584	319,884,795
Kenai Areawide (HD 28-30)	31,008,036	13,750,000	0	15,125,000	59,883,036
Southcentral Region (HD 7-30)	95,200,000	7,000,000	0	35,450,000	137,650,000
Juneau Areawide (HD 31-32)	50,633,304	6,638,000	0	26,550,000	83,821,304
Ketchikan/Wrangell (HD 33)	11,330,301	15,000,000	0	22,400,000	48,730,301
Southeast Islands (HD 34)	18,490,039	10,844,000	0	38,625,000	67,959,039
Southeast Region (HD 31-34)	1,225,000	500,000	0	10,940,000	12,665,000
Kodiak/Cordova (HD 35)	14,744,150	11,370,000	0	30,600,000	56,714,150
Dillingham/Illiamna (HD 36)	4,416,426	59,444,401	0	11,775,000	75,635,827
Southwest Region (HD 36-37)	35,000	0	0	0	35,000
Bethel/Aleutians (HD 37)	25,789,400	16,575,431	0	11,632,000	53,996,831
Wade Hampton/McKinley (HD 38)	5,478,648	692,200	0	42,700,000	48,870,848
Bering Straits/Interior Villages (HD 39)	25,946,043	2,655,177	0	45,210,000	73,811,220
Western/Rural Interior Region (HD 38-39)	0	168,959	0	0	168,959
Arctic (HD 40)	14,472,001	6,685,805	0	25,996,868	47,154,674
Statewide (HD 1-40)	404,648,925	19,450,000	52,166,200	377,395,100	853,660,225
	1,000,976,140	212,750,482	119,580,928	929,100,740	2,262,408,290

**Summary of Budget Vetoes
SLA 2013
Operating and Capital Bills**

Appropriation Bill	Vetoes by Fund Source				Total Vetoed
	Unrestricted GF	Designated GF	Other	Federal	
FY2014 HB 65 Operating	(1,425,600)	0	(113,700)	(258,200)	(1,797,500)
FY2014 HB 66 Mental Health	0	0	0	0	0
FY2013 SB 18 Supplemental	(700,000)	0	0	0	(700,000)
Operating Total	(2,125,600)	0	(113,700)	(258,200)	(2,497,500)
SB 18 Capital	0	0	0	0	0
Veto Total	(2,125,600)	0	(113,700)	(258,200)	(2,497,500)

SLA 2013 Veto Decisions by Bill
 CH. 14 SLA 2013 (HB 65)
 CH. 16 SLA 2013 (SB 18)

Dept.	Year	Sec. No.	Bill Page	Bill Line	Project Title	Reason	Amount Pre-Veto	Unrestricted Gen Fund	Designated Gen Fund	Other	Federal	Fund Source	Total Vetoed	Balance Remaining	
HB 65 Appropriation Bill															
Administration - Office of															
1	2014	1	4	33	Non-Covered Geographic Differential	Calculation error	\$23,334,200	(\$66,300)				1004 Gen Fund	(66,300)	23,237,900	
2	2014	1	5	3	Non-Covered Geographic Differential	Calculation error	\$26,381,300	(\$540,400)				1004 Gen Fund	(540,400)	25,840,900	
3	2014	1	17	31	Non-Covered Geographic Differential	Calculation error	\$4,372,400	(\$83,400)				1004 Gen Fund	(83,400)	4,289,000	
Law - Second Judicial District															
4	2014	1	26	33	Non-Covered Geographic Differential	Calculation error	\$2,536,200	(\$195,100)		(\$31,900)		1004 Gen Fund 1108 Statutory Designated Program Receipts	(227,000)	2,309,200	
Law - Third Judicial District Outside Anchorage															
5	2014	1	27	5	Non-Covered Geographic Differential	Calculation error	\$5,979,300	(\$66,800)				1004 Gen Fund	(66,800)	5,912,500	
Law - Fourth Judicial District															
6	2014	1	27	7	Non-Covered Geographic Differential	Calculation error	\$6,548,700	(\$217,600)		(\$29,500)		1004 Gen Fund 1007 Intra-Agency Receipts	(247,100)	6,301,600	
Law - Child Protection Military & Veterans' Affairs - Alaska Aerospace Corporation Facilities Maintenance Revenue - AHFC Operations															
7	2014	1	27	14	Non-Covered Geographic Differential	Calculation error	\$7,390,800	(\$72,900)		(\$17,300)		1004 Gen Fund 1061 CIP Receipts 1101 AERO Fund 1002 Federal Receipts	(90,200)	7,300,600	
8	2014	1	29	9	Non-Covered Geographic Differential	Calculation error	\$6,185,300	(\$153,100)		(\$35,000)			(188,100)	5,997,200	
9	2014	1	35	7	Non-Covered Geographic Differential	Calculation error	\$93,649,700				(\$258,200)		(258,200)	93,391,500	
10 HB 65 TOTALS															
							17,637,900	(1425,600)	0	(113,700)	(208,200)		(1,797,500)	17,430,400	
SB 18 Appropriation Bill															
Transportation & Public Facilities															
11	multi	15(a)	120	26-28	Ruth Burnett Sport Fish Hatchery Litigation Costs	No longer needed	\$750,000	(\$700,000)				1004 Gen Fund	(700,000)	50,000	
12	2013	32(c)	130	27-31	Reappropriation - \$1.7 million from DOT Harbor Program to Kotzebue Swan Lake harbor moorage	Retain funds for maintenance facilities and operations							0	0	
13	2013	41(f)	146 147	30-31 1-3	Reappropriation - \$4.5 million from Hoonah Berthing Facility to Mt. Edgecumbe HS aquatic center	Retain funds for original purpose							0	0	
14	2013	41(f)	147	4-8	Reappropriation - \$500.0 from Hoonah Berthing Facility to Mt. Edgecumbe HS heating plant	Retain funds for original purpose							0	0	
15 SB 18 TOTALS							750,000	(700,000)	0	0	0		(700,000)	50,000	
16 TOTAL VETOES							17,637,900	(2,125,600)	0	(113,700)	(258,200)			(2,497,500)	17,160,400

SLA 2013 Veto Decisions by Bill
 CH. 14 SLA 2013 (HB 65)
 CH. 16 SLA 2013 (SB 18)

Dept.	Year	Sec. No.	Bill Page	Bill Line	Project Title	Reason	Amount Pre-Veto	Unrestricted Gen Fund	Designated Gen Fund	Other	Federal	Fund Source	Total Voted	Balance Remaining
TECHNICAL - BILL/CONTINGENCY DID NOT PASS														
17 HB 65 - Fiscal Note	2014	2	44	11-15	HB 19 - Permanent Motor Vehicles Registration	Bill Did Not Pass	\$100,100		(\$100,100)			1005 Gen Fund Program Receipts	(\$100,100)	\$0
18 HB 65 - Fiscal Note	2014	2	45	17-21	HB 193 - Municipal Taxation of Tobacco Products	Bill Did Not Pass	\$135,100			(\$135,100)		1108 Statutory Designated Program Receipts	(\$135,100)	\$0
19 SB 18 - Fund Capitalization	2014	21 (d)	124	19 - 20	Knik Arm Crossing Fund	Bill Did Not Pass	\$10,000,000	(\$10,000,000)				1004 Gen Fund	(\$10,000,000)	\$0

City of Homer Capital Improvement Plan 2014-2019



Photo @ Scott Dickerson

This aerial shot of the Homer Harbor shows a Port town hard at work with the Alaska State Ferry Vessel *Tustumena* in port, the jack-up rig *Endeavor* at the Deep Water Dock and boats coming and going through the mouth of the harbor.

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City of Homer

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February 14, 2013

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2013 through 2018 Capital Improvement Plan adopted by the Homer City Council on October 15, 2012. 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.

This year the CIP has been restructured to help the reader easily find individual projects or types of projects. "Part 1 Top 15 Legislative Request for 2012" represents the top priorities of the City of Homer. "Part 2 Mid-Range Projects" are projects the City would like to see funded in the next five years. "Part 3 Long Range Projects" represent long term capital project planning goals of the City. Long-range projects are listed in the body of the document but should not be considered as true projects.

The projects included in the City of Homer's 2013-2018 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,

Walt Wrede
City Manager

Update with new letter from CM

DRAFT



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Update accordingly



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Update accordingly



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Update accordingly



Funded Projects from 2010-2017 CIP List

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

- Harbor Improvement Revenue Bond Projects
- Port and Harbor Building
- Skyline Fire Station
- Harbor Entrance Erosion Control
- System 2 Potable Water Upgrade

DRAFT



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 projects will benefit the community. The CIP also 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 improvements needs so the most important projects are given consideration for funding before projects not as urgently needed.
- Plan for maintenance and operations costs so expenses are budgeted in advance and projects communities cannot afford to operate are avoided.
- 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, since only some of the projects are funded and completed each 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. The CIP program involves in which the City Council, with technical support from the administration, and ideas and suggestions from the public, compiles a viable way to implement goals for the community.

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.

DRAFT

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, and increase 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.

DRAFT

City of Homer State Legislative Request FY 2014 Capital Budget



Ramp 3 gets dangerously steep at low tide, as this picture of visitors inching their way cautiously down the ramp depicts. The City of Homer's number one priority this year is to fund the State of Alaska Harbor Facility Grant Program, which includes funding for replacing Ramp 3 with an ADA compliant Ramp.

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

Update with new graphic



Legislative Request FY2014

**City of Homer FY 2014 State Legislative Priorities list
approved by the Homer City Council
via Resolution 13-018**

- 1. Harbor Improvement Revenue Bond Project - \$4,206,000**
- 2. Port and Harbor Building - \$2,689,641**
- 3. Skyline Fire Station - \$410,400**
- 4. Pratt Museum New Facility and Site Redesign - \$2,800,000**
- 5. Homer Education and Recreation Center - \$9,000,000**
- 6. Harbor Entrance Erosion Control - \$2,512,800**
- 7. Fire Engine 4 and Tanker 2 Refurbishment - \$315,000**
- 8. Public Safety Building - \$13,050,000**
- 9. Barge Mooring Facility - \$360,000**
- 10. Kachemak Drive Rehabilitation/Pathway - \$20,000,000**
- 11. Brush/Wildland Firefighting Truck - \$108,000**
- 12. Marine Ways Large Vessel Haulout Facility - \$2,700,000**
- 13. Baycrest Overlook Gateway Project - \$230,400**
- 14. Water Storage/Distribution Improvements - \$3,510,000**

DRAFT

Replace with new Legislative Priority list from 2013 Resolution.



1. Harbor Improvement Revenue Bond Projects

Project Description & Benefit: This project will accomplish three significant harbor improvement projects (in order of importance):

- **Ramp 3 Gangway and Approach:** will replace the existing Ramp 3 which dates back to the mid-1960s. This ramp is the steepest ramp in the harbor and difficult to use during very low tides. At 100 feet long, the new ramp will be less steep and therefore ADA compliant. It will be constructed of aluminum and covered by an awning to keep it snow and ice-free for year-round access. The existing Ramp 3 approach, a long narrow wooden structure in poor condition, will also be replaced. Cost: \$795,000.
- **Upgrade System S – Vessel Shore Power and Water:** will provide System 5, the large vessel float system in the Homer Harbor, with additional power pedestals and a year-round fresh water supply to meet the needs of the large vessel fleet and attract new vessels to be home-ported in Homer. Cost: \$971,000.
- **Harbor Float Replacement:** will replace some of the oldest and most badly damaged floats in the harbor. These floats are plagued by worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. A total of 1,706 linear feet will be replaced: A Float, connecting E-J; J Float, R Float, and S Float. Cost: \$6,783,000.

Plans & Progress: The City's application to the State of Alaska Harbor Facility Grant Program for FY2014 is ranked number one. Funding for the first two Harbor Facility Grant projects (Homer and Ketchikan) is in the FY2014 Capital Budget. Municipalities have to come up with 50% of the construction funds and 100% of the design funds for Harbor Facility Grant projects. A \$440,000 grant from the Denali Commission combined with \$277,000 in City funds is paying for the design and engineering of the three projects. Design and engineering contracts have been issued and this phase will be complete in April of 2013 to be ready for the 2013 construction season. Half of the construction funds will be secured through a Revenue Bond. Harbor rates were increased in 2012 to make future bond payments.

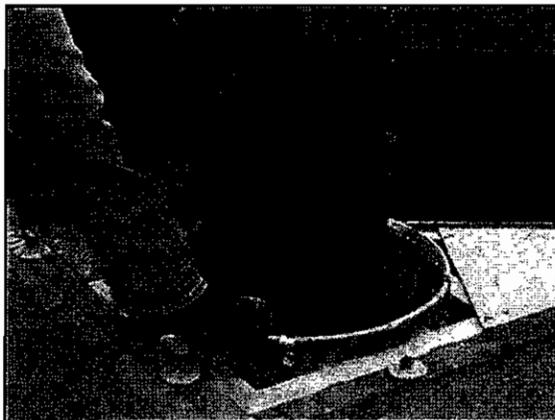
Total Project Cost: \$9,129,000

2012 (Design): \$717,000 (Denali Commission and City of Homer)

2013 - 2014 (Construction): \$8,412,000 (50% Harbor Facility Grant and 50% City of Homer Revenue Bonds)

State FY2014 State Request: \$4,206,000 through the State of Alaska Harbor Facility Grant Program
(54% Local Match: \$4,923,000)

DRAFT



Hole in damaged piling that needs replacing

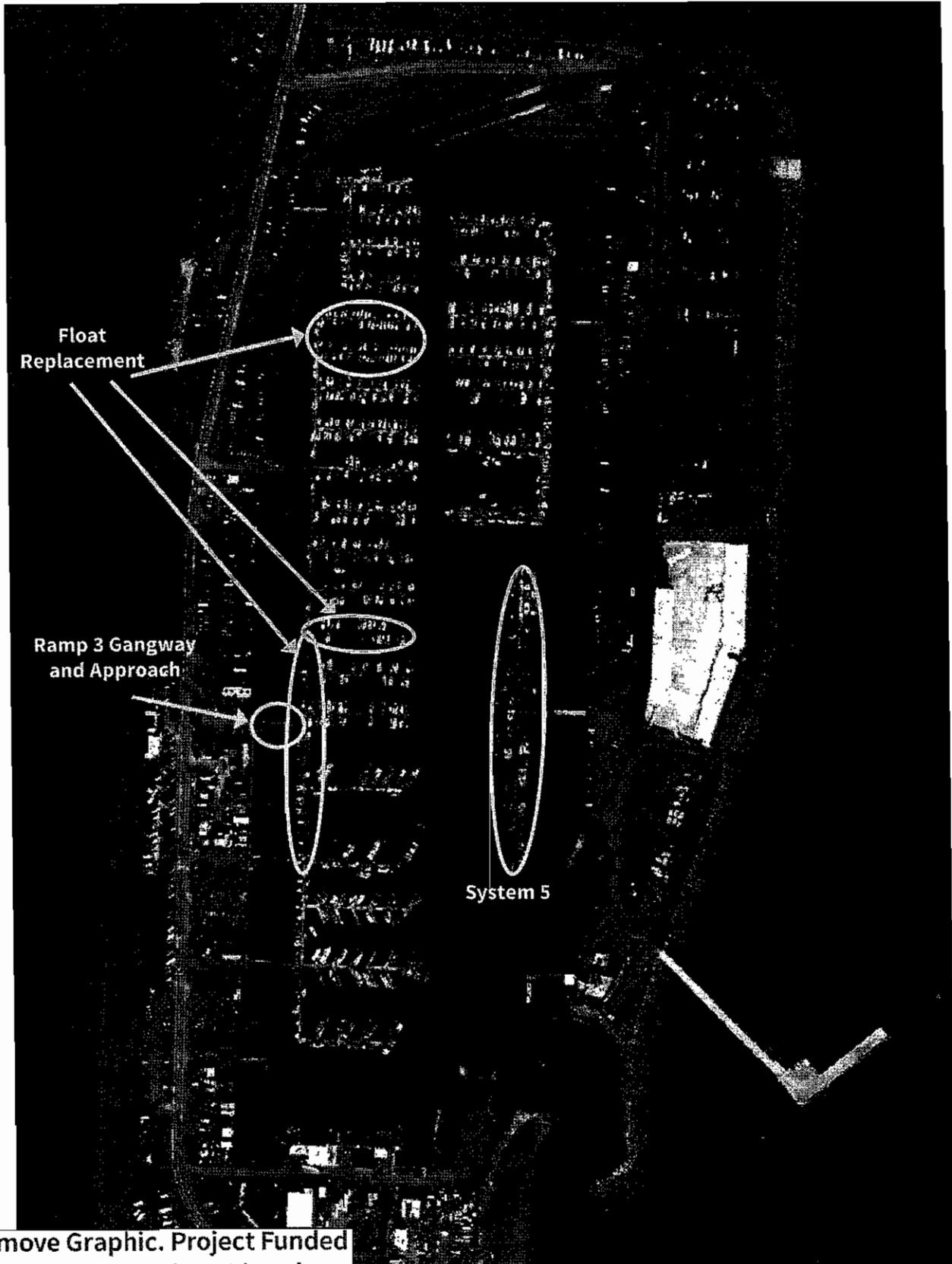


Exposed flotation on a damaged float.

See following page for project

Recommend Removal. Funded through grant program and COH bonds.

DRAFT



Remove Graphic. Project Funded through grant and COH bonds.



