

Kenai Peninsula Borough

*144 North Binkley Street
Soldotna, AK 99669*



Meeting Agenda

Tuesday, November 18, 2025

6:00 PM

Meeting ID: 835 6358 3837 Passcode: 606672

Betty J. Glick Assembly Chambers

Meeting ID: 835 6358 3837 Passcode: 606672

Assembly

Ryan Tunseth, President

Kelly Cooper, Vice President

Willy Dunne

Cindy Ecklund

Dale Eicher

Scott Griebel

Michael Hicks

Lenora Niesen

Sarge Truesdell

CALL TO ORDER**PLEDGE OF ALLEGIANCE****INVOCATION**

Any invocation that may be offered at the beginning of the assembly meeting shall be a chaplain from borough fire and emergency service areas. No member of the community is required to attend or participate in the invocation.

ROLL CALL**COMMITTEE REPORTS****APPROVAL OF AGENDA AND CONSENT AGENDA**

(All items listed with an asterisk () are considered to be routine and non-controversial by the Assembly and will be approved by one motion. Public testimony will be taken. There will be no separate discussion of these items unless an Assembly Member so requests, in which case the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.)*

ACTION ITEMS CURRENTLY ON CONSENT AGENDA:

KPB-7300: October 28, 2025 Regular Assembly Meeting Minutes

Resolution 2025-041: Designating the Investment and Allocation Plan for the Borough's Land Trust Investment Fund and Establishing Appropriate Benchmarks to Measure Performance as of December 1, 2025 and for Calendar Year 2026

Resolution 2025-042: Supporting the Transportation Priorities to Submit to the State of Alaska Department of Transportation and Public Facilities for Grant Funding Purposes

Resolution 2025-043: Confirming Appointments to Non-Borough Boards

Ordinance 2025-19-18: Adding Two Full-Time 911 Public Safety Dispatch I Positions to the Classified Service and Appropriating Funds for the Positions

Ordinance 2025-19-19: Accepting and Appropriating Funding from the State of Alaska in the Amount of \$426,303 and Approving Projects to be Completed for Community Purposes Under the 2025/2026 Community Assistance Program

KPB-7301: Approval of the 2026 Assembly Meeting Schedule

KPB-7302: Confirming an Appointment to the Nikiski Advisory Planning Commission

KPB-7303: Confirming an Appointment to the Kachemak Emergency Service Area Board

ACTION ITEM ELIGIBLE TO BE ADDED TO THE CONSENT AGENDA:

Ordinance 2025-19-17: Appropriating Funds for the Central Peninsula Landfill Leachate Evaporator Project

APPROVAL OF MINUTES

*1. [KPB-7300](#) October 28, 2025 Regular Assembly Meeting Minutes

Attachments: [October 28, 2025 Regular Assembly Meeting Minutes](#)

COMMENDING RESOLUTIONS AND PROCLAMATIONS**PRESENTATIONS WITH PRIOR NOTICE***(20 minutes total)*

1. [KPB-7308](#) South Peninsula Hospital Quarterly Report, Ryan Smith, Chief Executive Officer (10 Minutes)

Attachments: [Quarterly Presentation](#)

2. [KPB-7309](#) Kenai Peninsula Borough School District Quarterly Report, Clayton Holland, Superintendent (10 Minutes)

Attachments: [Quarterly Presentation](#)

PUBLIC COMMENTS ON ITEMS NOT APPEARING ON THE AGENDA*(3 minutes per speaker; 20 minutes aggregate)***MAYOR'S REPORT**

[KPB-7311](#) Mayor' Report Cover Memo

Attachments: [Mayor's Report Cover Memo](#)

1. Assembly Requests/Responses - None
2. Agreements and Contracts

- a. [KPB-7312](#) Authorization to Award Contract to MCG Explore Design for the Soldotna Schools Renovation of the Existing Soldotna Preparatory Facility

Attachments: [Authorization to Award Contract MCG Explore Design for Soldotna Schools Renovation](#)

- b. [KPB-7313](#) Authorization to Award Contract for ITB26-003 Ninilchik School Septic/Leach Field Modifications

Attachments: [Authorization to Award a Contract for ITB26-003 Ninilchik School Septic/Leach Field Modifications](#)

3. Other

- a. [KPB-7314](#) Capital Project Reports - September 30, 2025

Attachments: [Capital Project Reports- September 30, 2025](#)

ITEMS NOT COMPLETED FROM PRIOR AGENDA

PUBLIC HEARINGS ON ORDINANCES

(Testimony limited to 3 minutes per speaker)

Ordinances referred to Finance Committee

1. [2025-19-17](#) An Ordinance Appropriating Funds for the Central Peninsula Landfill Leachate Evaporator Project (Mayor)

Attachments: [Ordinance 2025-19-17](#)
[Memo](#)

UNFINISHED BUSINESS**NEW BUSINESS**

1. Resolutions

Resolutions referred to Finance Committee

- *a. [2025-041](#) A Resolution Designating the Investment and Allocation Plan for the Borough's Land Trust Investment Fund and Establishing Appropriate Benchmarks to Measure Performance as of December 1, 2025 and for Calendar Year 2026 (Mayor)

Presentation at Finance Committee Only Land Trust Investment Fund, Blake Phillips, Alaska Permanent Capital Management (30 minutes)

Attachments: [Resolution 2025-041](#)
[Memo](#)
[Presentation Land Trust Investment Fund](#)

- *b. [2025-042](#) A Resolution Supporting the Transportation Priorities to Submit to the State of Alaska Department of Transportation and Public Facilities for Grant Funding Purposes (Mayor)

Attachments: [Resolution 2025-042](#)
[Memo](#)
[2025 Transportation Priorities](#)
[Reference Copy R2024-028](#)

Resolutions referred to Policies and Procedures Committee

- *c. [2025-043](#) A Resolution Confirming Appointments to Non-Borough Boards (Tunseth)

Attachments: [Resolution 2025-043](#)

2. Ordinances for Introduction

Ordinances for Introduction and referred to Finance Committee

- *a. [2025-19-18](#) An Ordinance Adding Two Full-Time 911 Public Safety Dispatch I Positions to the Classified Service and Appropriating Funds for the Positions (Mayor) (Hearing on 12/02/25)

Attachments: [Ordinance 2025-19-18](#)
[Memo](#)
[Reference Copy R2025-038](#)

- *b. [2025-19-19](#) An Ordinance Accepting and Appropriating Funding from the State of Alaska in the Amount of \$426,303 and Approving Projects to be Completed for Community Purposes Under the 2025/2026 Community Assistance Program (Mayor) (Hearing on 12/02/25)

Attachments: [Ordinance 2025-19-19](#)
[Memo](#)
[Reference Copy R2025-024](#)
[Reference Copy R2013-022](#)

3. Other

Other items referred to Policies and Procedures Committee

- *a. [KPB-7301](#) Approval of the 2026 Assembly Meeting Schedule (Tunseth at the Request of the Borough Clerk)

Attachments: [Approval of 2026 Assembly Meeting Schedule](#)

- *b. [KPB-7302](#) Confirming an Appointment to the Nikiski Advisory Planning Commission (Mayor)

Kelly M. Brewer, Seat E, Term Expires 09/30/2028

Attachments: [Confirming Appointment to Nikiski Advisory Planning Commission](#)

- *c. [KPB-7303](#) Confirming an Appointment to the Kachemak Emergency Service Area Board (Mayor)

Ashley Vance, Seat D, Term Expires 10/2028

Attachments: [Confirming Appointment to Kachemak Emergency Service Area Board](#)

PUBLIC COMMENTS AND PUBLIC PRESENTATIONS

ASSEMBLY COMMENTS

PENDING LEGISLATION

(This item lists legislation which will be addressed at a later date as noted.)