2. Port & Harbor Building

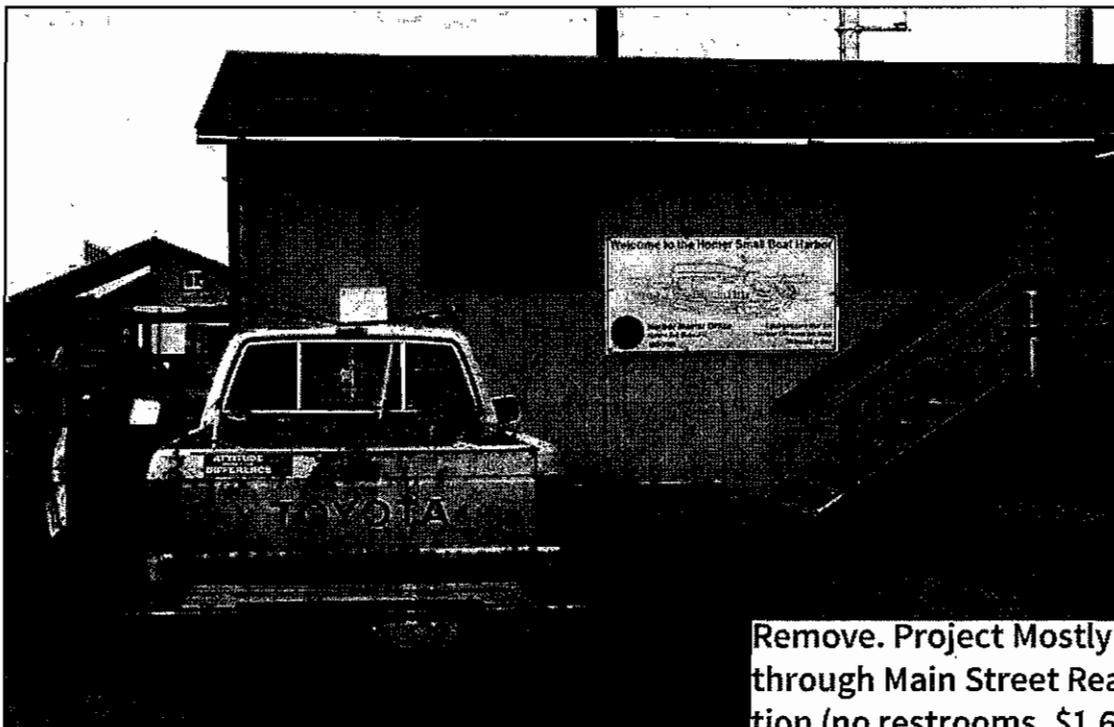
Project Description & Benefit: This project will replace the existing Port and Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes for occupancy as an office building. The structure is three buildings that have been cobbled together over the years, including an old restroom turned office space. The building is difficult to heat. Thin walls and a substandard building envelope let the howling winter winds seep through. The wiring is old and a safety hazard; the building has caught fire twice.

A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices and meetings with the public. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new building will meet current building code and be energy efficient, saving the City on utility costs. The new Port and Harbor building can include public restrooms. This would allow the City to tear down the old inefficient restrooms adjacent to the current structure that require constant maintenance.

Plans & Progress: A new port and harbor building has been on the City of Homer Capital Improvement Plan for many years. Nelson Engineering was hired by the City to perform an office alternatives analysis and come up with a preliminary design and cost estimate. The analysis shows new construction as the most cost effective alternative. However, retrofitting an existing structure may still be an option if the purchase price allows sufficient renovation funds in the project budget.

Total Project Cost: \$2,988,490
2013 (Design): \$298,849
2014-2015 (Construction): \$2,689,641

FY2014 State Request: \$2,689,641
(10% City of Homer Match: \$298,849)



Remove. Project Mostly funded through Main Street Reappropriation (no restrooms. \$1.6m figure used).

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3. Skyline Fire Station

Project Description & Benefit: This project, which is included in the Transition Plan for annexation, will build a satellite substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. The substation will provide warm storage for structure and wildfire response equipment (engine/tanker, ambulance, and brush truck) in order to deliver quicker response to City residents on top of the bluff above Homer along East Skyline Drive.

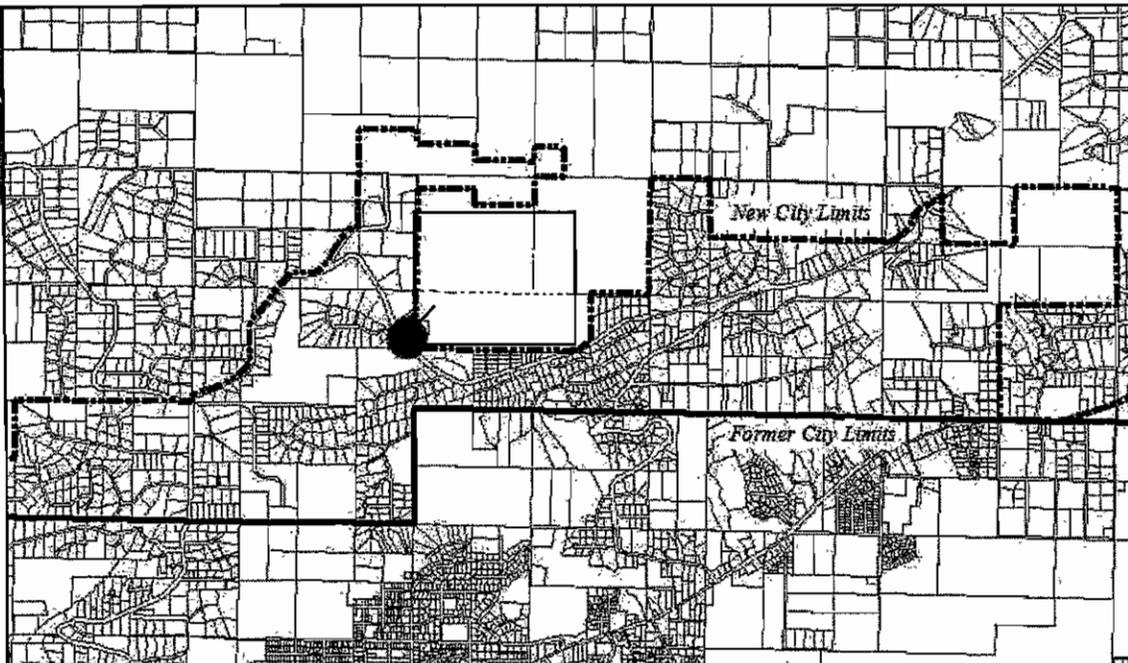
The Skyline Fire Station will improve the City's ISO rating, lower insurance rates for property owners on the bluff, improve response times, and provide storage for equipment the Homer Volunteer Fire Department (HVFD) currently cannot operate in the winter because of lack of warm storage. A Fire Station on Skyline Drive has been a priority of the City of Homer and residents since annexation and will enhance HVFD's ability to respond year-round to fire incidents. An additional benefit of the station will be to assist Kachemak Emergency Service Area, who has jurisdiction of the surrounding area, in responding to emergencies.

Plans & Progress: The facility is intended to be a low budget solution. Plans call for utilizing an existing foundation/concrete slab at the water treatment plant site, and installing an insulated pre-engineered metal building with minimal office space/maximum equipment storage bay area. The facility consists of a 2000 sq. ft. (50' x 40') building with three equipment bays. Electric, telephone, and water and sewer are already available at the site. Gravel access currently exists to the proposed site.

DRAFT

Total Project Cost: \$456,000
2013 (Engineering and Design): \$45,600
2014 (Construction): \$387,600
2015 (Inspection): \$22,800

FY2014 State Request: \$410,400
(10% City of Homer Match: \$45,600)



Remove. Project funded through Main Street Reappropriation.



4. Pratt Museum New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum helps people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt’s exhibits, education programs, and collections foster self-reflection and dialogue among the Museum’s community and visitors. Each year the Pratt serves 30,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska’s most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community’s needs. The existing 10,500 square foot building is more than 43 years old. The galleries, collections storage, public meeting, and education spaces do not support the Pratt’s goals or embrace current opportunities. The Pratt is now working with its community on a project to help better serve the community and visitors long into the future, through the construction of a new facility and redesign of the Pratt’s 9.3 acres. Benefits of this project: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation of the region’s diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility.

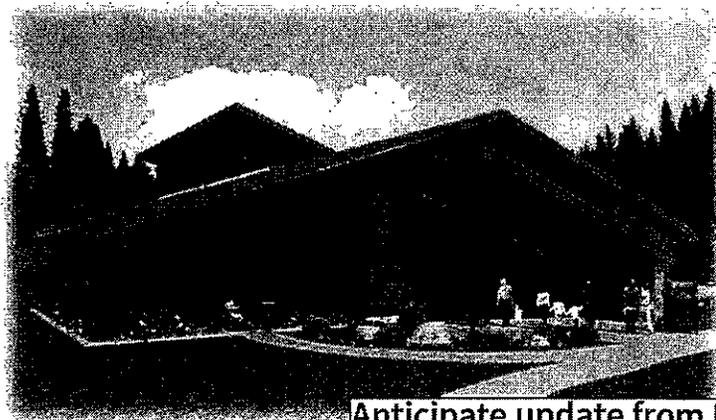
Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt’s property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. The McDowell Group conducted an analysis of the economic impact of the Pratt’s operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 22% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- Gathering of diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases
- With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free
- \$2 million (22% of project total) secured in cash and pledges
- Participation in the Rasmuson Foundation’s prestigious “Pre-Development Program,” which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings
- Recruitment of community leaders for the capital campaign who represent the Pratt’s multiple disciplines in the arts, sciences, and humanities
- The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building
- The Pratt is on schedule with the Design Phase, which will be completed by February 2014
- The first part of the site work, an upgrade and expansion of the Pratt’s trail system, was completed this summer

Total Project Cost:
Preconstruction: \$ 1,000,000
Construction: \$8,500,000

Schedule:
Design: January 2011-February 2014
Construction: April 2014-June 2016

FY2014 State Request: \$2,800,000



NEW PRATT MUSEUM
HOMER, ALASKA

EXTERIOR

Anticipate update from Pratt.
Received \$250,000 in FY14
Capital Budget.

DRAFT



5. Homer Education and Recreation Center

Project Description & Benefit: There is an outstanding need in Homer for an education and recreation center that can serve as a gathering place for the community, a headquarters for the City of Homer Community Recreation program, an indoor location for sport and activities and a home for youth programs such as the Homer Boys and Girls Club. The uses for such a center with gym, classroom, office and meeting space are endless: community classes could be taught, public meetings and gatherings could be held, and indoor sport clubs could use the space, among many other uses. The Homer City Council is exploring various means for meeting this need. Potential solutions include upgrading an existing building or building a new facility.

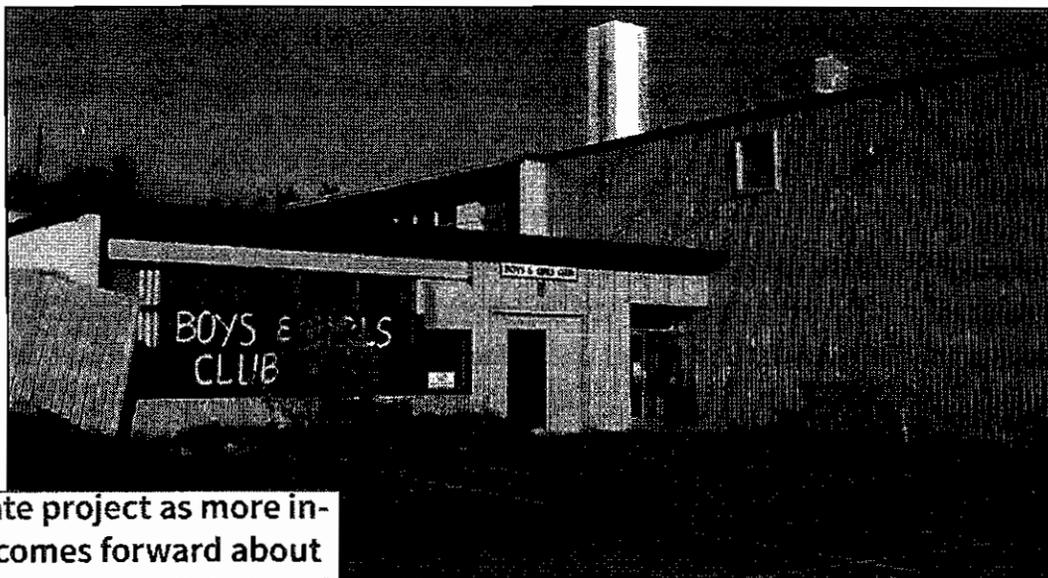
The City owns the "old middle school," a two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. Due to age and disrepair, the building is an expensive facility to heat and maintain. Though this building currently carries the title of Homer Education and Recreation Center, it is unusable as such in its current condition. Substantial structural, weatherization, access and code upgrades would be necessary to make it a functional public space. Other buildings in the community could also be candidates for retrofitting.

The other option the Council has explored is building a new facility. By starting from scratch the City may be able to meet the needs of the community and satisfy all safety and code requirements more economically. This project would construct an education and recreation center by either retrofitting an existing structure or building a new facility.

Plans & Progress: The City contracted an architect to analyze necessary improvements to bring the "old middle school" up to code. The preliminary report indicates it may be prohibitively expensive to bring this building up to standard.

Total Project Cost: \$10,000,000
2013 (Design): \$1,500,000
2014 (Construction): \$8,500,000
FY 2014 State Request: \$9,000,000
(10% City of Homer Match: \$1,000,000)

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Hold: Update project as more information comes forward about community and council desired use for building

The "old middle school," pictured above, needs major upgrades to serve the community as an education and recreation center.



6. Harbor Entrance Erosion Control

Project Description & Benefit: The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icicle Seafoods and the City of Homer worked together to build a log cribbing revetment structure on the City property where Icicle Seafood was located. Although this project stopped the immediate erosion threat, it was built as a temporary measure until funding could be obtained to build a rock revetment. Since it was built, the log cribbing has been hammered by waves and is steadily disintegrating.

Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense.

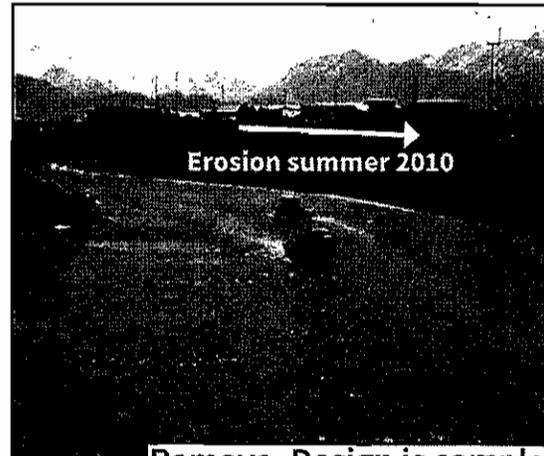
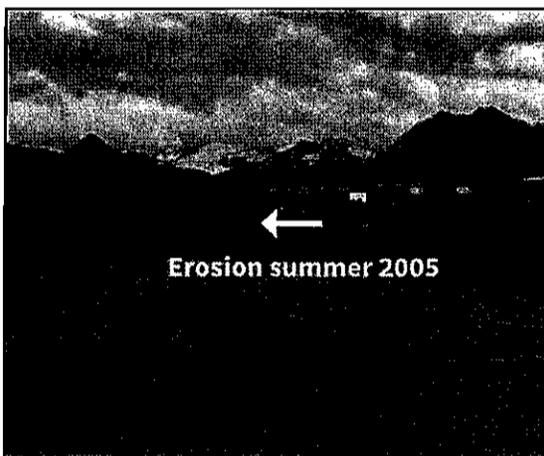
Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor. Erosion control is needed to protect the harbor for fishermen, tourists, and other users.

Plans & Progress: This project will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Riprap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Homer Ferry Terminal, providing critical shore/infrastructure protection.

Total Project Cost: \$2,792,000
2013 (Design): \$216,000
2014-2015 (Construction): \$2,576,000

FY2014 State Request: \$2,512,800
(10% City of Homer Match: \$279,200)

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Remove. Design is complete. Going out to bid in June. Project will be done in conjunction with spit trial improvements to protect that infrastructure.



7. Fire Engine 4 and Tanker 2 Refurbishment

Project Description & Benefit: This project will refurbish two major pieces of equipment used by the Homer Volunteer Fire Department: Fire Engine 4 and Tanker 2.

With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and driveline overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station. A reserve fire engine would help Homer qualify for an improved ISO rating, benefitting all households through reduced homeowner insurance costs.

Cost: \$150,000 **Schedule:** 2013

The Homer Volunteer Fire Department's Tanker 2 is an E-One Pumper Tanker purchased in 1989. The maintenance schedule for Tanker 2 calls for refurbishment or retirement after 20 years, which means Tanker 2 is overdue for an overhaul. A new tanker-pumper would cost in the range of \$800,000. A Level 2 refurbishment would be far less expensive and will improve safety and extend the useful life of the tanker. Refurbishment would include inspection and repair if needed of the fire pump, vehicle engine and other systems; upgrade obsolete lighting systems to convert to LED systems; redesign and upgrade of the portable water tank compartment; replacement of corroded plumbing and valves; upgrade of the interior compartment for safety; and repair and repainting of the body.

Cost: \$200,000 **Schedule:** 2015

Total Project Cost: \$350,000

FY2015 State Funding Request: \$315,000
(10% City of Homer Match): \$35,000

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Fire Engine 4



Tanker 2

Keep. Still a need. No significant updates.



8. Public Safety Building

Project Description & Benefit: The Fire and Police Stations have been on the City of Homer Capital Improvement Plan independently for years. Both buildings are from the early 80s and in need of replacement. They suffer from a series of inadequacies such as lack of office, storage and training space and health and safety violations from inadequate ventilation.

A joint public safety building will create a central location for emergency response. It will allow the departments to work better together for the safety of the Homer residents. It will take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room, an entry with public restrooms, and a vehicle bay for washing city vehicles.

The current fire hall does not have adequate equipment storage bays. This means expensive equipment has to be stored outside and exposed to the elements. In the winter, this equipment has to be winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It also lacks adequate space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.

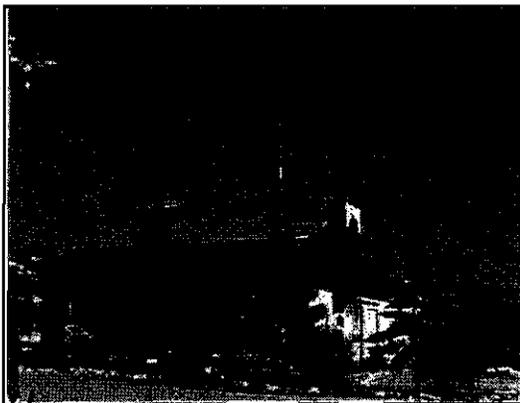
The current police station has no area for evidence processing of large items, a crisis cell for spacial needs prisoners, or a proper juvenile holding area. Existing dispatch facilities are too small. The jail entry area, booking room, and jail offices are poorly designed. Both facilities are inefficiently designed and will be difficult to retrofit with natural gas. A new building will take advantage of efficient building practices and be plumbed for natural gas.

A joint public safety building will benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces.

Total Project Cost: \$14,500,000
2016 (Design): \$1,450,000
2017-2018 (Construction): \$12,400,000
2019 (Inspection): \$650,000

FY2015 State Request: \$13,050,000
(10% City of Homer Match: \$1,450,000)

DRAFT



Homer Fire Hall in winter



Homer Police

Keep. Still a need. No significant updates. Firearms training facility is a proposed new project.



9. Barge Mooring Facility

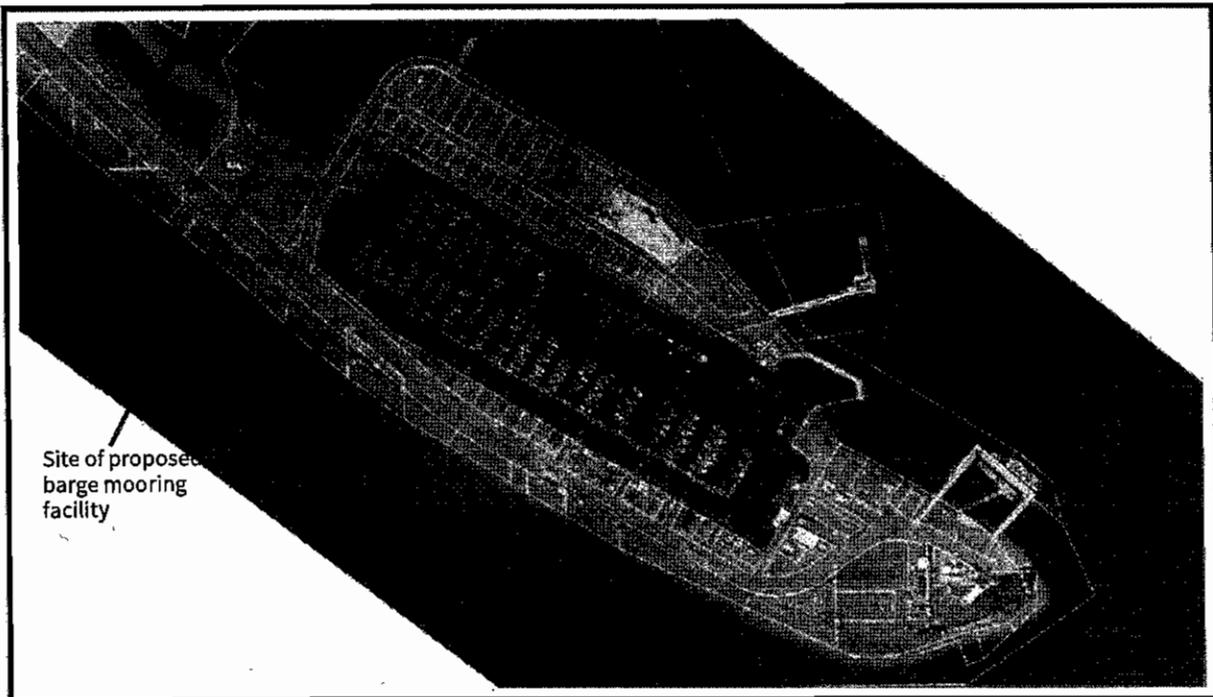
Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This proposed improvement will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haulout area for large industrial freight barges.

Total Project Cost (2014): \$400,000

FY2015 State Request: \$360,000

(10% City of Homer Match: \$40,000)

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Keep. P&H has many letters of interest for project.



10. Kachemak Drive Rehabilitation/Pathway

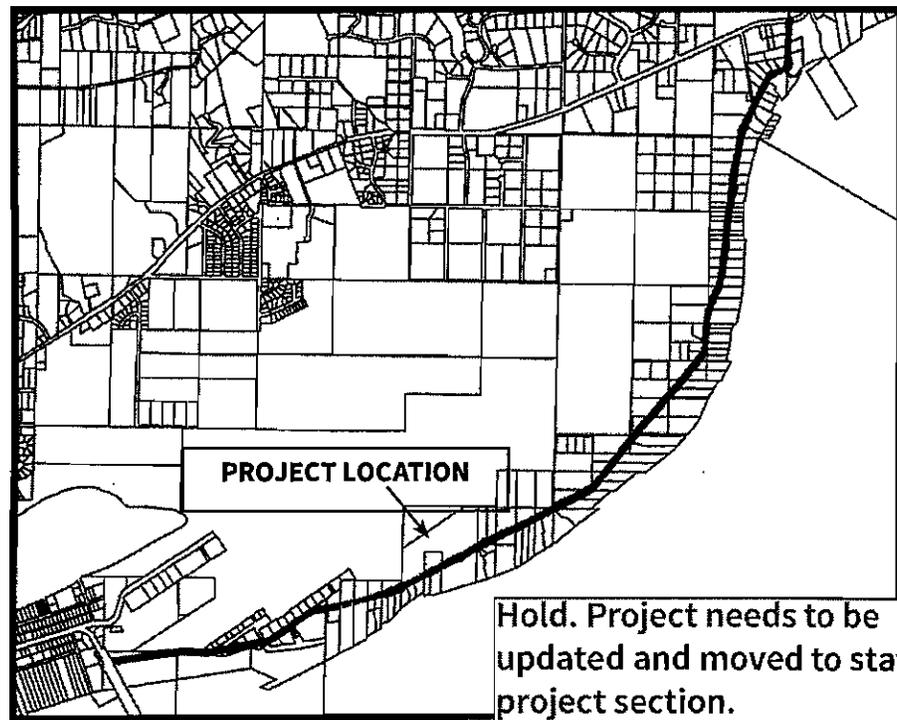
Project Description & Benefit: Kachemak Drive connects Homer Harbor with Homer’s industrial boat yards, serves drivers as a connector from the Homer Spit to East End Road, has a residential community, and serves as an alternate route to the airport. Truck, boat trailer, residential and commuter traffic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

The road also needs rehabilitation which includes raising the embankment, resurfacing, widening the road, and drainage improvements. Because of the significant right-of-way acquisition involved, the project will take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked for two years to define and narrow options, survey public opinion, proposed a route for a separated path and present the packet to the Parks and Recreation Commission and Transportation Advisory Committees. The City has appropriated \$20,000 to have the proposed route surveyed, starting at the intersection of Homer Spit Road and Kachemak Drive, which includes a steep and dangerous hill. This will most likely be a multi-year project, done in phases. Sections of the proposed trail run on existing electrical, water and sewer easements.

Total Project Cost: \$20,000,000
Separated Pathway: \$4,000,000
Road Rehabilitation: \$16,000,000
FY2014 State Request: \$20,000,000

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11. Brush/Wildland Firefighting Truck

Project Description & Benefit: The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990.

The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. A mechanical assessment of the existing truck found it to be severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

Although HVFD uses the term "brush truck," in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access the scene and provide initial attack of a structure fire before firefighters can set up long hose lays or otherwise access the site by traditional means, if at all.

Total Project Cost (2015): \$120,000

FY2015 State Request: \$108,000

(10% City of Homer Match: \$12,000)

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Keep. Still a need. No significant updates.



12. Marine Ways Large Vessel Haulout Facility

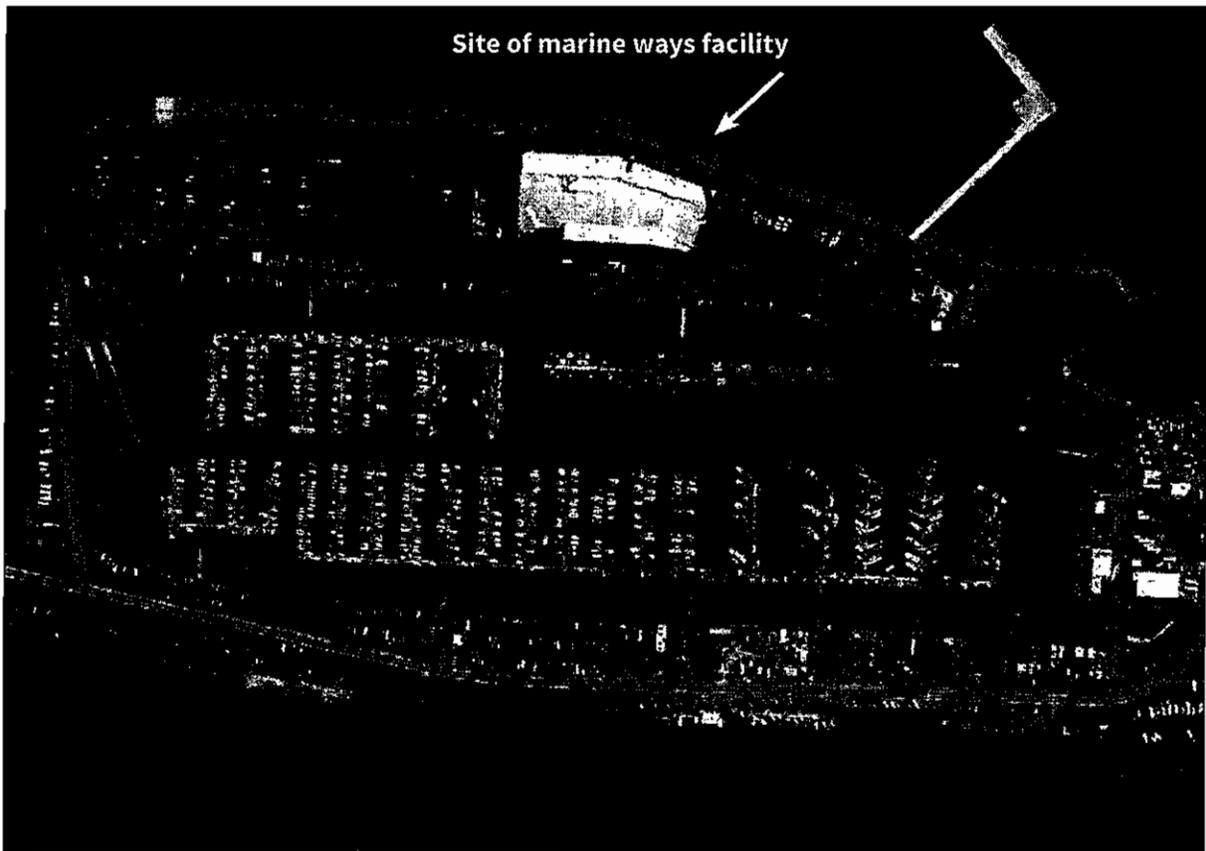
Project Description & Benefit: This project will construct a “marine ways” ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Plans & Progress: Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been underutilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Total Project Cost (2015): \$3,000,000

FY2015 State Request: \$2,700,000

(10% City of Homer Match: \$300,000)



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Keep. Still a need. No significant updates.



13. Baycrest Overlook Gateway Project

Project Description & Benefit: The Homer Public Arts Committee has designated the Baycrest Hill Overlook as one of the major elements of the 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.

Everyone who has driven to Homer remembers the first time they came around the corner on the Sterling Highway and saw the breathtaking panorama of Kachemak Bay. For many that was the same moment they made the decision to become part of this diverse, eclectic, and energetic community. In the 1990's visionaries at Alaska Department of Transportation and Public Facilities constructed the current pullout during the Sterling Highway reconstruction effort. However, the current site does not adequately meet the goals of the Gateway Program.

Improving the landscaping and comfort of Baycrest Overlook will inspire locals and visitors and enhance this phenomenal setting. 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 spur economic development, welcoming everyone and encouraging commerce and trade in a community dedicated to unique and natural quality of life experiences.

Plans & Progress: The first Gateway Project was undertaken in 2009. A collaborative effort with the City of Homer Public Arts Committee, City of Homer Airport Manager, City of Homer Public Works Director, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife created a beautiful diorama highlighting the wealth of public and private resources available to everyone who comes to Kachemak Bay.

This group plus representatives from Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have come together to work on the Baycrest Overlook Gateway Project.

Six thousand dollars has been designated to the design phase from the State and the City of Homer. Design, development, and locations for welcome and interpretive signage should be completed by early spring 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

The project will consist of three phases:

1. Interpretive signage, benches and picnic areas
2. Enhanced landscaping
3. New restrooms and paving upgrades.

Total Project Cost: \$256,000
 2012 (Design): \$6,000
 2013 (Construction): \$250,000
 Signage/Benches: \$100,000
 Landscaping: \$75,000;
 Restrooms and Paving: \$75,000

FY2014 State Request: \$230,400
 (10% City of Homer Match: \$25,600)



Keep. Need to update with Public Arts Committee progress.



14. Water Storage/Distribution Improvements

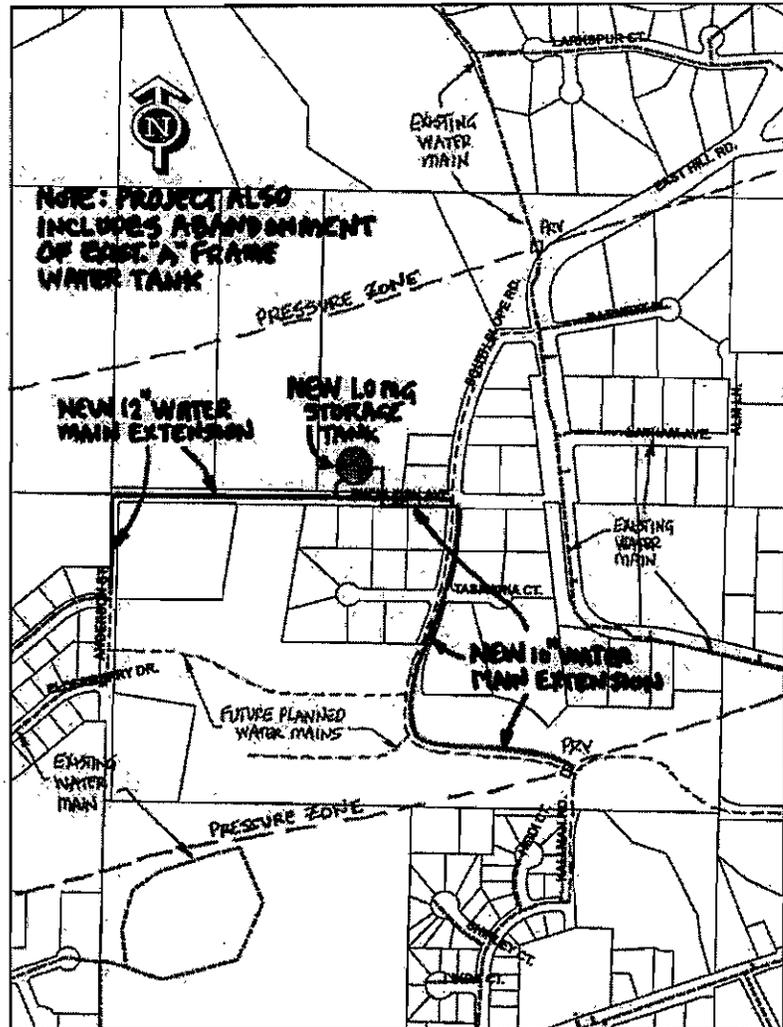
Project Description & Benefit: This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness.

The project consists of the installation of an underground 1.0 MG water storage tank; 2,000 linear feet of 12-inch distribution main (connecting two isolated parts of town); the installation of 2,000 linear feet of water main between the new tank and the water system; and the abandonment of an existing, functionally obsolete (+50 years old), steel water tank.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City received a \$390,000 Special Appropriation Project grant for the design phase of the project in 2012 from the Environmental Protection Agency. Design will be complete in 2014

Total Project Cost: \$3,900,000
2014 (Design, funding secured): \$390,000
2016-2017 (Construction): \$3,510,000

FY2015 State Request: \$3,510,000
(10% Local Match: \$390,000)



DRAFT

Keep. Design is currently underway and will be complete in 2014.



Mid-Range Projects

Part 2: Mid-Range Projects

- **Local Roads**
- **Parks and Recreation**
- **Port and Harbor**
- **Public Facilities**
- **Public Safety**

Update accordingly



Local Roads

- **Heath Street - Pioneer to Anderson**
- **Land Acquisition for New Roads**
- **Town Center Infrastructure**

Update accordingly



Heath Street - Pioneer to Anderson

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

Plans & Progress: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has agreed to fund 50% of the project.