1. [2025-24](#) An Ordinance Amending KPB Chapter 10.04 Relating to Solid Waste Disposal and Amending KPB 1.24.090 Relating to the Minor Offense Penalty Schedule to Include Violations of KPB Chapter 10.04 (Mayor) (Hearing on 12/02/25)

Attachments: [Ordinance 2025-24](#)
[Memo](#)

INFORMATIONAL MATERIALS AND REPORTS

ASSEMBLY MEETING AND HEARING ANNOUNCEMENTS

1. December 2, 2025 6:00 PM
Regular Assembly Meeting
Betty J. Glick Assembly Chambers
Borough Administration Building
Remote participation available through Zoom
Meeting ID: 835 6358 3837 Passcode: 606672

ADJOURNMENT

This meeting will be broadcast on KDLL-FM 91.9 (Central Peninsula), KBBI-AM 890 (South Peninsula), and KIBH FM 91.7 (East Peninsula).

The meeting will be held in the Betty J. Glick Assembly Chambers, Borough Administration Building, Soldotna, Alaska. The meeting will also be held via Zoom, or other audio or video conferencing means whenever technically feasible. To attend the Zoom meeting by telephone call toll free 1-888-788-0099 or 1-877-853-5247 and enter the Meeting ID: 835 6358 3837 Passcode: 606672. Detailed instructions will be posted on at the Kenai Peninsula Borough's main page at www.kpb.us

For further information, please call the Clerk's Office at 714-2160 or toll free within the Borough at 1-800-478-4441, Ext. 2160. Visit our website at <https://kpb.legistar.com/Calendar.aspx> for copies of the agenda, meeting minutes, ordinances and resolutions.



Kenai Peninsula Borough

144 North Binkley Street
Soldotna, AK 99669

Meeting Minutes - Draft

Assembly

Kelly Cooper, Vice President

Willy Dunne

Cindy Ecklund

Dale Eicher

Scott Griebel

Michael Hicks

Lenora Niesen

Sarge Truesdell

Ryan Tunseth

Tuesday, October 28, 2025

6:00 PM

Betty J. Glick Assembly Chambers

Meeting ID: 835 6358 3837 Passcode: 606672

[https://yourkpb.zoom.us/j/83563583837?](https://yourkpb.zoom.us/j/83563583837?pwd=eTO44Um9ao1JJGaVtBJG86PXlsuNvm.1)

[pwd=eTO44Um9ao1JJGaVtBJG86PXlsuNvm.1](https://yourkpb.zoom.us/j/83563583837?pwd=eTO44Um9ao1JJGaVtBJG86PXlsuNvm.1)

Meeting ID: 835 6358 3837 Passcode: 606672

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

The invocation was given by Frank Alioto, Chaplain for Central Emergency Services.

ROLL CALL

Present: 9 - Ryan Tunseth, Vice President Kelly Cooper, Cindy Ecklund, Willy Dunne, Dale Eicher, Lenora Niesen, Michael Hicks, Sarge Truesdell, and Scott Griebel

Also present were:

Peter A. Micciche, Borough Mayor

Brandi Harbaugh, Finance Director

Sean Kelley, Borough Attorney

Michele Turner, Borough Clerk

Sue Ellen Essert, Deputy Borough Clerk

COMMITTEE REPORTS

Assembly Vice President Cooper stated the Committee of the Whole met and had Assembly training.

[8 Present: Cooper, Dunne, Ecklund, Eicher, Griebel, Hicks, Truesdell, Tunseth]

[1 Absent: Niesen]

Assembly Member Tunseth stated the Finance Committee met and discussed its agenda items.

[9 Present: Cooper, Dunne, Ecklund, Eicher, Griebel, Hicks, Niesen (ZOOM), Truesdell, Tunseth]

Assembly Member Ecklund stated the Lands Committee met and discussed its agenda items.

[9 Present: Cooper, Dunne, Ecklund, Eicher, Griebel, Hicks, Niesen (ZOOM), Truesdell, Tunseth]

Assembly Member Dunne stated the Policies and Procedures Committee met and discussed its agenda items.

[9 Present: Cooper, Dunne, Ecklund, Eicher, Griebel, Hicks, Niesen (ZOOM), Truesdell, Tunseth]

APPROVAL OF AGENDA AND CONSENT AGENDA

Tunseth moved to approve the agenda and consent agenda.

Copies have been made available to the public, Borough Clerk Michele Turner noted by title only the resolutions, ordinances and other new business items that were on the consent agenda.

APPROVAL OF MINUTES

[KPB-7264](#) October 14, 2025 Regular Assembly Meeting Minutes
approved.

The following public hearing items met the required conditions of KPB 22.40.110 and were added to the consent agenda:

[2025-19-15](#) An Ordinance Appropriating Supplemental Funds from the General Fund for the Finance Budgeting Software Project (Mayor)
This Budget Ordinance was enacted.

[2025-19-16](#) An Ordinance Appropriating Funds for Ordinance 2025-16 Implementation Costs Including Mailers to Every Taxpayer to Reapply for the Residential Real Property Tax Exemption (Mayor)
This Budget Ordinance was enacted.

NEW BUSINESS

[2025-19-17](#) An Ordinance Appropriating Funds for the Central Peninsula Landfill Leachate Evaporator Project (Mayor) (Hearing on 11/18/25)

This Budget Ordinance was introduced and set for public hearing.

[2025-24](#)

An Ordinance Amending KPB Chapter 10.04 Relating to Solid Waste Disposal and Amending KPB 1.24.090 Relating to the Minor Offense Penalty Schedule to Include Violations of KPB Chapter 10.04 (Mayor) (Hearing on 12/02/25)

This Ordinance was introduced and set for public hearing.

[KPB-7267](#)

Petition to Vacate a 66' section line easement – 33' in T06S R14W SEC 12 and 33' in T06S R14W SEC 13, running east to west through Lot 2 of Arno Subdivision, Plat HM 2001-78, KPB File 2025-144V, Diamond Ridge Area

[Clerk's Note: At its regular meeting of October 13, 2025, the Planning Commission unanimously approved the referenced petition to vacate.]

approved.

[KPB-7268](#)

Petition to Vacate Corona Court & Hidden Valley Circle & Associated Utility Easements per Stephen Subdivision, Plat KN 76-111, KPB File 2025-143V, Nikiski Area

[Clerk's Note: At its regular meeting of October 13, 2025, the Planning Commission unanimously approved the referenced petition to vacate.]

approved.

[KPB-7269](#)

Confirming Appointments to the Service Area Boards (Mayor)

Eastern Peninsula Highway Emergency Service Area Board
Sean Carrington, Seat C, Expires 10/2028

Road Service Area Board
Paul Hartley, Seat At-Large #2, Expires 09/30/2028

South Kenai Peninsula Hospital Service Area Board
Storm Hansen, Seat A, Expires 10/2027

Western Emergency Service Area Board
Dawson Slaughter, Seat B, Expires 10/2028
Katherine Covey, Seat D, Expires 10/2028

approved.

[KPB-7270](#) Confirming Appointments to the Nikiski Advisory Planning Commission (Mayor)

Applicants

Jonathan L. Harman, Seat F, Expires 09/30/2028

Jason Ross, Seat G, Expires 09/30/2028

approved.