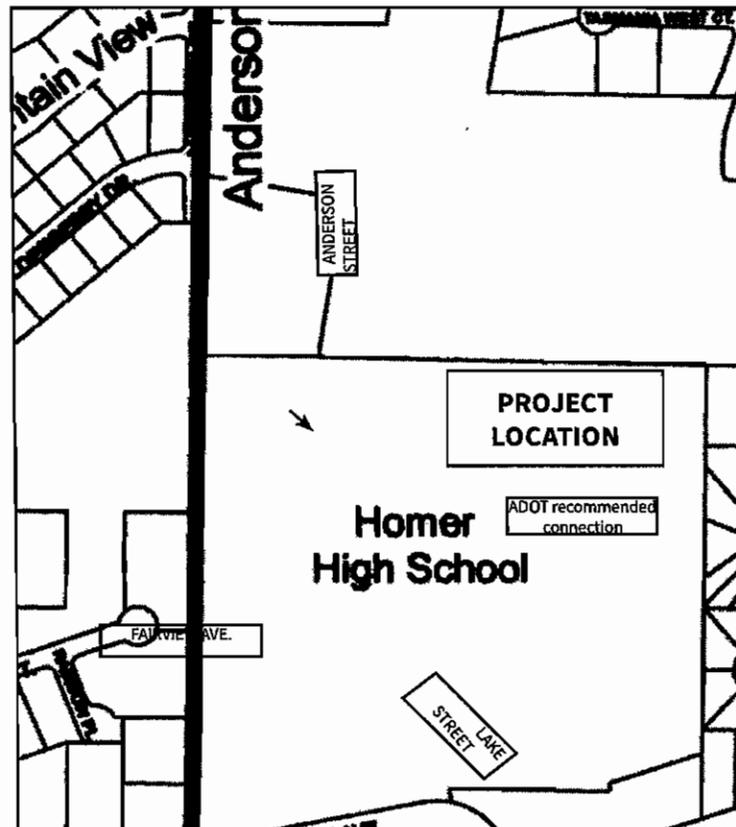
Total Project Cost: \$4,500,000

Schedule:

2017 (Design): \$500,000

2019 (Construction): \$4,000,000

Priority Level: 3



Update with better graphic.



Land Acquisition for New Roads

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads: It will improve traffic flow in Homer by providing an alternative east to west corridor.

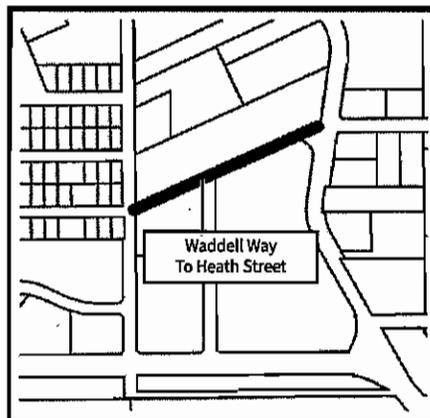
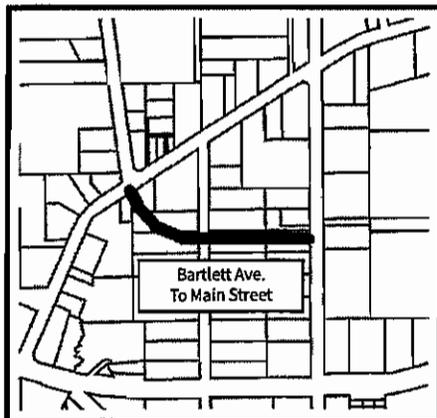
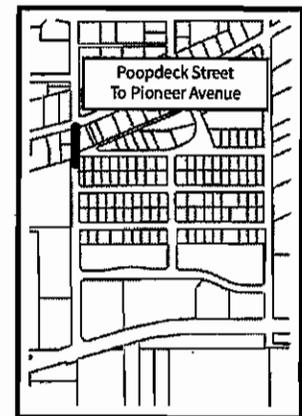
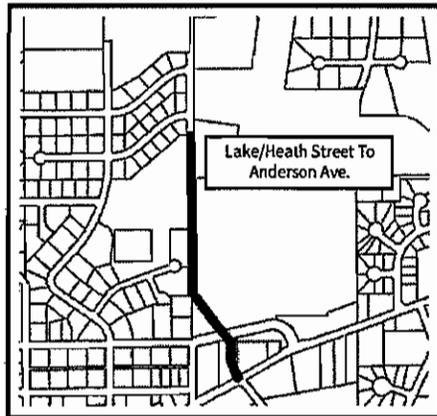
- Lake/Heath Street to Anderson Avenue
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

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

Total Project Cost: \$2,000,000

Schedule: 2014-2016

Priority Level: 1



Updated total project cost.



Town Center Infrastructure

Project Description & Benefit: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. The Homer Comprehensive Plan, Town Center Development Plan, and Comprehensive Economic Development Strategy all call for careful development of Town Center. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. This planning should be carried out in conjunction with an overall master plan for Town Center that will also identify areas for commercial development, public space, and parks. It could coincide with the Farmers Market project proposed for Town Center.

Specifically, the project will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

Plans & Progress: The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal “to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life.” The Town Center Development Plan was adopted by the City Council in 2006 as part of Homer’s Comprehensive Plan.

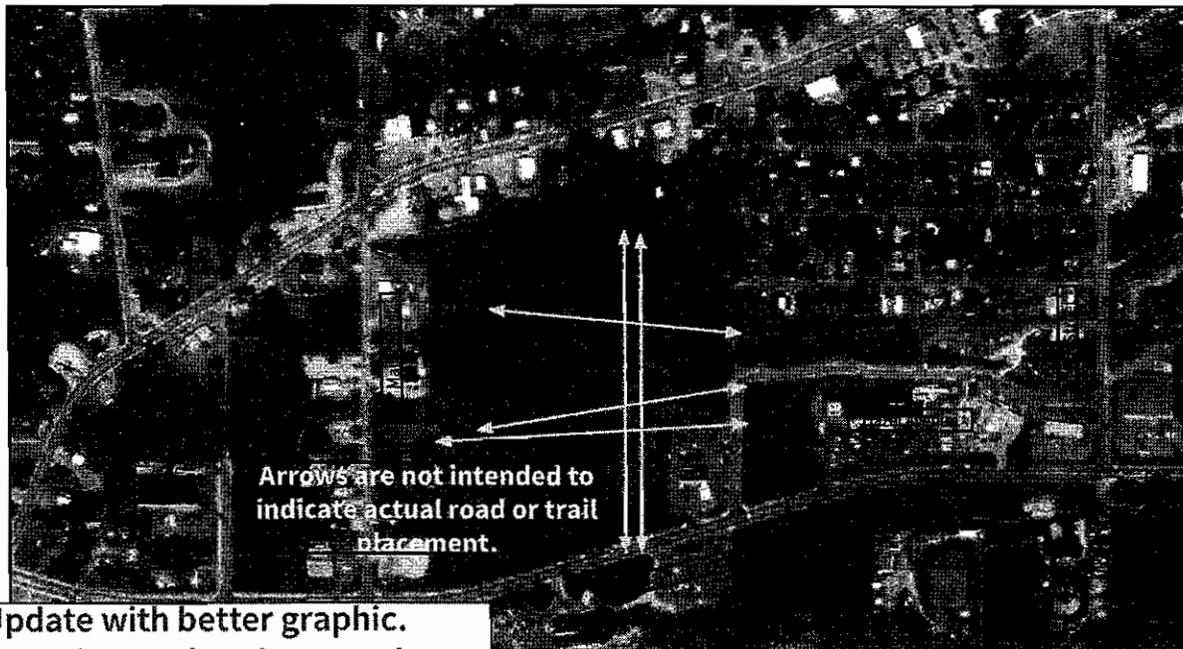
Total Project Cost: \$2,250,000

Schedule:

2015 (Design): \$250,000

2016 Construction: \$2,000,000

Priority Level: 1



Update with better graphic.
Organize road projects to show how they support each other.

East-west and north-south road connections combined with trails, sidewalks, and parking in Town Center will set the stage for development of an economically vibrant and attractive downtown district in the heart of Homer.



Parks and Recreation

- **Ben Walters Park Improvements, Phase 2**
- **Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**

Update accordingly



Ben Walters Park Improvements, Phase 2

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, to replace 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: 2015

Priority Level: 2



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

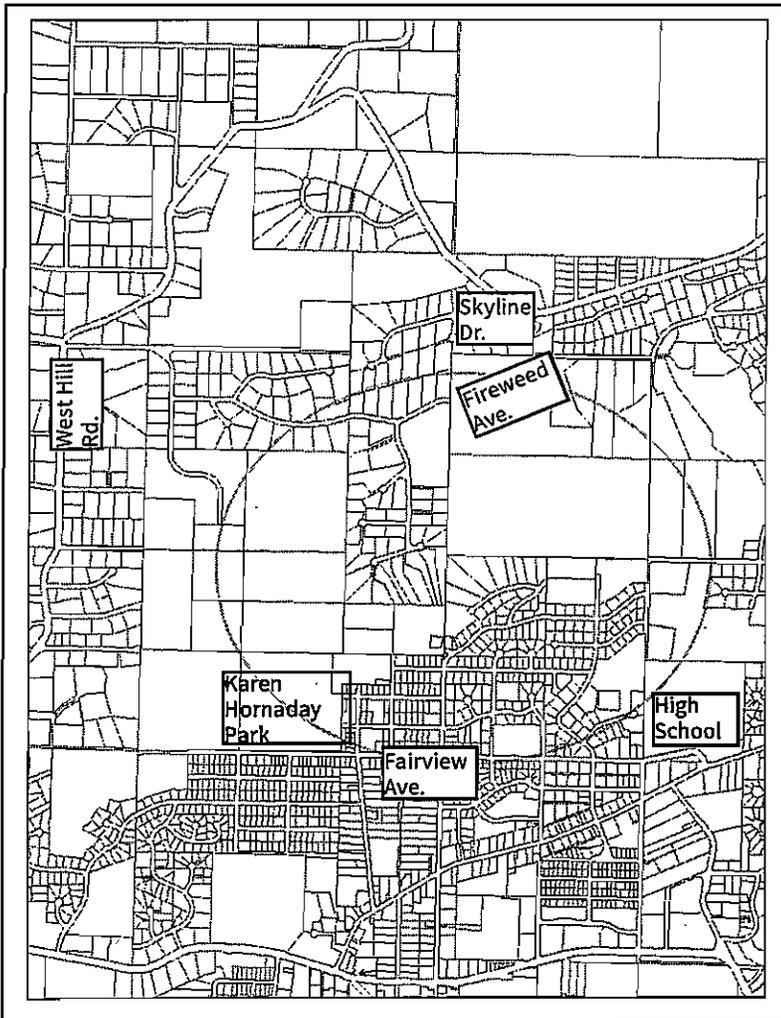
Keep. Only updates are from Rotary adopting park.



Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design

Project Description & Benefit: The Homer Horizon Loop Trail is proposed as a 4 to 5 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.

The trail will fill a need identified by trails advocates for more hiking opportunity on this side of the bay. Many Homer residents will be able to access the trail without having to drive at all, since it will begin and end in the most densely populated area of town, with additional access points on the upper part of the loop. The Homer Non-Motorized Transportation and Trail Plan notes the need for such a trail, which would provide both transportation and recreation benefits.



The oval above indicates the general area of the Horizon Loop Trail. It is not intended to indicate a proposed trail route.

The trail will also provide fitness benefits in that it will be long enough and steep enough to provide a good workout suitable for a wide range of children and adults. While beach walking in Homer is popular, it does not provide the same fitness benefits as a trail with a 600 foot elevation gain. In a 2-3 hour hike, trail users will improve cardiovascular health, build muscles, burn calories, and reap the mental health benefits of fresh air, spectacular views, and a sense of accomplishment. In a year-long assessment effort, the Southern Kenai Peninsula Communities Project, spearheaded by South Peninsula Hospital, identified "Healthy Lifestyle Choices" as its number 1 goal. The proposed Horizon Loop Trail will help meet that goal in the Homer community.

Phase 1 of the project will identify the routing options, begin discussions to establish necessary easements, and develop a preliminary design and cost estimate.

Total Project Cost: Staff time

Schedule: 2017

Priority Level: 3

Move to long range section.



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 was to be developed primarily for softball fields.

Cost: The proposed project will complete Phase 1 of Jack Gist Park by expanding the parking lot, 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 develop soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, 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 fields and the parking area was improved and expanded. In 2011, drainage work was completed on the outside perimeter (right and left field lines) of the third ball field, material was imported to improve the infield, and the outfield was improved with topsoil and seeding.

Total Project Cost: \$155,000

Parking Lot Expansion: \$45,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2013

Priority Level: 2



Keep. No significant updates.



Karen Hornaday Park Improvements, Phase 2

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 and KBBI’s Concert on the Lawn. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. The Master Plan includes improvements to the ballfields, playground/ day use area, rehabilitation of Woodard creek including trail access, moving the road and improved parking, new restrooms, and campground improvements. Phase 1 projects have been completed or are scheduled to be completed by the end of 2012. Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek and a restroom. The road to access the park runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park’s attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. 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. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

Plans & Progress: The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fund raising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City has designated \$50,000 to help fund design and engineering for Phase 2. The City recieved a Land and Water Conservation Fund (LWCF) grant for campground and drainage improvements and the development of a new day use area between the two ball fields.

Total Project Cost: \$1,978,750

Schedule: 2014 - 2016

Priority Level: 2



Karen Hornaday Park was a construction site for one week during the Summer of 2012 when the community came together to build a state of the art play ground.

Keep. Still a need.



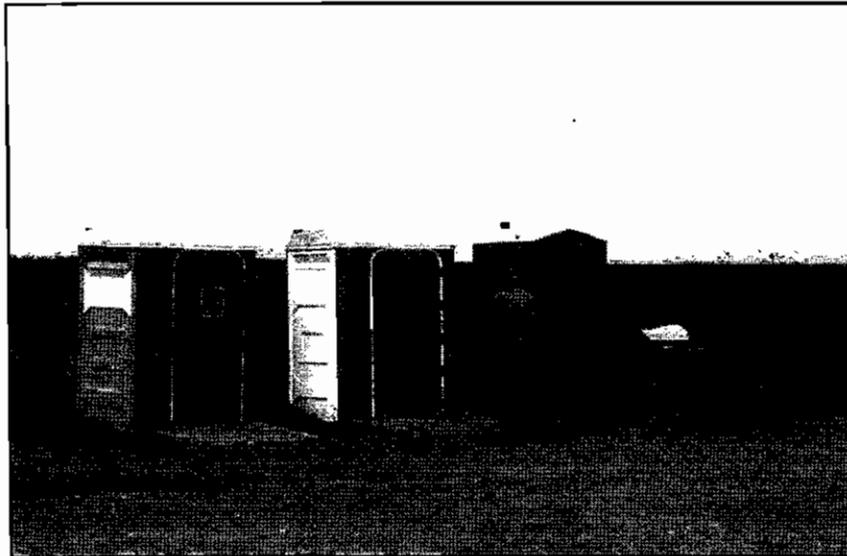
Mariner Park Restroom

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

Plans & Progress: 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: \$330,000

Schedule: 2015

Priority Level: 2



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

Keep. Still a need. Updated cost estimate.



Port and Harbor

- **Deep Water/Cruise Ship Dock Expansion, Phase 1**
- **East Boat Harbor**
- **Fire Cart Replacement**
- **Harbor Sheet Pile Loading Dock**
- **HH Float Improvements**
- **Homer Spit Dredged Material Beneficial Use Project**
- **Ice Plant Upgrade**
- **System 2 Potable Water Upgrade**
- **System 4 Vessel Mooring Float System**
- **Truck Loading Facility Upgrades at Fish Dock**
- **Ramp 5 Restroom**
- **Ramp 8 Restroom**

Update accordingly.



Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: The City of Homer is in the process of completing major infrastructure improvements that will help position Homer as the economic and transportation hub of the Kenai Peninsula.

To provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area, upgrades to the Deep Water/Cruise Ship Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet, increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

Resource Development Capabilities: The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the existing dock to accommodate long term mooring of large resource development vessels such as timber, mining and oil and gas barges.

Cargo Capabilities: The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. 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, Aleutians and Bristol Bay.

Visitor Industry Capabilities: 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.