Approval of the Agenda and Consent Agenda

Vice President Cooper called for public comment with none being offered.

The motion to approve the agenda and consent agenda as amended carried by the following vote:

Yes: 9 - Tunseth, Cooper, Ecklund, Dunne, Eicher, Niesen, Hicks, Truesdell, and Griebel

ASSEMBLY REORGANIZATION

1. Election of President and Vice President

Vice President Cooper called for nominations for the office of Assembly President.

Mr. Eicher nominated Mr. Tunseth.

Mr. Tunseth was unanimously elected as Assembly President.

Vice President Cooper passed the gavel to President Tunseth.

President Tunseth called for nominations for the office of Assembly Vice President.

Mr. Griebel nominated Ms. Cooper.

Ms. Cooper was unanimously re-elected as Assembly Vice President.

COMMENDING RESOLUTIONS AND PROCLAMATIONS

PRESENTATIONS WITH PRIOR NOTICE

[KPB-7266](#) Central Peninsula General Hospital Quarterly Report, Shaun Keef, Chief Executive Officer (10 Minutes)

[Clerk's Note: Angela Hinnegan, Chief Executive Officer and Karl Hertz, Chief Operating officer, presented the quarterly report to the assembly.]

PUBLIC COMMENTS ON ITEMS NOT APPEARING ON THE AGENDA

President Tunseth called for public comment with none being offered.

MAYOR'S REPORT

[KPB-7271](#) Mayor's Report Cover Memo

1. Assembly Requests/Responses - None
2. Agreements and Contracts
 - a. [KPB-7272](#) Fire Station Training Room AV Systems – CES Station #1 Construction
 - b. [KPB-7273](#) ACS Fiber Build Agreement – Central Emergency Fire Station #1
 - c. [KPB-7274](#) Kenai Central High School Lockers, Co-op Purchase Authorization
3. Other
 - a. [KPB-7275](#) Budget Revisions – September 2025
 - b. [KPB-7276](#) Revenue-Expenditure Report – September 2025
 - c. [KPB-7277](#) Investment Report – Quarter ended 09/30/25

ITEMS NOT COMPLETED FROM PRIOR AGENDA**PUBLIC HEARINGS ON ORDINANCES****UNFINISHED BUSINESS**

1. Notice to Rescind

[2025-21](#) An Ordinance Repealing and Reenacting KPB Chapter 5.12, Relating to Real Property Tax, Enacting a New KPB Chapter 5.11, Relating to Personal Property Tax, a New KPB Chapter 5.13, Relating to Tax Exemptions, Credits, or Deferrals, and a New KPB Chapter 5.15, Relating to Tax Appeals (Mayor, Cox)

Cooper moved to rescind final action of Ordinance 2025-21.

Assembly Member Dunne spoke in opposition to rescinding the final action on Ordinance 2025-21.

Assembly Member Hicks spoke in support of rescinding the final action on Ordinance 2025-21.

The motion to rescind the final action of Ordinance 2025-21 carried by the following vote:

Yes: 7 - Tunseth, Cooper, Eicher, Niesen, Hicks, Truesdell, and Griebel

No: 2 - Ecklund, and Dunne

Cooper moved to rescind the Cox amendment, as follows:

Section 2, at KPB 5.12.090(E), to increase the stacking cap:

“5.13.090. Senior Citizens and Disabled Veteran Tax Exemption-Application Requirements and Criteria

...

(E) One exemption per parcel. One senior or disabled veteran exemption per primary parcel. Only one senior or disabled veteran exemption may be granted for the same property and, if two or more persons are eligible for an exemption for the same property, the parties must decide among themselves who is to receive the benefit of the exemption. Notwithstanding this subsection, an applicant who is eligible for both this exemption and a residential real property tax under KPB 5.13.060 may be granted multiple exemptions, up to a maximum of \$3[~~50~~]75,000 [FOR THE SENIOR CITIZEN EXEMPTION,] for the same property.”

The motion to rescind the Cox amendment carried by the following vote:

Yes: 8 - Tunseth, Cooper, Ecklund, Eicher, Niesen, Hicks, Truesdell, and Griebel

No: 1 - Dunne

The motion to amend Section 2 of Ordinance 2025-21 (Cooper/Micicche amendment) was back on the floor and reads as follows:

Amend Section 2, at KPB 5.12.090(E), to increase the stacking cap, to read as follows:

“5.13.090. Senior Citizens and Disabled Veteran Tax Exemption-Application Requirements and Criteria

...

(E) One exemption per parcel. One senior or disabled veteran exemption per primary parcel. Only one senior or disabled veteran exemption may be granted for the same property and, if two or more persons are eligible for an exemption for the same property, the parties must decide among themselves who is to receive the benefit of the exemption. ~~[NOTWITHSTANDING THIS SUBSECTION, AN APPLICANT WHO IS ELIGIBLE FOR BOTH THIS EXEMPTION AND A RESIDENTIAL REAL PROPERTY TAX UNDER KPB 5.13.060 MAY BE GRANTED MULTIPLE EXEMPTIONS, UP TO A MAXIMUM OF \$350,000 FOR THE SENIOR CITIZEN EXEMPTION, FOR THE SAME PROPERTY.]~~”

The motion to amend Ordinance 2025-21 carried by the following vote:

Yes: 9 - Tunseth, Cooper, Ecklund, Dunne, Eicher, Niesen, Hicks, Truesdell, and Griebel

Cooper moved to amend Section 4 of Ordinance 2025-21 as follows:

“5.13.080. Real property exemptions, tax credits, and deferrals.

...

(C) Optional tax exemptions, credits, or deferrals adopted by the Borough pursuant to AS 29.45 - Residents.

(1) Senior Citizens' exemption. Subject to the maximum exemption amount, application procedure, criteria, and eligibility requirements set forth in KPB 5.13.090. [THE MAXIMUM COMBINED SENIOR EXEMPTION UNDER SUBSECTION (A), OF THIS SUBSECTION, AND KPB 5.13.080(C)(5) IS \$350,000 OF ASSESSED VALUE, UNLESS A HARDSHIP EXEMPTION IS GRANTED.] For the purposes of this chapter and KPB 5.13.090(C), the required state senior exemption and the optional borough exemption are considered one exemption.”

The motion to amend Ordinance 2025-21 carried by the following vote:

Yes: 9 - Tunseth, Cooper, Ecklund, Dunne, Eicher, Niesen, Hicks, Truesdell, and Griebel

The motion to enact Ordinance 2025-21 as amended carried by the following vote:

Yes: 9 - Tunseth, Cooper, Ecklund, Dunne, Eicher, Niesen, Hicks, Truesdell, and Griebel

PUBLIC COMMENTS AND PUBLIC PRESENTATIONS

President Tunseth called for public comment.

Mary Griswold, Homer, spoke in opposition to rescinding actions on Ordinance 2025-21.

There being no one else to speak, the public comment period was closed.

ASSEMBLY COMMENTS

Assembly Member Niesen congratulated newly elected Assembly President Tunseth. She stated she appreciated the ability to attend via Zoom and looked forward to seeing everyone at the next meeting.

Assembly Member Eicher stated that his first assembly meeting was very informative and thanked everyone for their support. He also congratulated President Tunseth on his election.

Assembly Member Hicks congratulated President Tunseth and Vice President Cooper. He gave thanks to Ms. Cooper for her knowledge, background, and

assistance to others. Mr. Hicks stated he found the training sessions very informative and enjoyed the discussions.