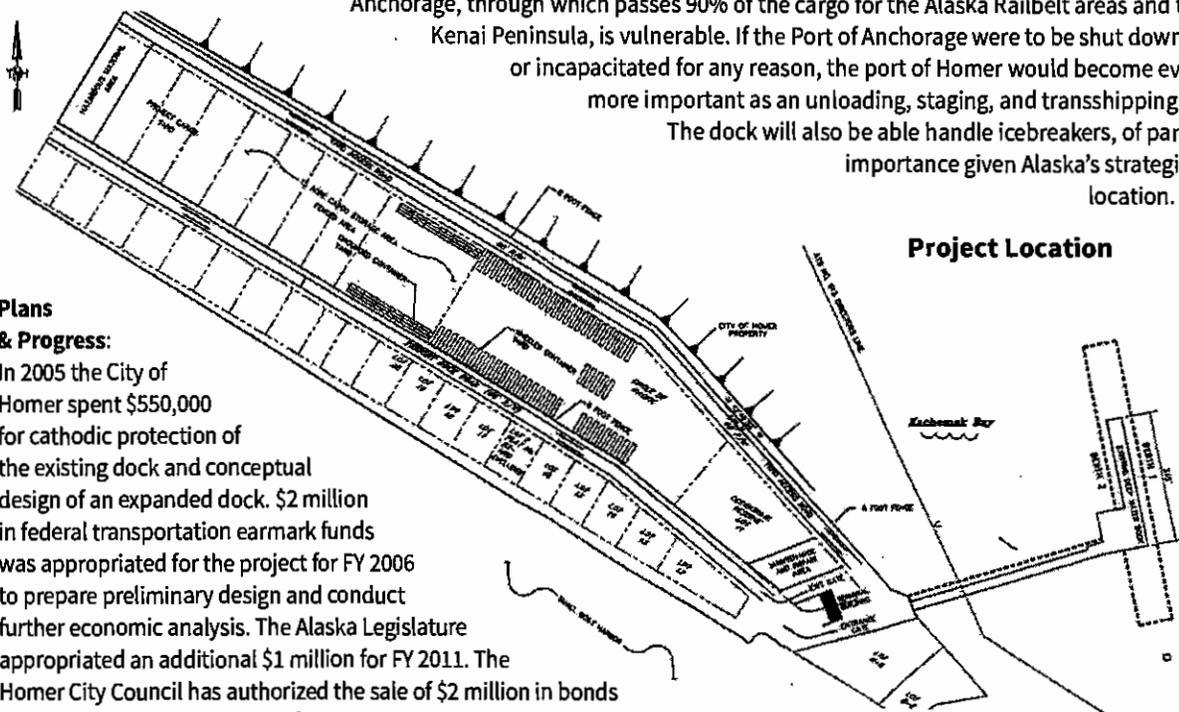
Improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which passes 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the port of Homer would become even more important as an unloading, staging, and transshipping port. The dock will also be able handle icebreakers, of particular importance given Alaska's strategic arctic location.

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 was appropriated for the project for 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. The City has initiated the feasibility study for this project

Keep. Project cost updated. Staff is working on TORA w/ DOT. Feasibility study will be advertised in 2013.



Project Location

Total Project Cost: \$35,000,000 **Priority:** 1

Schedule:

2013 (Feasibility): \$1,250,000

2015 (Preliminary Design): \$1,750,000

2015-2016 (Construction): \$26,000,000

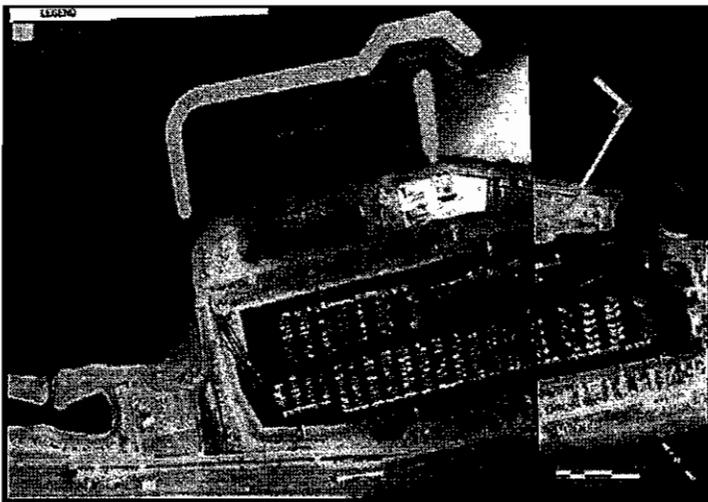


East Boat Harbor

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

- Accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- Enabling Homer to accommodate and moor the 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 a long-term solution to mooring problems the USCGC Hickory experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC Roanoke Island) and on the Pioneer Dock west trestle (USCGC Hickory).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a “place of refuge” for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

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 need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

Plans & Progress: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Total Project Cost: \$100,620,000

Schedule:

2015 (Design and Permitting): \$1,520,000

2016 (Breakwater Construction and Dredging): \$78,500,000

2017-201 (Inner Harbor Improvements): \$20,600,000

Priority Level: 2

Keep. Still a need. Best chance at funding is through federal delegation.



Fire Cart Replacement

Project Description & Benefit: The Homer Harbor is outfitted with nine custom motorized fire carts that have been very effective in helping the Homer Volunteer Fire Department fight marine fires. These full response fire carts act as mini mobile fire hydrants and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups, the main components (engines and pumps) are aging and it is becoming increasingly challenging for our maintenance staff to keep this critical equipment in ready status. Many are failing due to the harsh marine environment. Because of the age of the equipment, replacement parts are hard to come by and have to be imported from the United Kingdom.

Efficient and effective fire fighting capability is essential to the operations of the harbor. On multiple occasions the ability of the Homer Volunteer Fire Department to quickly respond with the marine fire carts has saved vessels and prevented the spreading of fire in the small boat harbor. Going without fire fighting capability at the harbor is not an option.

This project would purchase the pieces necessary to assemble nine new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will purchase nine pumps and carts and assemble the fire carts using pieces that can be salvaged from the existing fire carts (foam tank, foam metering system and attack line valve system). The Harbor Maintenance Shop is currently working on a prototype using the

Total Project Cost: \$225,000

Schedule: 2016

Priority Level: 1



Keep. P&H is working on a prototype to get a better cost estimate.

Nine mobile fire carts are stored in heated sheds around the harbor. The carts are over 20 years old and finicky to operate.



Harbor Sheet Pile Loading Dock

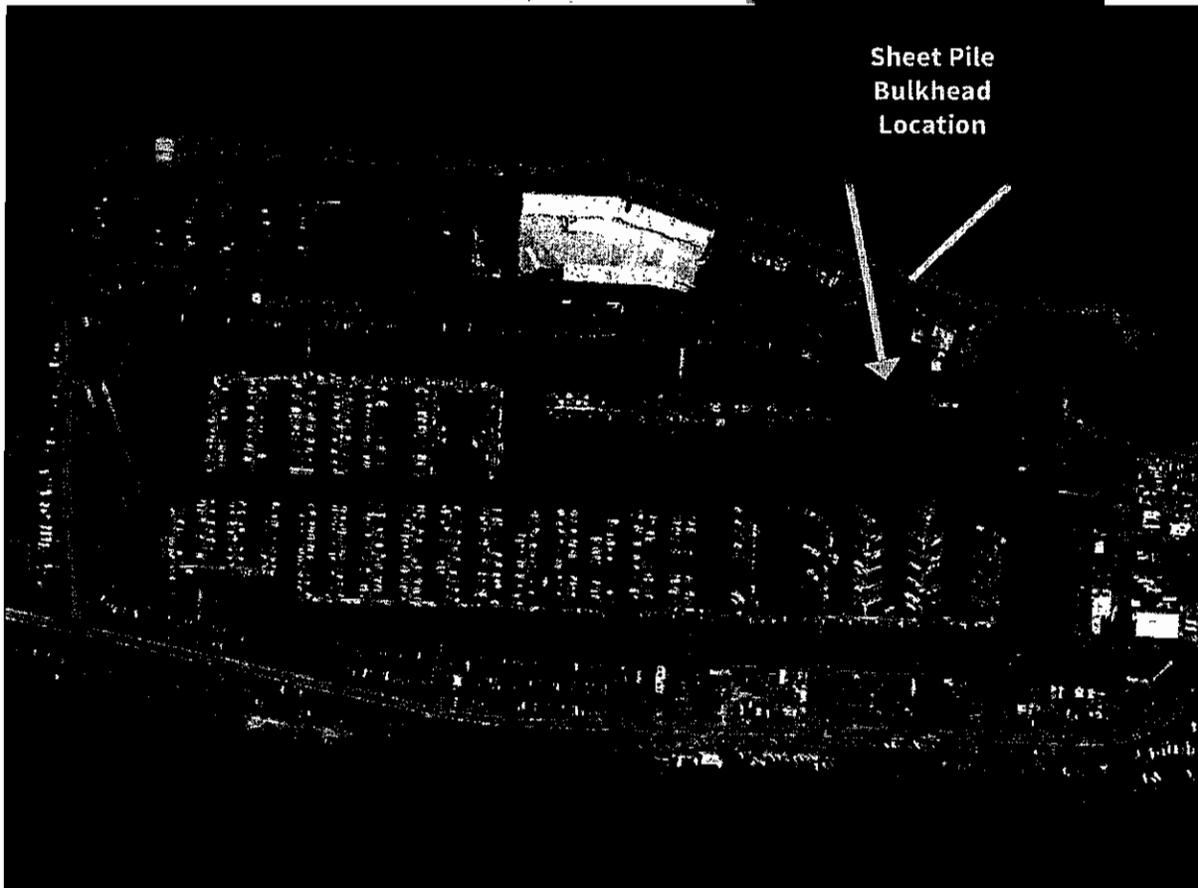
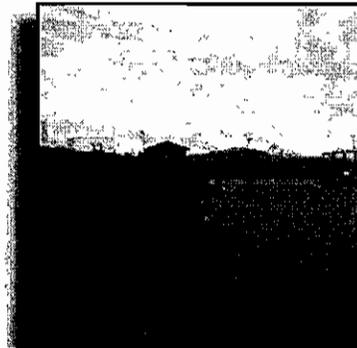
Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations.

This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility.

Total Project Cost: \$800,000

Schedule: 2014

Priority: 2



Keep. No significant updates.



HH Float Improvements

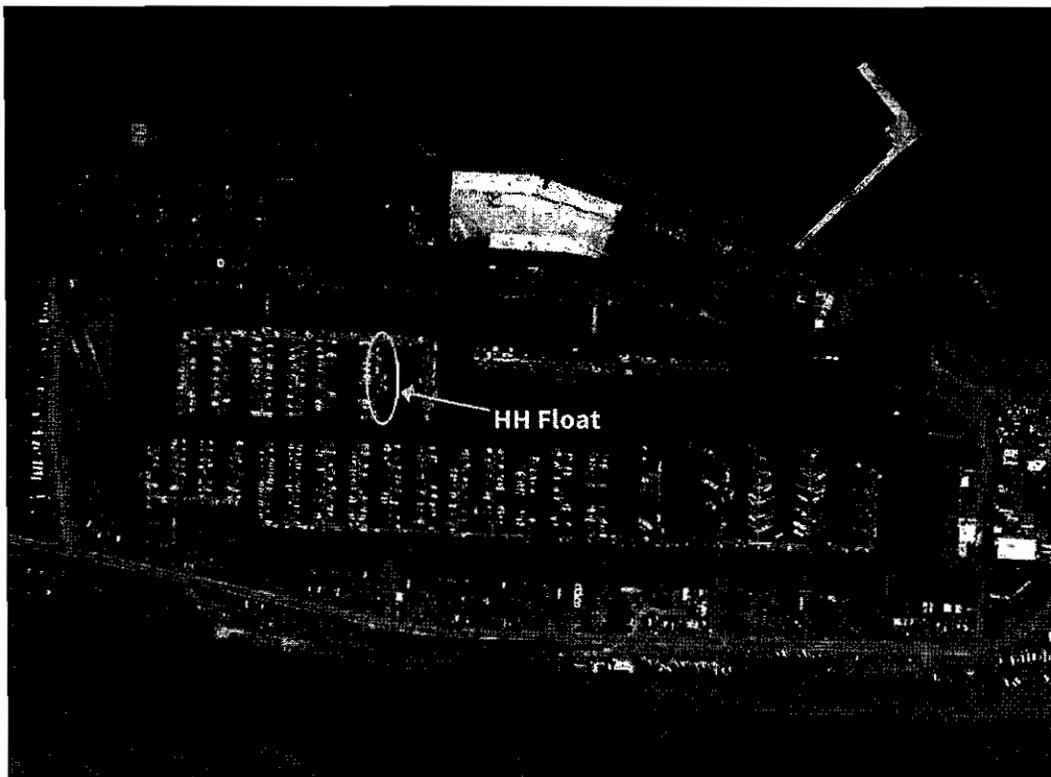
Project Description & Benefit: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would also be extra wide to accommodate wider specialty fishing vessels (e.g., 58-foot super longliners) and pleasure craft that are appearing with increased frequency in the harbor. Deeper dredging will likely be required to accommodate the deeper-draft vessels.

It can be expected that the larger stalls will help attract additional boats and encourage them to home-port in Homer, thus increasing Port & Harbor revenues. The new float will be equipped with modern amenities; e.g., shore power and water. Stall fees for the wide-berth stalls will reflect the increased size and amenities.

Total Project Cost: \$3,000,000

Schedule: 2016

Priority: 2



Keep. No significant updates.



Homer Spit Dredged Material Beneficial Use Project

Project Description & Benefit: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches of the Spit and create additional parking pads on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). The new parking pads would be created at two locations: one between the Seafarer's Memorial and the east end of the nearby boardwalk complex, and the other between the west end of the same boardwalk and the next boardwalk to the west. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. (Hauling costs would be supplemented by Harbor Funds when hauling to Mariner Park). Material incorporated into the parking pads will be placed as part of the Corps' dredging/disposal operations; additional City funds will be required to spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Schedule: The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2012 and be completed by 2021.

Total Project Cost: \$980,000

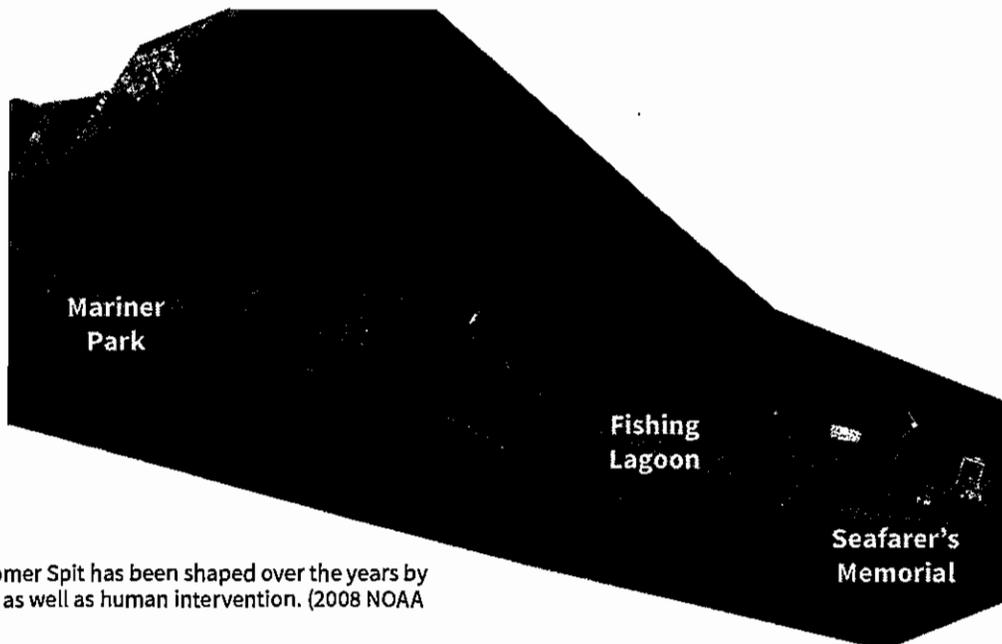
Schedule:

2014 (Design and Inspection): \$90,000

2014: \$10,000 (Spread available material in upland parking pad areas)

2015-16: \$880,000 (Compact material: 20,000; Instal riprap: \$675,000; Gravel cap: \$95,000; Contingency \$90,000)

Priority Level: 2



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

Keep. No significant updates.



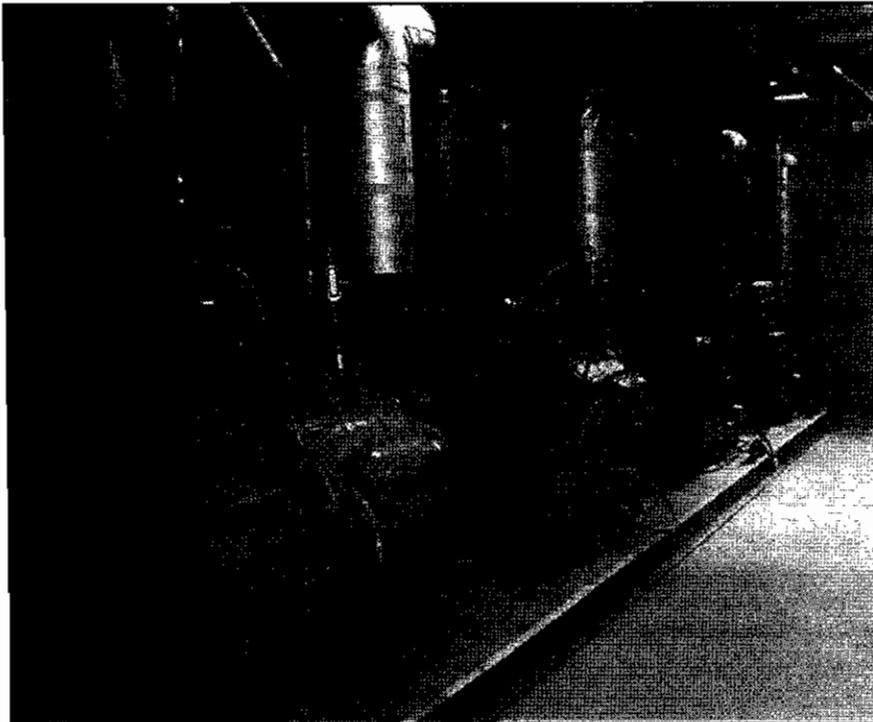
Ice Plant Upgrade

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. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Total Project Cost: \$500,000

Schedule: 2014

Priority: 2



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

Keep. P&H is looking at potential grant opportunities for this project.



System 2 Potable Water Upgrade

Project Description & Benefit: This concrete moorage facility is accessed by Ramp 5. It is made up of 90 twenty four foot stalls, 19 twenty foot stalls and 260 linear feet of transient moorage. System 2 is currently not being used to full capacity because of the overall lack of services that support that location. Access to potable water will allow the harbor to better serve customers and will increase sales in annual moorage at our System 2 facility.

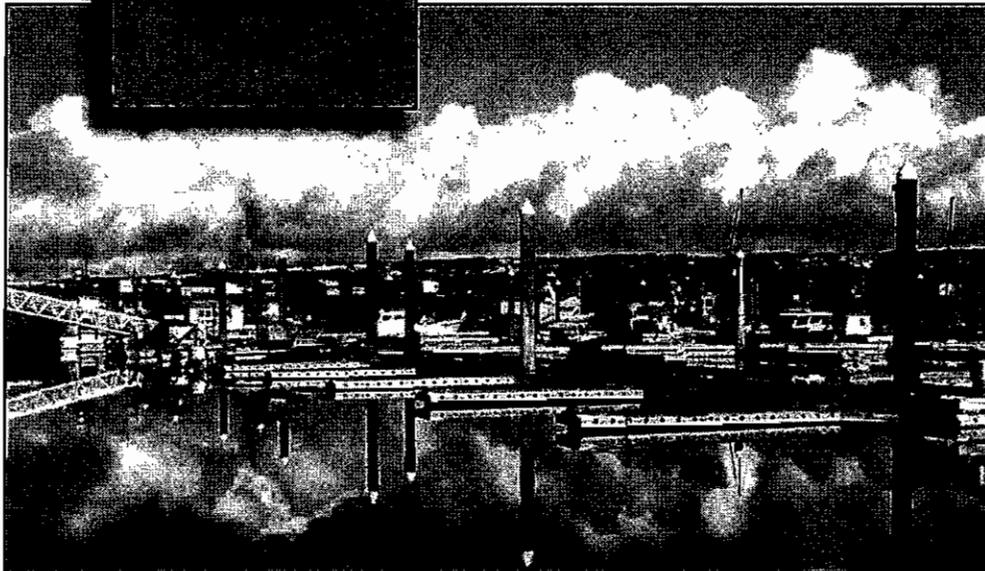
Total Project Cost: \$36,400

Schedule: 2015

Priority Level: 1



Water valves hooked up to City water, such as the one on the left, would be installed at regular intervals along System 2 (below).



Remove. This project will be complete with the harbor float replacement project funded through the grant/bond.



System 4 Vessel Mooring Float System

Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor of 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. Although we live in a recycle and reuse age, these floats are over 20 years beyond their engineered life expectancy and are showing their age.

This project can be done in phases starting with HH and JJ floats.

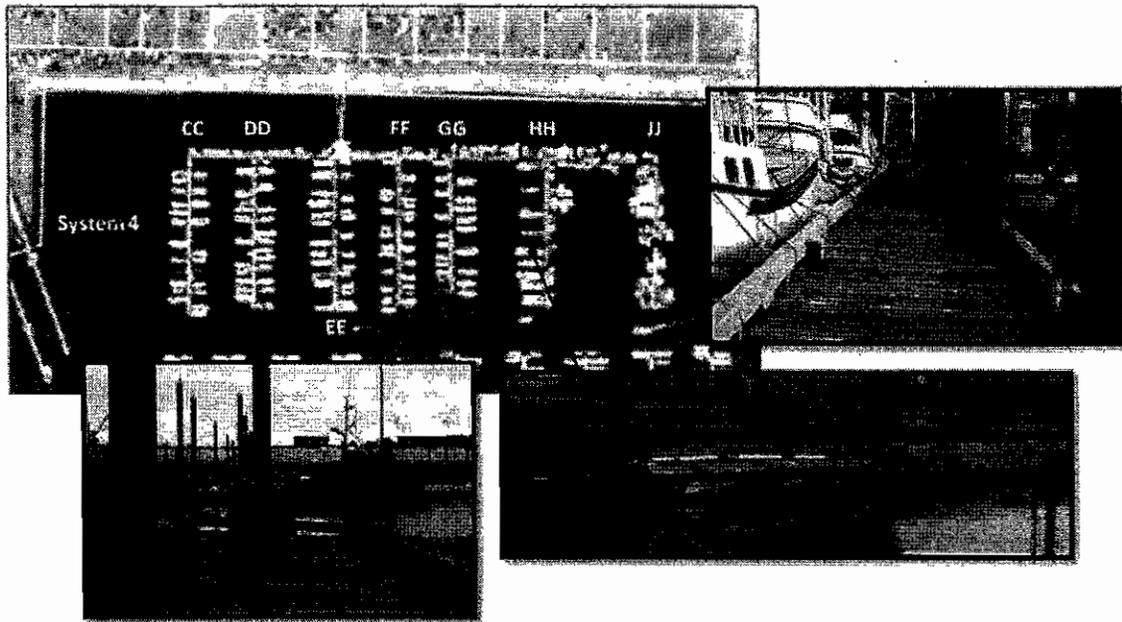
Total Project Cost: \$6,600,000

Schedule:

2015 (Design): \$600,000

2016-2019 (Construction): \$6,000,000

Priority Level: 2



Keep. P&H maintenance is attending a float reconditioning seminar and P&H may consider recondition vs. replacement for this project.



Truck Loading Facility Upgrades at Fish Dock

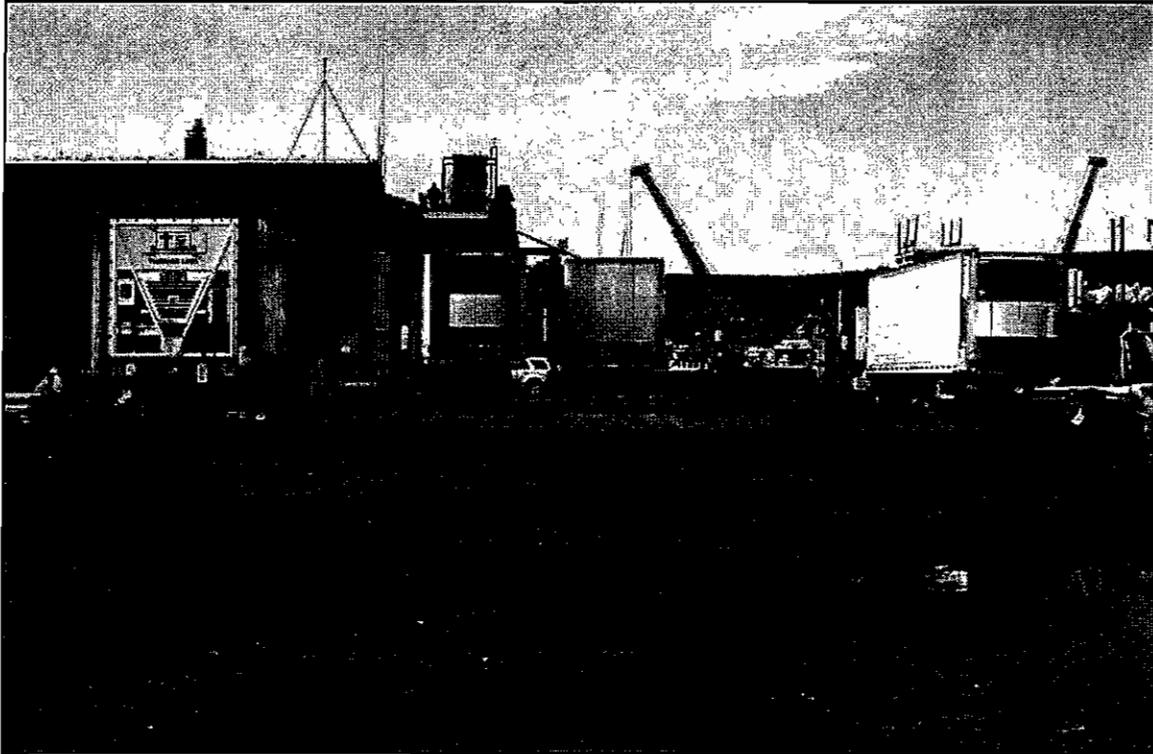
Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate 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 now.

Total Project Cost: \$300,000

Schedule: 2016

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.

Keep. No significant updates.



Ramp 5 Restroom

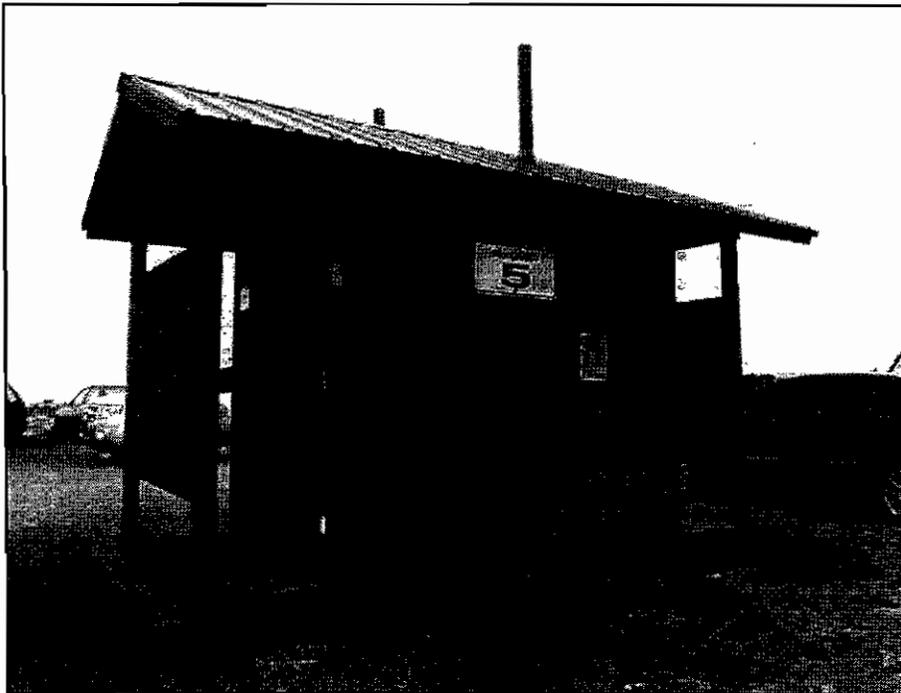
Project Description & Benefit: Ramp 5 is located at the southwest corner of the harbor at Freight Dock and Homer Spit Road and serves float System 2. This system provides moorage space for as much as 3,951 linear feet of moorage, including 81 reserved stall lessees. Currently, restroom service for these vessels and the City-maintained campground across the highway is an outhouse facility capable of occupying only two people at a time.

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: 2015

Priority Level: 2



The outhouse at Ramp 5 is often the first time out of state visitors use an outhouse.

Keep. Updated cost estimate to reflect value of restroom design City has from recent restroom projects.



Ramp 8 Restroom

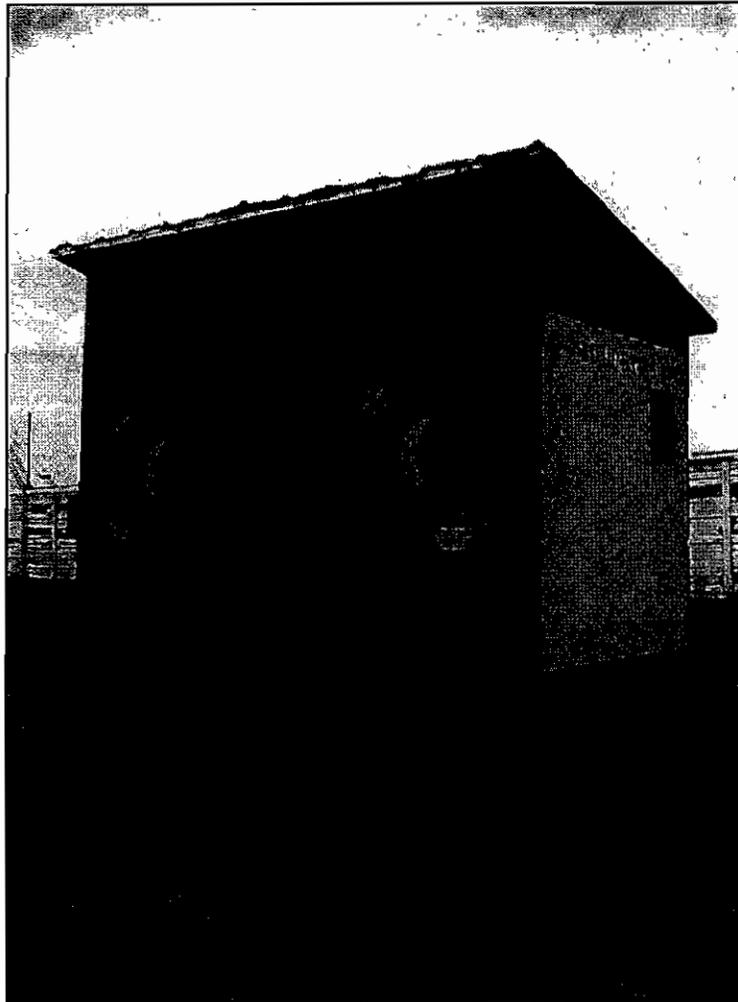
Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as the Homer Small Boat Harbor.

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: 2014

Priority Level: 3



This outhouse sees heavy use from crews of large vessels moored at Ramp 8.

Keep. Updated cost estimate to reflect value of restroom design City has from recent restroom projects.



Public Facilities

- **Public Market Design and Financing Plan**

Update accordingly.



Public Market Design and Financing Plan

Project Description & Benefit: This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. In conjunction with Town Center infrastructure development (a separate capital improvement project aimed at providing initial road/trail access and utilities), the project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Although the term "Farmers Market" is used here, many communities use the term "Public Market" to refer to year-round venues where market-goers can find a variety of locally crafted products in addition to local produce, seafood, and the like. The Pike Street Public Market in Seattle is a particularly famous example. Farmers Markets/Public Markets have seen a huge increase in popularity in recent years, creating a strong draw for locals and visitors alike and providing a low-cost venue for a variety of small local businesses. A study funded by the Ford Foundation in 2002 found that "public markets function as incubators for small businesses and training grounds for independent entrepreneurs. Low start-up costs make it easy for vendors to finance their new businesses, often without the aid of lending institutions. And the spin-off benefits for nearby businesses are huge, according to Project for Public Spaces research, since 60 percent of market customers also visit neighborhood stores on the same days."

Currently, the Homer Farmers Market operates as an open-air market on private land, with no guarantee of future access to the property. Features of a permanent public market in Town Center would include 1) a weather-proof structure with an open marketplace feel and room for at least 100 vendors; 2) site design to facilitate loading/unloading of goods and ease of access for customers; 3) exterior landscaping and public art features to enhance the overall attractiveness of the area; and 4) signage to attract and direct potential market-goers from Pioneer Avenue, Main Street, and the Sterling Highway.

Total Project Cost: \$60,000 (Engineering, design, and construction costs to be determined.)

Schedule: 2013-2015

Priority Level: 2



The Farmers Market in Olympia, Washington, located at the edge of Olympia's downtown, is a gathering place for local, small-scale farmers, merchants, and artists and a popular destination for locals and visitors. Nearby businesses benefit from the popularity of the Farmers Market. The market is open Thursday through Sunday April-October and weekends in November

Move to long-range. At this point there is little support for the project within the farming community.



Public Safety

- **Firefighting Enhancement - Aerial Truck**

Update accordingly.



Firefighting Enhancement - Aerial Truck

Project Description & Benefit: This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (The Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways.

An added benefit of the new truck will be more favorable insurance rates for the City of Homer, as determined by community fire protection classification surveys. Since the 1995 ISO survey, several large buildings were constructed in Homer, including West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion. New development in Town Center will add to the list of structures that would benefit from enhanced firefighting capability. An ISO review conducted in September 2007 resulted in an increase in the Property Protection Classification (PPC) rating from a 3 to a 5, meaning that Homer homeowners now face increased fire insurance premiums. The ISO review clearly indicates the need for an aerial truck, which can more adequately respond to fires in buildings of three stories or greater, buildings over 35 feet tall at the eaves, and those that may require 3,500 gallons per minute to effectively fight the fire.

Total Project Cost: \$800,000

Schedule: 2014

Priority Level: 1



Keep. Still a need.



Utilities

- **Alternative Water Source**
- **Bridge Creek Watershed Land Acquisition**

Update accordingly.



Alternative Water Source

New 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.



Clean drinking water is essential for public health and providing clean water is one of the core functions of government.

The City has been proactive in addressing the looming water problem by commissioning a new Water and Sewer Master Plan. Based on projected population growth, the plan recommends that Homer develop a new water source; utilizing, for example, an existing stream such as Twitter Creek, Diamond Creek, or Fritz Creek. Planning and design for this project needs to begin as soon as possible.

Total Project Cost: \$16,750,000

Schedule:

2013 (Feasibility Study): \$750,000

2016 (Design and Permitting): \$1,000,000

2020 (Construction): \$15,000,000

Priority Level: 2

Move to long-range. Growth has not been as quick as expected allowing this project to move to long-range priorities.