Assembly Member Griebel expressed appreciation for the contributions and input from all members and stated he looks forward to working with everyone in the future.

Assembly Member Dunne welcomed the new assembly members and stated he looked forward to working together. He thanked the Mayor for auctioneering at the October 18, 2025 Cook Inlet Counseling event. Mr. Dunne announced the South Kenai Peninsula Hospital Health Fair on November 8, 2025, and was also sponsoring free walks at the Spark Building every Monday at 11:45 a.m. He stated he opposed the rescinding process used for Ordinance 2025-21, and suggested a better approach.

Assembly Member Truesdell thanked the Borough Attorney and Borough Clerk for the training sessions, noting that he learned a lot. He announced that Soldotna High School Halloween carnival, and the region volleyball tournament was taking place November 6-8, 2025, at Soldotna High. Mr. Truesdell also thanked all veterans and reminded everyone of the Veterans Day Celebration at K-Beach Elementary.

Assembly Member Ecklund reported attending the Bear Creek Census Area informative meeting regarding the formation of a community council on October 22, 2025, as well as the landslide workshop on October 23, 2025. She thanked the Borough Clerk, Borough Attorney, and Finance Director for the training sessions and their work in preparing assembly meetings.

Vice President Cooper thanked the Borough Clerk, Borough Attorney, and Finance Director for the training refresher. She welcomed all new assembly members, expressed enthusiasm for working with them, and congratulated President Tunseth on his election.

President Tunseth thanked staff for the training and expressed gratitude to the assembly for the trust placed in him as president. He invited members to reach out if interested in committee assignments. Mr. Tunseth also thanked the Mayor for his work on reopening the Nikiski Post Office.

PENDING LEGISLATION

INFORMATIONAL MATERIALS AND REPORTS

ASSEMBLY MEETING AND HEARING ANNOUNCEMENTS

1. November 18, 2025 6:00 PM
Regular Assembly Meeting
Betty J. Glick Assembly Chambers
Borough Administration Building
Remote participation available through Zoom
Meeting ID: 835 6358 3837 Passcode: 606672

ADJOURNMENT

With no further business to come before the assembly, President Tunseth adjourned the meeting at 7:50 p.m.

I certify the above represents accurate minutes of the Kenai Peninsula Borough Assembly meeting of October 28, 2025.

Michele Turner, CMC, Borough Clerk

Approved by the Assembly: _____

South Peninsula Hospital Report

Prepared for

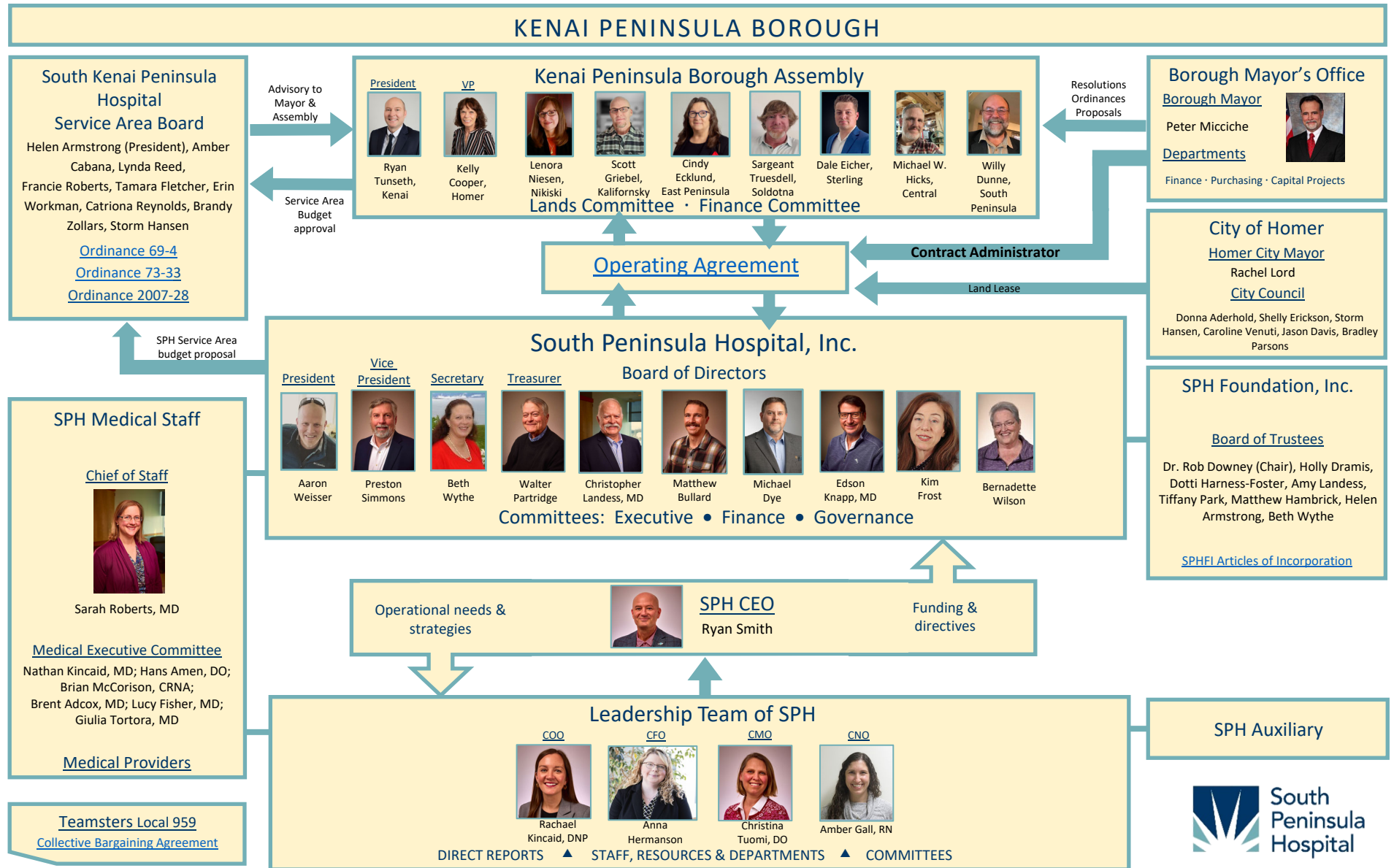
Kenai Peninsula Borough Assembly

November 18, 2025

*South Peninsula Hospital is the healthcare provider of choice,
with a dynamic and dedicated team committed to service excellence.*