Bridge Creek Watershed Land Acquisition

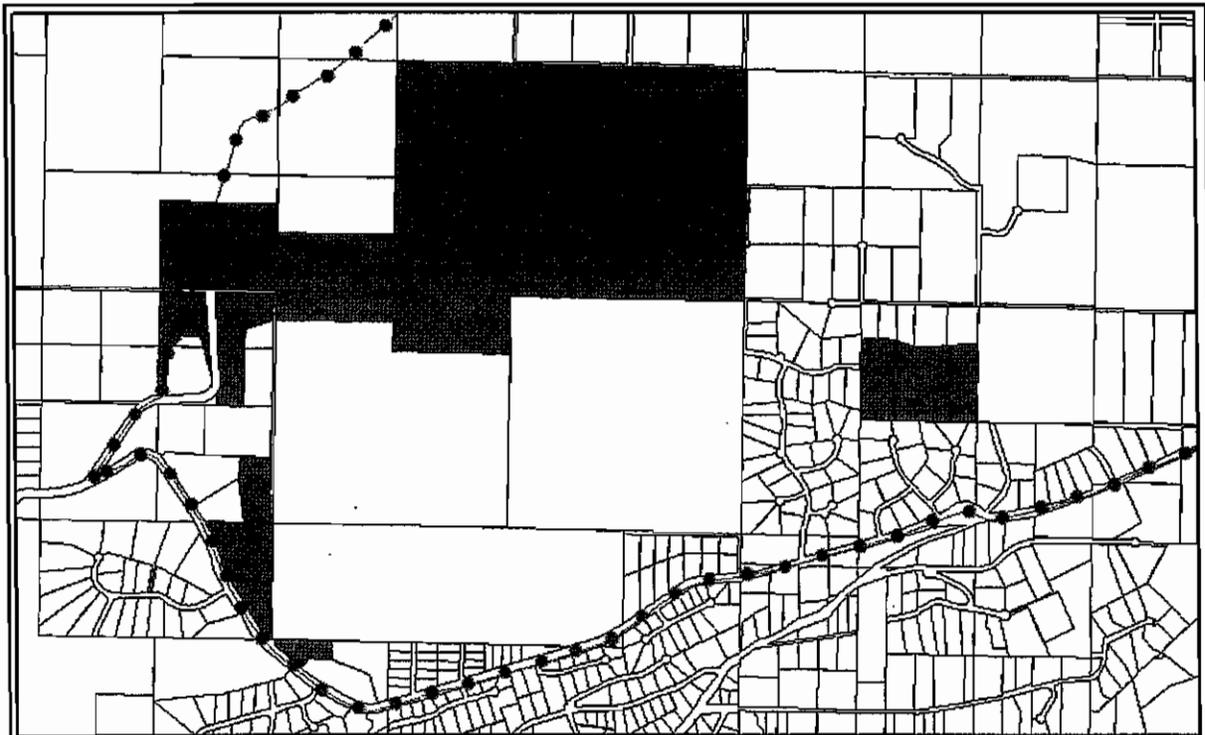
Project Description & Benefit: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed,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

PLANS & PROGRESS: Since 2003, the City of Homer has acquired approximately 270 acres in the Bridge Creek watershed.

Total Project Cost: \$1,000,000

Schedule: 2013 - 2018

Priority Level: 2



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed.

Move to long-range section.



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**
- **Main Street Reconstruction/Intersection**
- **Ocean Drive Reconstruction with Turn Lane**
- **Pioneer Avenue Upgrade**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction, Anchor Point to Baycrest Hill**
- **Sterling Highway Realignment, MP 150-15**

Non-transportation projects:

- **Alaska Maritime Academy**

Update accordingly.



Homer Intersection Improvements

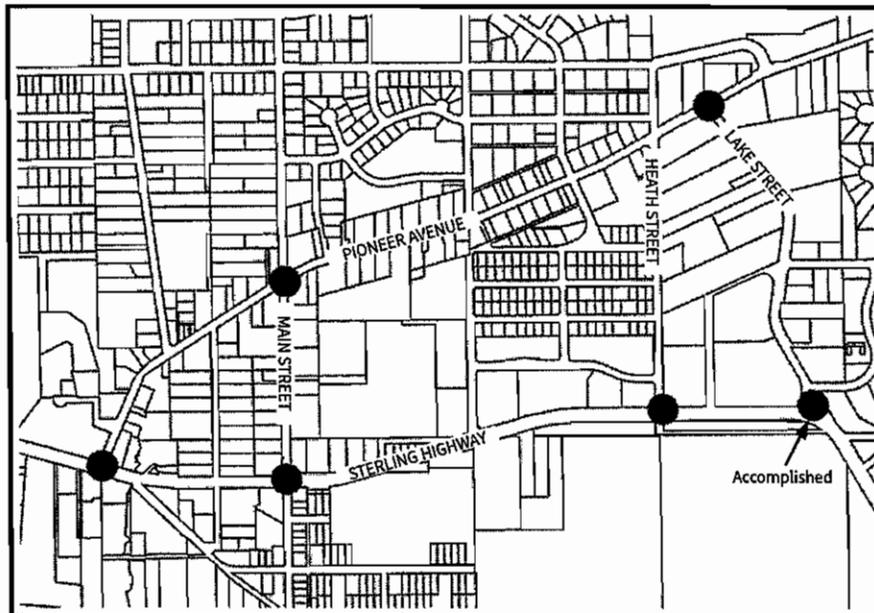
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project 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 notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, “the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance.”

Problem intersections and recommended improvements noted in the study but not yet funded are as follows:

- Sterling Highway and Heath Street - Roundabout or traffic signal
- Sterling Highway and Main Street - Roundabout or traffic signal (This project has been partially funded.)
- Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal
- Pioneer Avenue and Main Street - Roundabout or traffic signal

Plans & Progress: State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection which is scheduled for construction in 2015..



Alaska DOT/PF has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.

Updated to reflect Main Street Intersection improvements scheduled for 2015.



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 Inresection. However, DOT/PF estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.

A group of Old Town residents and business owners received an ArtPlace grant to enhance the walkability, safety and attractiveness of the area. Part of their project is working with the City and the State on low cost traffic calming measures on Main Street such as cross walks, pedestrian signs, and speed limit reductions.



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.

Updated to reflect Main Street Intersection improvements scheduled for 2015 & Old Town community work. Project now only reconstruction.



Ocean Drive Reconstruction with Turn Lane

Project Description & Benefit: 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.

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.

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.

Plans & Progress: The City of Homer recommends that this project be added to the Statewide Transportation Improvement Program and completed as soon as possible.



Looking east on Ocean Drive near the Farmers Market on a relatively quiet day.

Move to long-range. Project requires traffic studies to substantiate need.

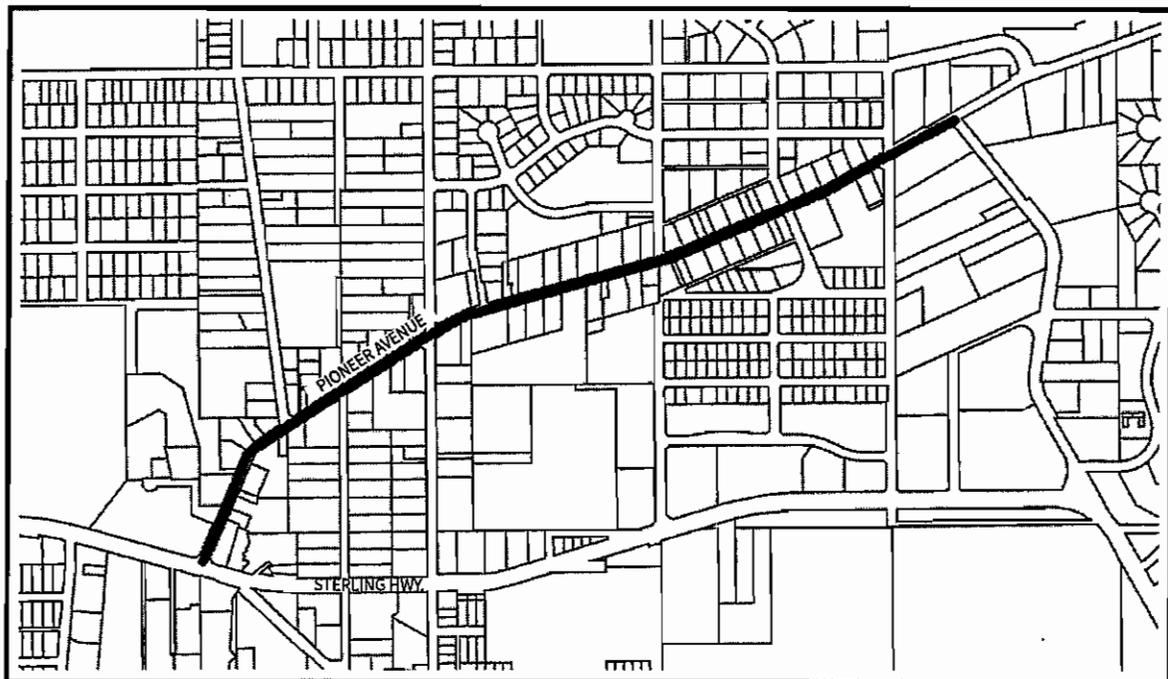


Pioneer Avenue Upgrade

Project Description & Benefit: "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer typically thought of as "downtown." However, in its current form, Pioneer Avenue does not function well as a downtown street. While the posted speed limit is 25 mph, wide lanes and lack of traffic calming features encourage drivers to go much faster. Using a bicycle on a sidewalk in a business district is against state law, but the practice is tolerated on Pioneer Avenue because it is generally acknowledged that the street is unsafe for cyclists. Crosswalks are few and far-between (five total) and many drivers fail to notice pedestrians in time to stop when pedestrians are waiting to cross. Some east-west crossings are particularly long and intimidating (e.g., at Main Street and Heath Street). For all these reasons, walking is not very popular along Pioneer Avenue, to the detriment of downtown businesses.

The Pioneer Avenue Complete Street Project will encourage non-motorized transportation by narrowing the driving lanes, adding distinct bicycle lanes and additional well-marked crosswalks, and incorporating other traffic calming features to further slow traffic and improve pedestrian and bicycle safety. Landscaping and appropriate "downtown" lighting will also be included in the project. It will be most cost effective to complete this work in conjunction with Pioneer Avenue Intersection safety improvements recommended in the 2005 Homer Intersections Planning Study (ADOT).

Plans & Progress: The project Pioneer Avenue Rehabilitation is included in the 2012-2015 Alaska Statewide Transportation Improvement Program.



Keep. No new updates. Need to keep pressure on DOT for project to advance on STIP.

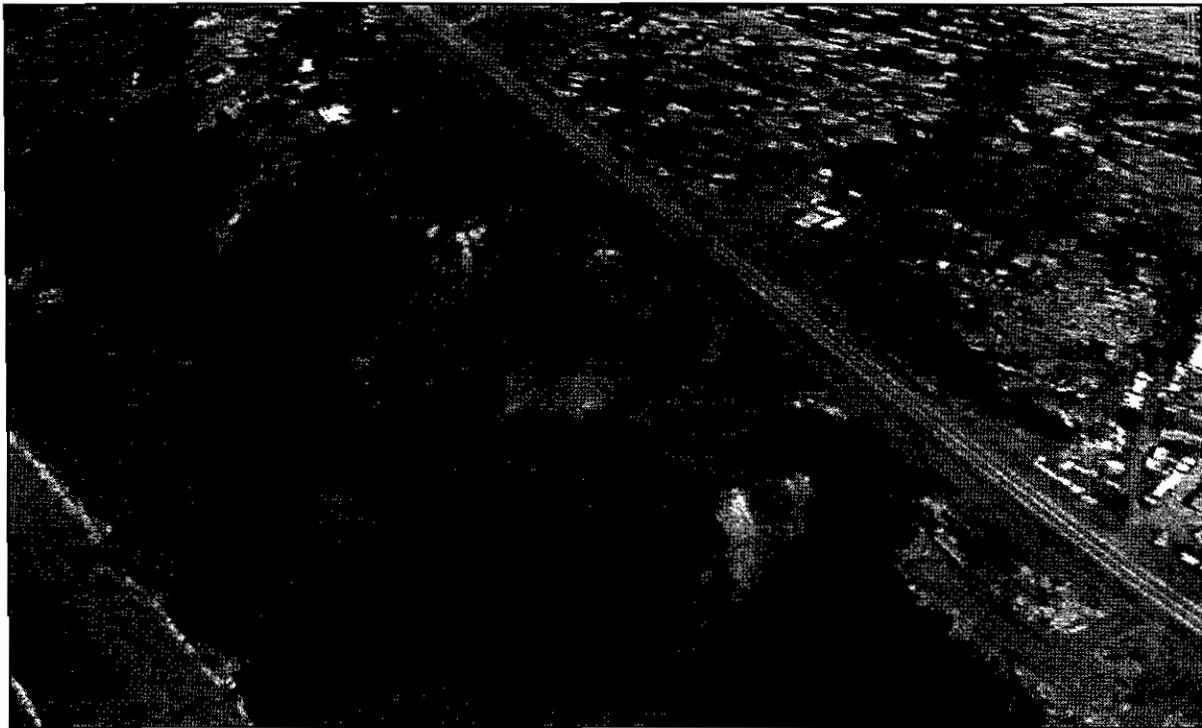


Sterling Highway Realignment MP 150-157

Project Description & Benefit: The Sterling Highway is a vital transportation corridor serving most of the communities on the Kenai Peninsula, including Homer at the southern terminus, and is the only road connecting these communities to the larger North American road system. The vast majority of people and goods routed in and out of Homer utilize the Sterling Highway as compared to air or water transportation.

This project will protect the Sterling Highway from erosion that is threatening the highway north of Anchor Point. Completion of the project will involve re-routing the highway away from areas that are eroding, utilizing existing road right-of-way as much as possible. The Alaska Department of Transportation has noted that the first effort needed is for reconnaissance study to evaluate alternatives and quantify costs.

Plans & Progress: The project “Sterling Highway Erosion Response MP 150-157” is included in the 2012-2015 Statewide Transportation Improvement Program (STIP).



As seen in this aerial image, the eroding edge of the bluff is now only 30 feet away from the Sterling Highway at a section just north of Anchor Point.

Keep. No significant updates.



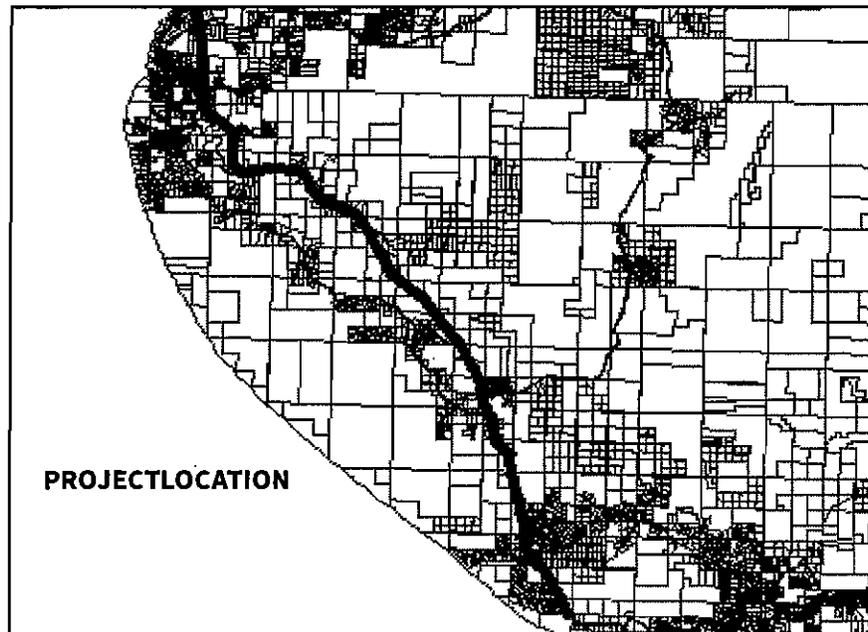
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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 2-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: This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") 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.



Keep. No significant updates.



Alaska Maritime Academy

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

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

Plans And Progress: The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A possible location for the academy would be the Homer Education and Recreation Center ("Old Intermediate School") now owned by the City of Homer.



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

Recommend Remove.



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:

- **Cottonwood Horse Park**
- **Haven House Sustainability/Energy Efficiency Projects**
- **Rogers Loop Trailhead Land Acquisition**
- **Visitor Information Center Parking Lot**

Update accordingly. Lots of interest has been generated this year from non-profits and other organizations so expect a lot of new project requests in this category.



Cottonwood Horse Park

Project Description And Benefit: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

Development of Cottonwood Horse Park began in 2006, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first five summer seasons events at the horse park drew more than 1,200 participants and 2,000 spectators.

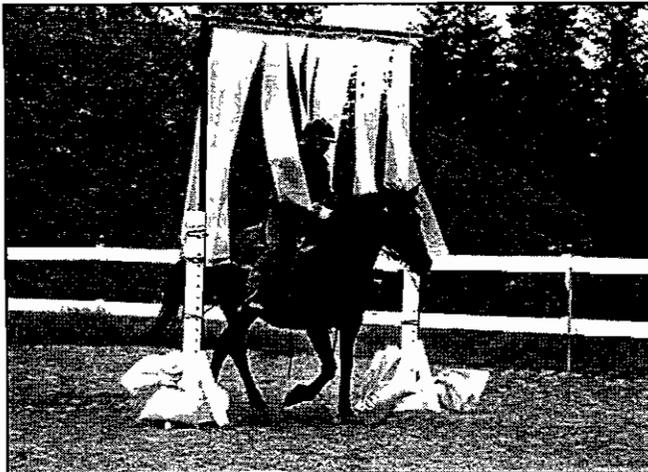
The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

In 2006 the City of Homer acquired, through donation, .89 acres of land adjacent to the proposed horse park and has stipulated that the property be used for parks/recreation or green space. City of Homer Resolution 06-116 expresses the intent of the City to donate the property to KBEA. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property.

Plans and Progress: As of June 2012, KBEA has raised \$165,00 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a place for children to play. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, Homer Foundation and the 2012 Alaska State Legislature that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

KBEA has sponsored numerous revenue-generating events including cowboy cabarets, chili cook-offs, garage sales, horse shows, pony club camps, lessons, clinics, and cowboy races.