SOUTH PENINSULA HOSPITAL OWNERSHIP AND GOVERNANCE

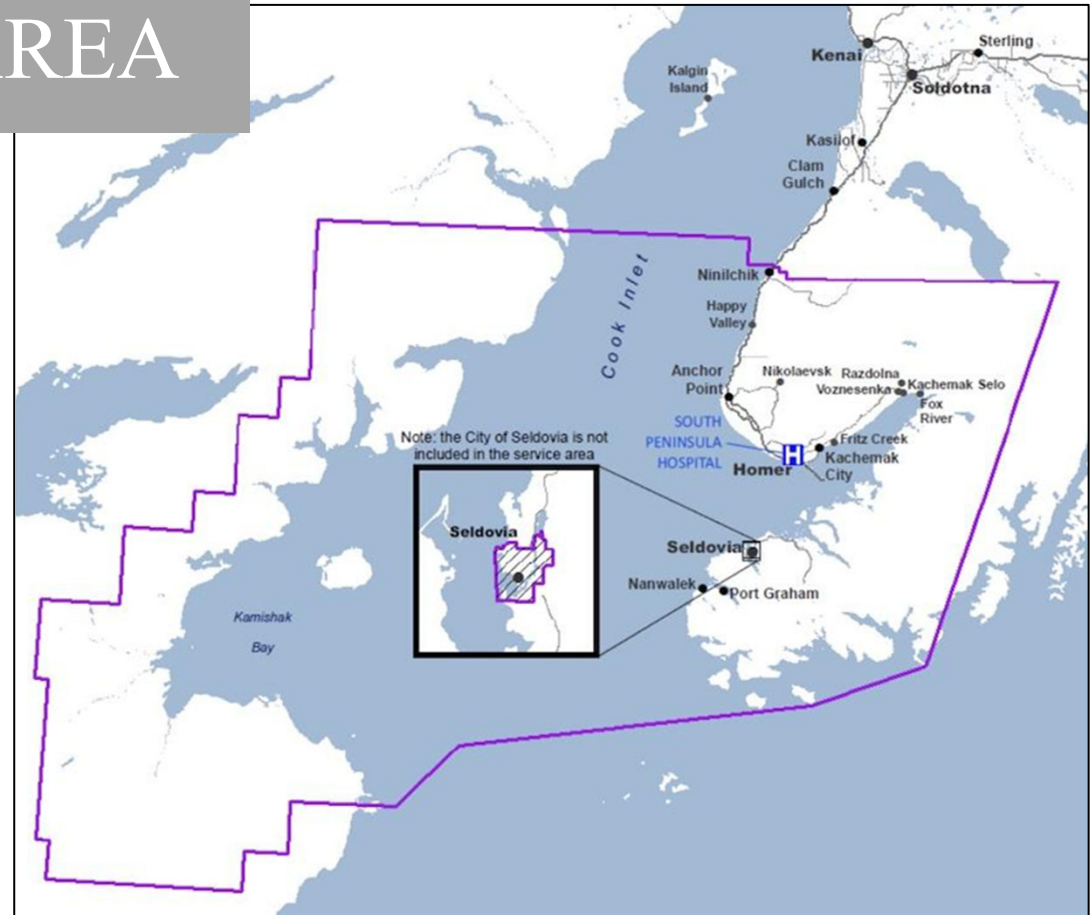


Questions or concerns with care? Call South Peninsula Hospital (907) 235-0389 or Alaska State Health Facilities Licensing & Certification (907) 334-2483

OUR SERVICE AREA

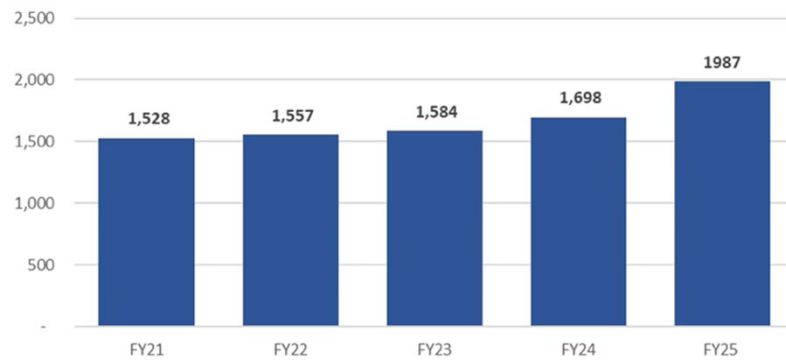
Ninilchik to the southern side of Kachemak Bay and across Cook Inlet:

- Anchor Point
- Diamond Ridge
- Fox River
- Fritz Creek
- Halibut Cove
- Happy Valley
- City of Homer
- Kachemak City
- Nikolaevsk
- Ninilchik

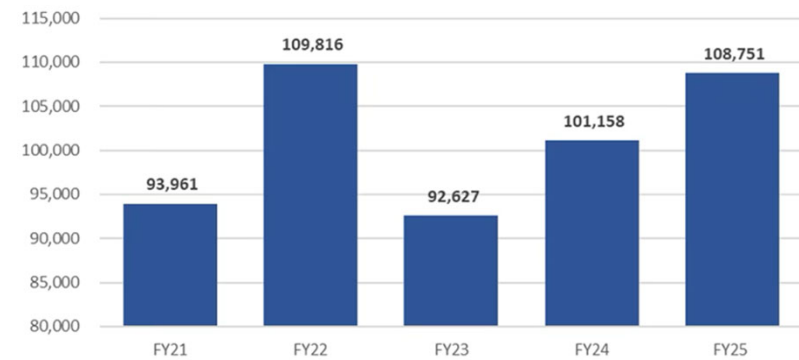


GROWTH OVER TIME

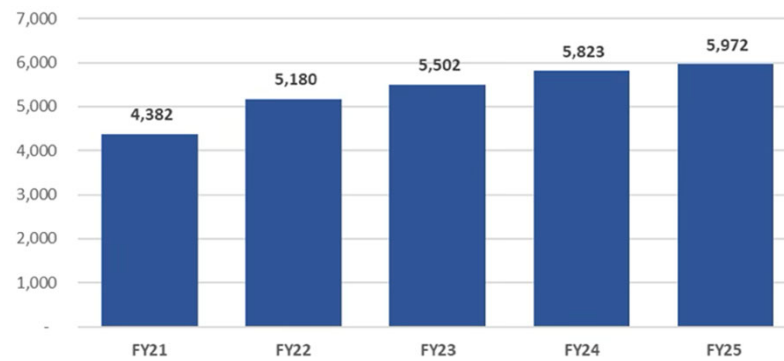
Total Surgeries



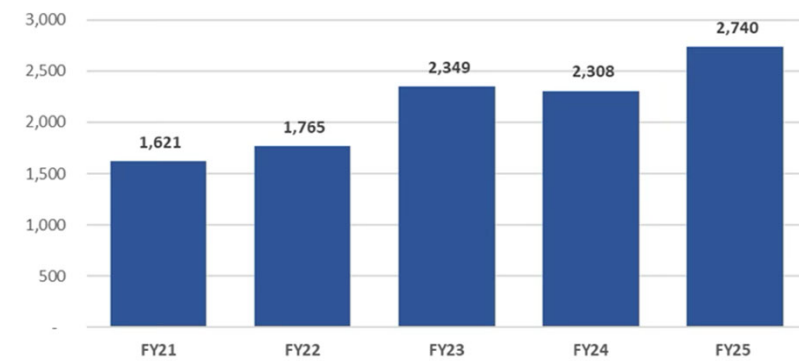
Total Outpatient Visits



Total ER Visits

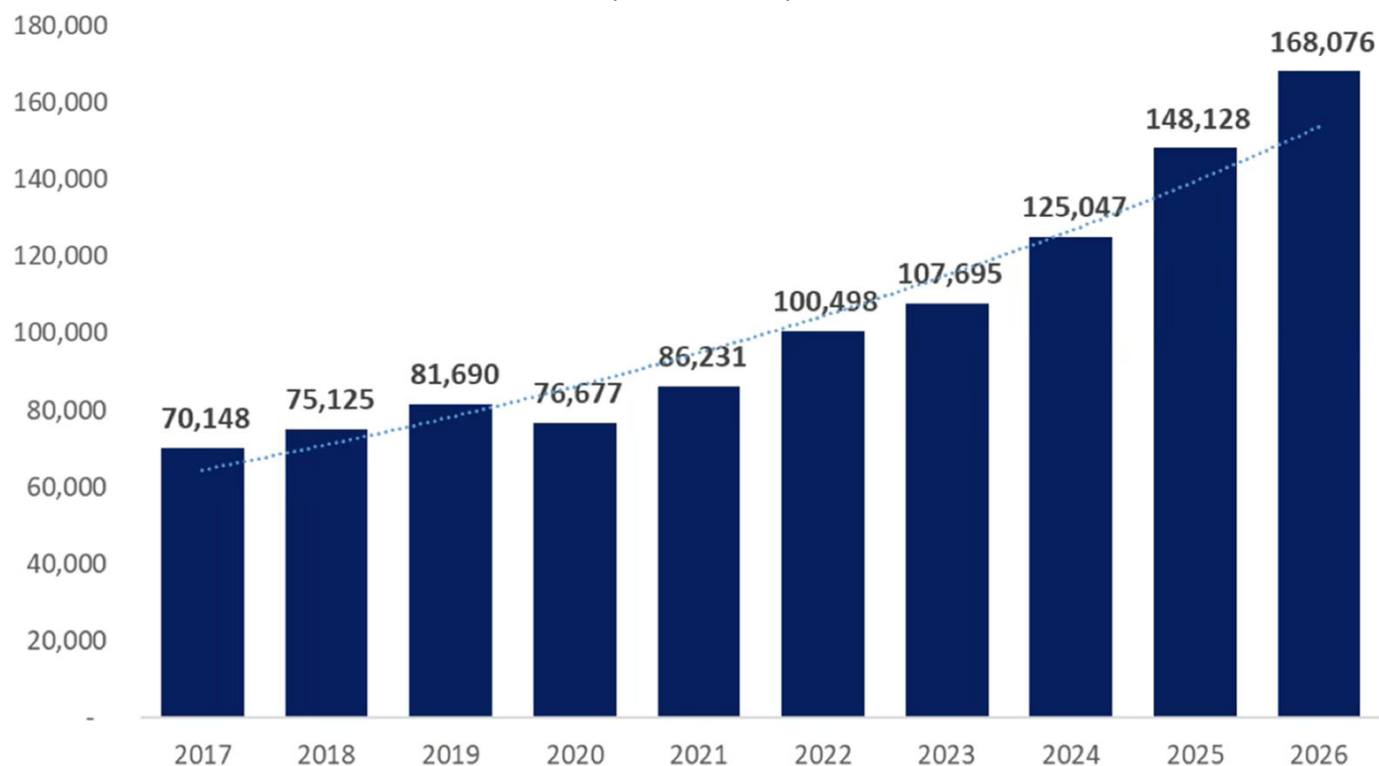


Total Infusion Visits



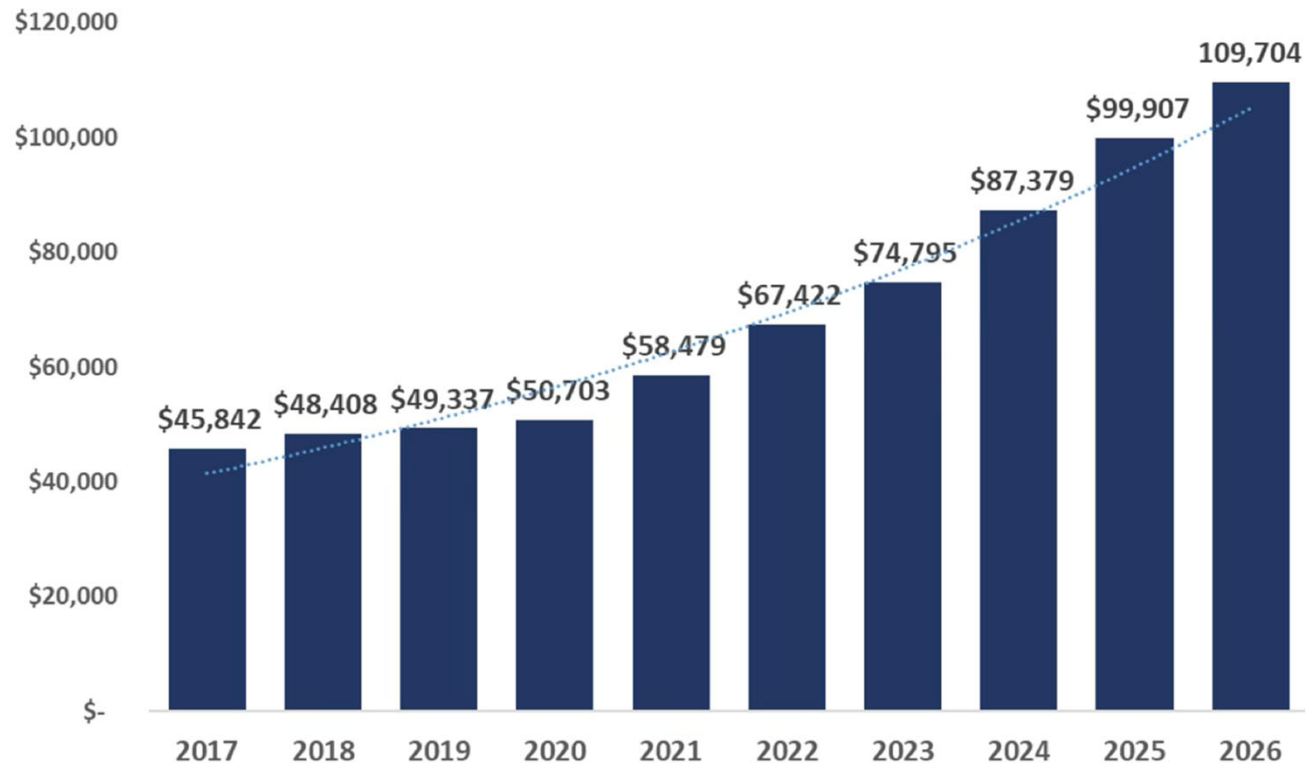
FINANCIAL HIGHLIGHTS

TOTAL OPERATING REVENUE (in thousands)