The organization has a business plan and continues to fundraise.



A rider negotiates an obstacle in the Cowboy Race 2010.

Total project cost: \$317,000

Amount needed to complete land purchase: \$35,000

No update received as of 6-13



Haven House Sustainability/ Energy Efficiency Projects

Project Description & Benefit: South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy center and has responded to community crisis needs by expanding services. This increased service demand has occurred while the shelter faces dramatic increases in the cost of fuel and utilities.

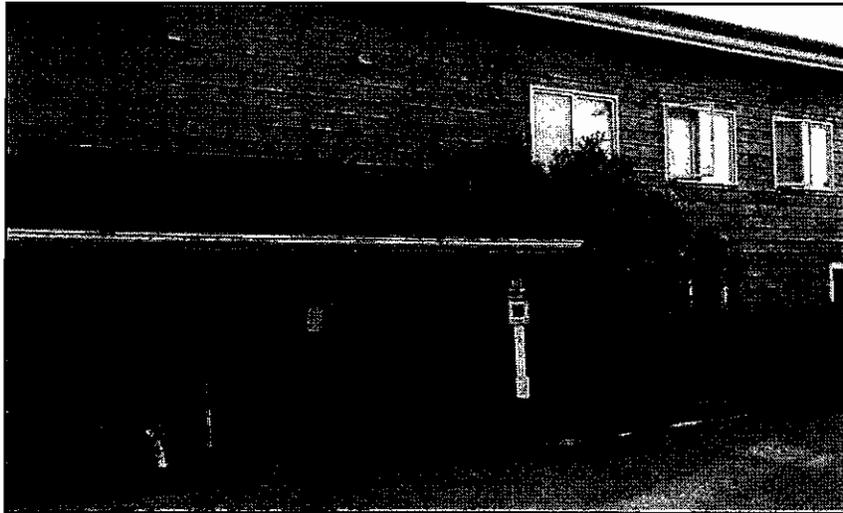
The proposed project seeks to enhance sustainability and reduce costs at Haven House through replacement/repair of the existing roof, including updated the attic insulation; and modification of the current entry way and replacement of entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures and windows, and the addition of a greenhouse.

Total Project Cost: \$26,000

Roof Replacement/Repair and Attic Insulation: \$18,000

Entry Way Modifications: \$8,000



No update received as of 6-13



Rogers Loop Trailhead Land Acquisition

Project Description and Benefit: This project will provide a parking/staging area at the Rogers Loop trailhead, greatly improving access to the Baycrest Ski Trails maintained by the Kachemak Nordic Ski Club (KNSC). The trailhead is also used to access the Homestead summer hiking trails in the Homer Demonstration Forest.

KNSC hopes to purchase land on Rogers Loop Road. The property would be developed to provide trailhead parking and space for equipment storage and outhouses.

Currently the only parking on the popular Roger's Loop trailhead is on the shoulder of Rogers Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

In addition to winter use, the property would provide summer parking for the Homestead hiking trail, the nature trail boardwalk, and arboretum trails maintained by the Home Soil and Water Conservation District. Community members of all ages and abilities use the Baycrest/Homestead Trail system, as do visitors to Homer.

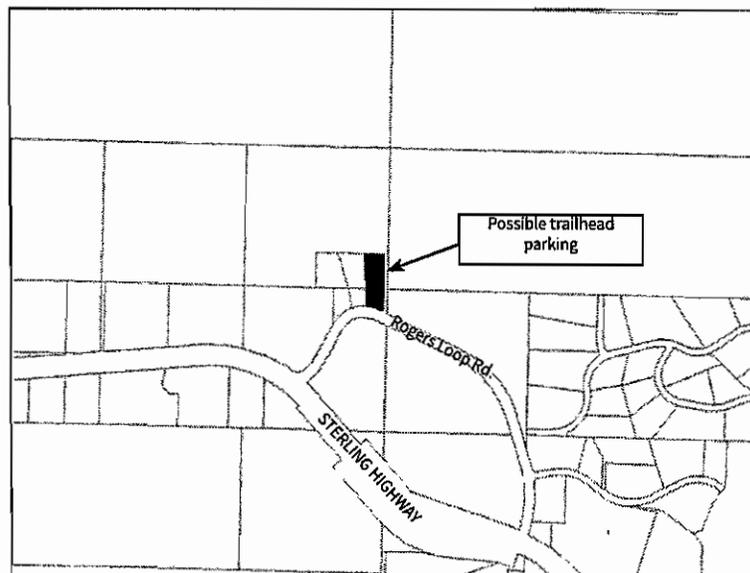
In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC's intent to transfer ownership of the Rogers Loop property to the City of Homer as well.

Plans and Progress: KNSC board members have met with the landowners and discussed purchase of a parcel adjacent to the section line that leads to the public land. The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop. Board members have presented the information to interested parties and stakeholders such as the City of Homer, Kachemak Heritage Land Trust, Soil and Water Conservation District, and Kenai Peninsula Borough representatives. The board has designated \$1,500 for a fundraising/grant writing effort.

Total Project Cost: \$250,000

Purchase Land: \$50,000

Improvements: \$200,000



No update received as of 6-13



Visitor Information Center Beautification Phase 1: Parking Lot

Project Description & Benefit: The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project.

This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season and at year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, it will help address health and safety issues related to poor air quality, speeding vehicles, and pebbles kicked up by cars cutting through the parking lot between the Sterling Highway and Bunnell Street.

First impressions are what visitors to a community use to judge that area. One of the first places visitors come to when they drive into Homer is the

Homer Chamber of Commerce Visitor Information Center. Approximately 150,000 people visit Homer every year. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.

Other phases of the Visitor Information Center Beautification Project include adding a deck and rest area. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

Plans & Progress: The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project. In 2012 the landscaping and gardens were installed at the very low cost of approximately \$10,000! We were able to do this only because of literally hundreds of hours of community volunteers!

Total Project Cost: \$200,000

Funding Requested for Paving Parking Lot: \$85,000



At various times of year, the Visitor Information Center parking lot is plagued by dirt, dust, mud, and potholes – sometimes all at once.

No update received as of 6-13



Capital Improvement Long-Range Projects

DRAFT

Part 3: Capital Improvement Long-Range Projects Local Roads

- **Parks and Recreation**
- **Public Facilities**
- **Public Safety**
- **Utilities**

Update accordingly



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the 2012-2017 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-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 6-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. Along 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 Crittenden and Main: This project will provide residents and visitors with coastal view stations and access to the beach at the southern ends of Crittenden Street and Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional points of 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.

Improvements at Crittenden Street will consist of stairs with landings (designed to protect against erosion) constructed from the top of the bluff to approximately halfway down the slope. From there, a narrow, meandering pathway will continue to the beach.

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**

DRAFT



Capital Improvement Long-Range Projects

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 and 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

Homer Coastal Trail: Homer's coastal environment provides enormous scenic and recreational opportunities for area residents and visitors and has helped attract world-class educational and research facilities, such as those incorporated in the new Islands and Ocean Visitor Center. With trail development in the area from Mariner Park to Bishop's Beach, the potential exists for even greater access to and appreciation of this unique resource, by individuals of all ages and physical abilities.

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install riprap revetment and construct a paved asphalt pedestrian trail along the top of the new Ocean Bluff seawall, providing a route along this previously difficult to access section of the coast. Phase 2 will involve construction of a bridge over Beluga Slough and a boardwalk trail through the intertidal zone west to Bishop's Beach. Phase 3 will provide a boardwalk trail from the seawall to Mariner Park. The new trail will connect with the existing Beluga Slough trail and Homer Spit Trail. It will be enjoyed by hundreds of visitors and residents each year, contributing to quality of life and economic development.

Cost: Phase 1—\$2.5 million Phase 2—\$1.2 million Phase 3—\$1.5 million 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 to be 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. Phase 3 will be to 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, and new restroom; landscaping and 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); expand the park and move the vehicle entrance to the north (\$175,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$725,000 Priority Level 3

DRAFT



Capital Improvement Long-Range Projects

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2013. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

Cost: \$400,000 each; \$1.2 M total

Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

PUBLIC FACILITIES

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



Capital Improvement Long-Range Projects

- 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—\$4.5 M Priority Level 2

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

The greenhouse is envisioned to be 100 x 40 feet in size and will include radiant floor heat, automated lighting, ventilation, and watering equipment. It will be constructed utilizing double-walled poly sheet product to maximize energy efficiency and operational costs. The facility will be operated by the Parks Division of Public Works for the benefit of the community. The greenhouse could possibly be constructed in conjunction with a Farmers Market facility in Town Center.

Cost: \$400,000 Priority Level 3

PUBLIC SAFETY

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

A conceptual design for a 6-lane indoor shooting range was prepared for the City of Homer in 1996. Note: This project is proposed in conjunction with a new Police/Fire Hall complex in the mid-range CIP projects.

Cost: \$1,000,000 Priority Level 3

**Request submitted this year to
move project to mid-range**

UTILITIES

Spit Water Line Replacement – Phase 4: The existing Homer Spit water line is 30 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 construction of approximately 1,500 linear feet of water main to the end of the Spit. Replacement of the Homer Spit waterline will ensure an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit.

Cost: \$400,000 Priority Level 3

DRAFT



Capital Improvement Long-Range Projects

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

Update with projects moved from mid-range to long-range:
-Public Market: Design and Financing Plan
-Bridge Creek Watershed Land Acquisition
-Ocean Drive Reconstruct with Turn Lane

DRAFT



Capital Improvement Appendices

Part 4: Capital Improvement Appendices

- **CIP Development Schedule**
- **Resolution 12-087**
- **City of Homer Financing Assumptions**

DRAFT

Update accordingly



Capital Improvement Appendices

**CITY OF HOMER
2014-2019 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2014 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	May 13, 2013
Solicit new/revised project information from City departments, local agencies and non-profits	May 14
Input for new draft requested by	June 14
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission June 19, July 17
	Parks and Recreation Commission June 20, July 18
	Port and Harbor Commission June 26, July 24
	Library Advisory Board July 2
	Economic Development Commission June 11, July 9
	Transportation Advisory Committee No meeting in time frame.
Administrative review and compilation	July 25 - August 7
City Council worksession to review proposed projects	August 12
Public Hearing on CIP/Legislative request	August 26
Adoption of resolutions by City Council	September 9
Administration compilation of CIP	September 10 – September 30
Administration forwards requests for Governor's Budget (Local Election)	October 1
Distribution of CIP and State Legislative Request	October 2013 & January 2014
Compilation/distribution of Federal Request	February 2014

DRAFT

Updated with 2013 schedule



Capital Improvement Appendices

URGENT

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**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 13-018

**A RESOLUTION OF THE HOMER CITY COUNCIL
AMENDING THE 2013-2018 CAPITAL IMPROVEMENT
PLAN TO DELETE THE HOMER TIDAL ENERGY
INCUBATOR PROJECT AND AMEND THE HOMER
EDUCATION AND RECREATION CENTER UPGRADES.**

WHEREAS, On October 15, 2012 the City Council of the City of Homer adopted Resolution 12-087(S) adopting the 2013-2018 Capital Improvement Plan and establishing capital project legislative priorities for FY 2014; and

WHEREAS, Subsequent to the adoption of Resolution 12-087(S) the City Council funded the Homer Tidal Energy Incubator Project via Ordinance 12-51(A) in the amount of \$100,000 through a reimbursable grant; and

WHEREAS, The Homer Tidal Energy Incubator Project can be deleted from the FY 2014 State Legislative Request because it has been funded; and

WHEREAS, Subsequent to the adoption of Resolution 12-087(S) new information has become available about the cost of upgrading the current Homer Education and Recreation Center to current code standards; and

WHEREAS, It may be more cost effective to build a new facility or upgrade a different building than the current Homer Education and Recreation Center building; and

WHEREAS, This project should be amended to read Homer Education and Recreation Center to include the possibility of upgrading an existing building or new construction.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the Capital Improvement Plan by deleting the Homer Tidal Energy Incubator Project.

BE IT FURTHER RESOLVED that the Homer City Council hereby amends the 2013-2018 Capital Improvement Plan by deleting the term "Upgrades" after Homer Education and Recreation Center.

BE IT FURTHER RESOLVED that the following capital improvement projects are now identified as priorities for the FY 2014 State Legislative Request:

1. Harbor Improvement Revenue Bond Projects
2. Port and Harbor Building
3. Skyline Fire Station
4. Pratt Museum New Facility and Site Redesign
5. Homer Education and Recreation Center
6. Harbor Entrance Erosion Control

Update with new Resolution



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 13-018
CITY OF HOMER

- 49 7. Fire Engine 4 and Tanker 2 Refurbishment
- 50 8. Public Safety Building
- 51 9. Barge Mooring Facility
- 52 10. Kachemak Drive Rehabilitation/Pathway
- 53 11. Brush/Wildland Firefighting Truck
- 54 12. Marine Ways Large Vessel Haulout Facility
- 55 13. Baycrest Overlook Gateway Project
- 56 14. Water Storage/Distribution Improvements

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58 PASSED AND ADOPTED by the Homer City Council this 11th day of February, 2013.

59
60 CITY OF HOMER

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62 *Mary E. Wythe*
63 MARY E. WYTHE, MAYOR

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65 ATTEST

66 *Jo Johnson*
67 JO JOHNSON, CMC, CITY CLERK

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69 Fiscal Note: N/A

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DRAFT

Update with new Resolution



Capital Improvement Appendices

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**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 12-087(S)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2013-2018 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2014.

WHEREAS, A duly published hearing was held on September 24, 2012 in order to obtain public comments on capital improvement projects and legislative priorities; 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 2013-2018" 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 2014 State Legislative Request:

1. Harbor Improvement Revenue Bond Projects
2. Port and Harbor Building
3. Skyline Fire Station
4. Pratt Museum New Facility and Site Redesign
5. Homer Education and Recreation Center Upgrades
6. Homer Tidal Energy Incubator Project
7. Harbor Entrance Erosion Control
8. Fire Engine 4 and Tanker 2 Refurbishment
9. Public Safety Building
10. Barge Mooring Facility
11. Kachemak Drive Rehabilitation/Pathway
12. Brush/Wildland Firefighting Truck
13. Marine Ways Large Vessel Haulout Facility
14. Baycrest Overlook Gateway Project
15. Water Storage/Distribution Improvements

BE IT FURTHER RESOLVED that projects for the FY 2014 Federal Legislative Request will be selected from this list.

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 2014 capital project priorities and take appropriate steps to provide necessary background information.

Update accordingly

DRAFT



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 12-087 (S)
CITY OF HOMER

49 PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of
50 Homer on this 15th day of October, 2012.
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CITY OF HOMER

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Mary E. Wythe
MARY E. WYTHE, MAYOR

ATTEST

John Johnson
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

DRAFT

Update accordingly



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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

CIP PRIORITIES RANKING WORKSHEET

NAME	#1	#2	#3	#4	#5

*Commissions may want to consider limiting their recommendation to their top 2 priorities. Council has indicated a desire to shorten their Legislative Request list. A shorter list from commissions may be more meaningful and useful to Council.

LIBRARY ADVISORY BOARD
STRATEGIC PLAN 2013-2014

MISSION STATEMENT

To provide operational policies for the library program, assist in preparation and presentation of the annual budget request; make recommendations concerning the Library and its programs; solicit donations of money and/or property for the benefit of the Library and Represent the Library to the community.

STRATEGIC GOALS OF THE BOARD – What is the focus for the Board?

STRATEGIC OBJECTIVES OF THE BOARD – Must have achievable results, an action statement.

1-2 Year Period List some objectives that you as a Boardmember would like to see the Board accomplish during the next year or two. These are things that could be promoted to entice new members.

3-5 Year Period – List objectives that the Board could complete or start in a 3-5 year period.

ACTIONS OF THE BOARD –Who will do what, when and how? Some examples are as follows:

- *Have a committee/board member go to City Council with recommendations, action plan and time frame.*
- *Every time there is a memo from the Board to City Council a boardmember should go to the meeting and speak about it.*
- *A Boardmember should attend at least one council meeting each month to speak with council and keep them informed about what the Board is working on.*
- *One member of the Board could attend meetings of other user groups or commissions that have similar projects – skiing, co-host, young children or youth organizations, schools, etc. Create better working relationship and communication with these groups.*

SHARED ACTIONS STAFF AND THE BOARDMEMBERS – List actions that are to be taken by both Boardmembers and Staff (i.e. Clerk and Director)

Examples -

- *Focus and monitor the implementation of policies*
- *Research and create best use plans*



City of Homer

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Office of the City Clerk

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clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: MAYOR WYTHE AND CITY COUNCIL

THROUGH: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

FROM: LIBRARY ADVISORY BOARD

DATE: MAY 22, 2013

SUBJECT: RECOMMENDATION TO APPROVE THE FACILITY USE POLICY

At the regular meeting May 7, 2013 the Library Advisory Board discussed the proposed Facility Use Policy.

Below is the excerpt from the minutes of that meeting with the recommendation to approve the policy.

A. Review and Approve Final Draft of Facility Use Policy

The Board spoke favorably about the final draft. Library Director Dixon reported the City Attorney commented they are within the rights to prohibit patrons to view pornographic material on their equipment, so she is okay with that clause. They briefly discussed the issue and Mrs. Dixon said they will try to continue to handle it with good public relations and remind equipment users to be thoughtful about what is being viewed.

GROESBECK/KLOUDA MOVE TO APPROVE THE FACILITY USE POLICY AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

There was brief discussion about definitions, point was raised that they had discussed it previously and felt that keeping the Library Director as the final authority was most appropriate.