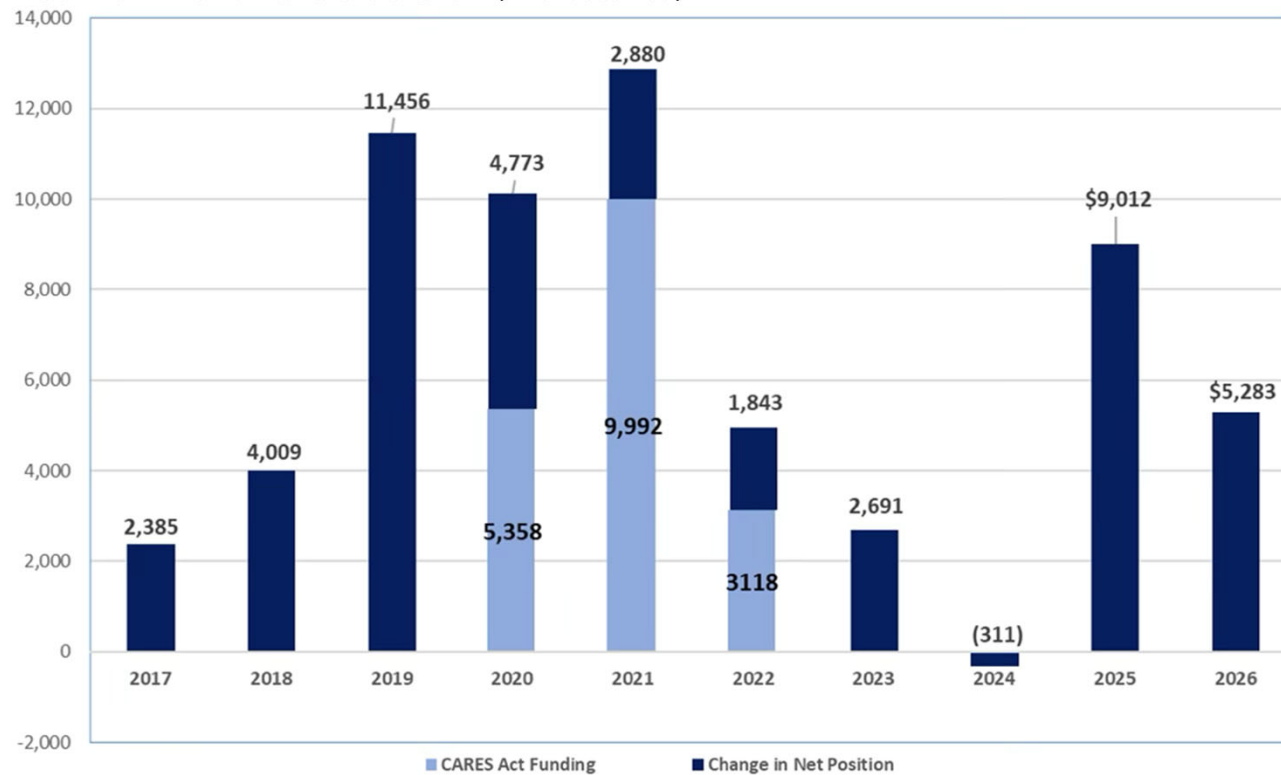
FINANCIAL HIGHLIGHTS

SALARIES WAGES & BENEFITS (in thousands)



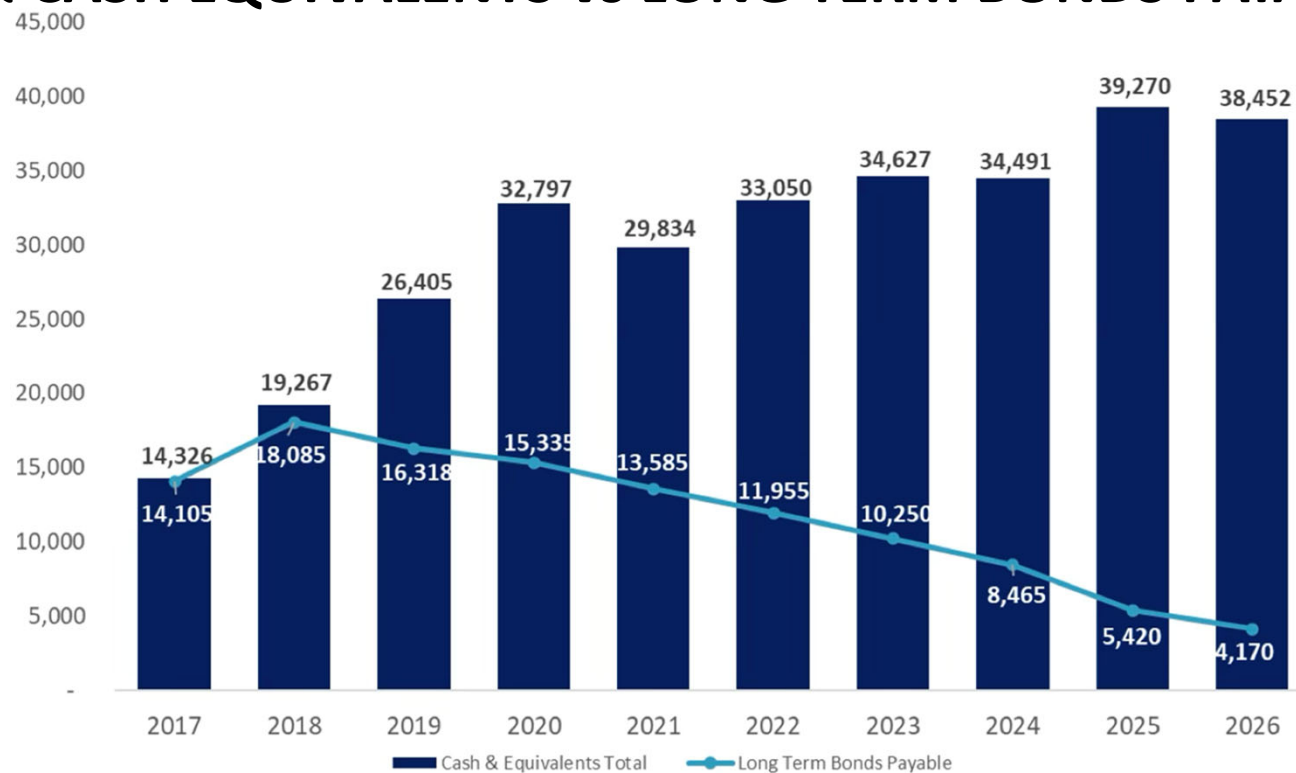
FINANCIAL HIGHLIGHTS

CHANGE IN NET POSITION (in thousands)



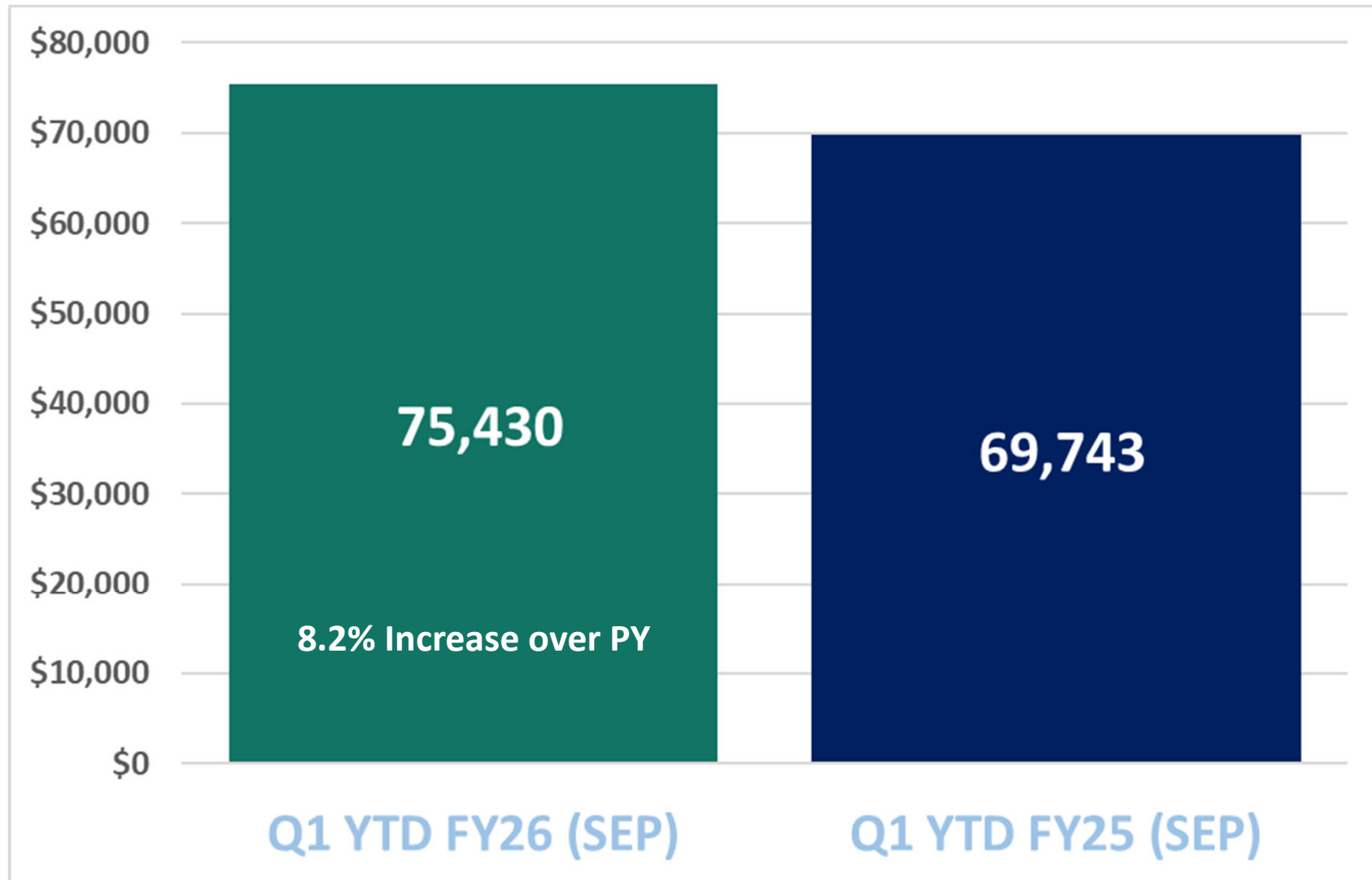
FINANCIAL HIGHLIGHTS

CASH & CASH EQUIVALENTS vs LONG TERM BONDS PAYABLE (in thousands)



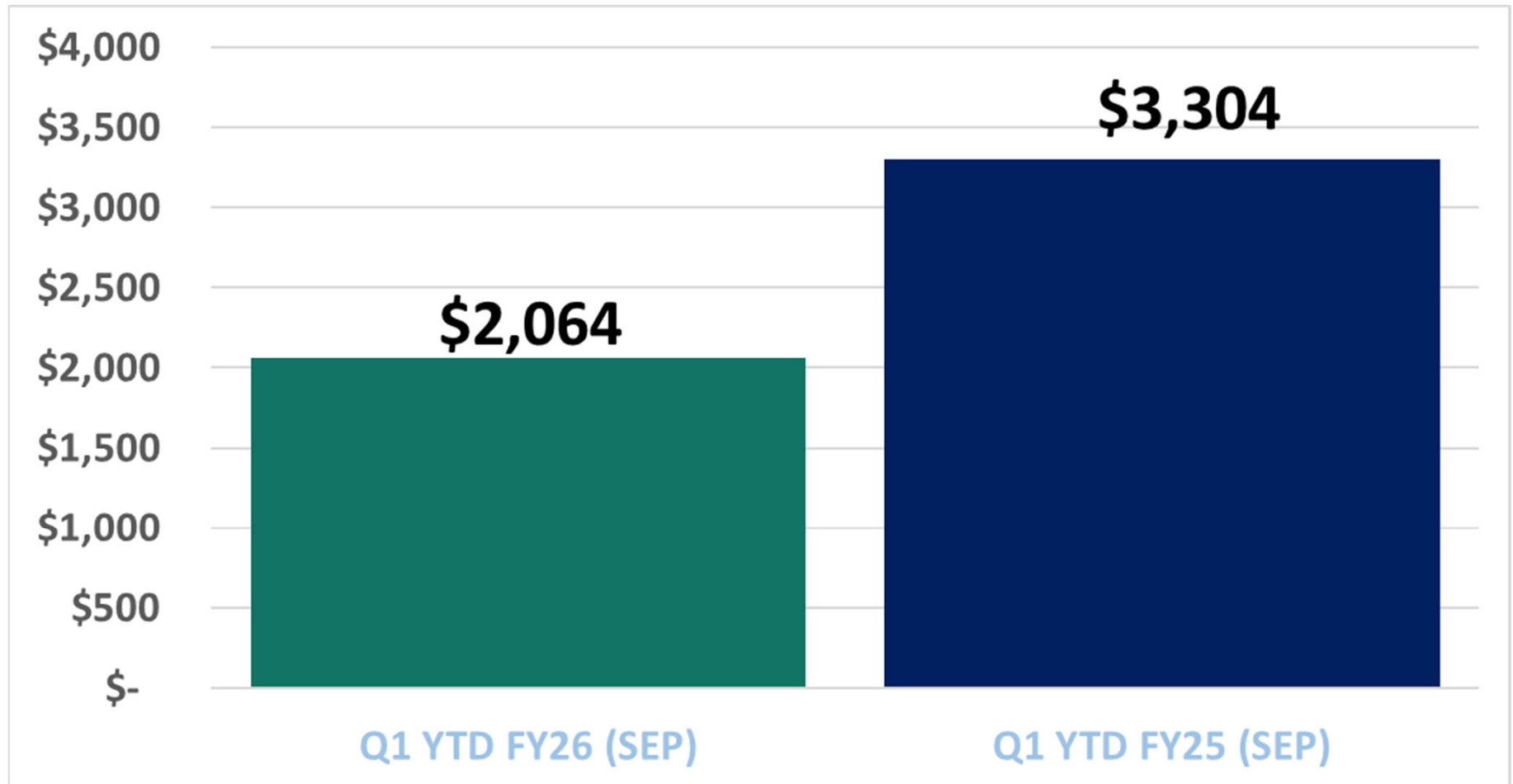
Gross Patient Revenue-Q1 YTD FY26

(in thousands)



Operating Income-Q1 YTD FY26

(in thousands)



A FEW NEW PROVIDERS



Melissa
Heiry, MD
Neurology



Lauren
Dorsey-Spitz, DO
Pediatrics



Gregory
Aird, MD
*Diagnostic
Radiology*



Jenna
Aird, MD
Dermatology



Ian
Wisecarver, MD
*Reconstructive
Plastic Surgery*



Lars
Matkin, MD
*Joint Replacement
Orthopedic Surgeon*

EXPANDED SERVICES

**OB/GYN • Behavioral Health • Functional Medicine • General
Surgery**



NEW ELECTRONIC HEALTH RECORD - EHR

New!
Epic MyChart

NEW PATIENT PORTAL

EMPLOYEE CHILDCARE



203 WEST PIONEER AVE

EMPLOYEE HOUSING

**Private development –
long term lease to SPH**



PROJECT LOCATION – STERLING HWY



SITE PLAN



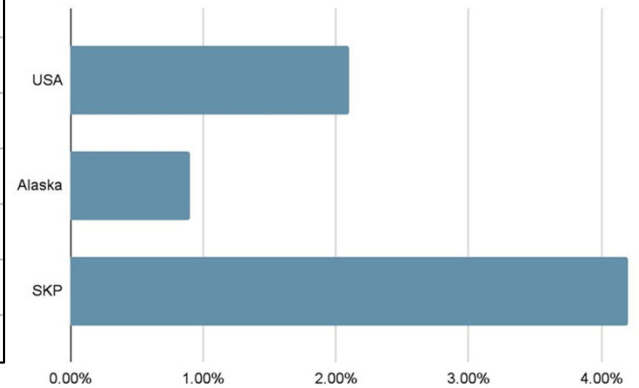
CONSTRUCTION

CHALLENGES

AGING & GROWING POPULATION

POPULATION GROWTH ESTIMATE 2023 TO 2028

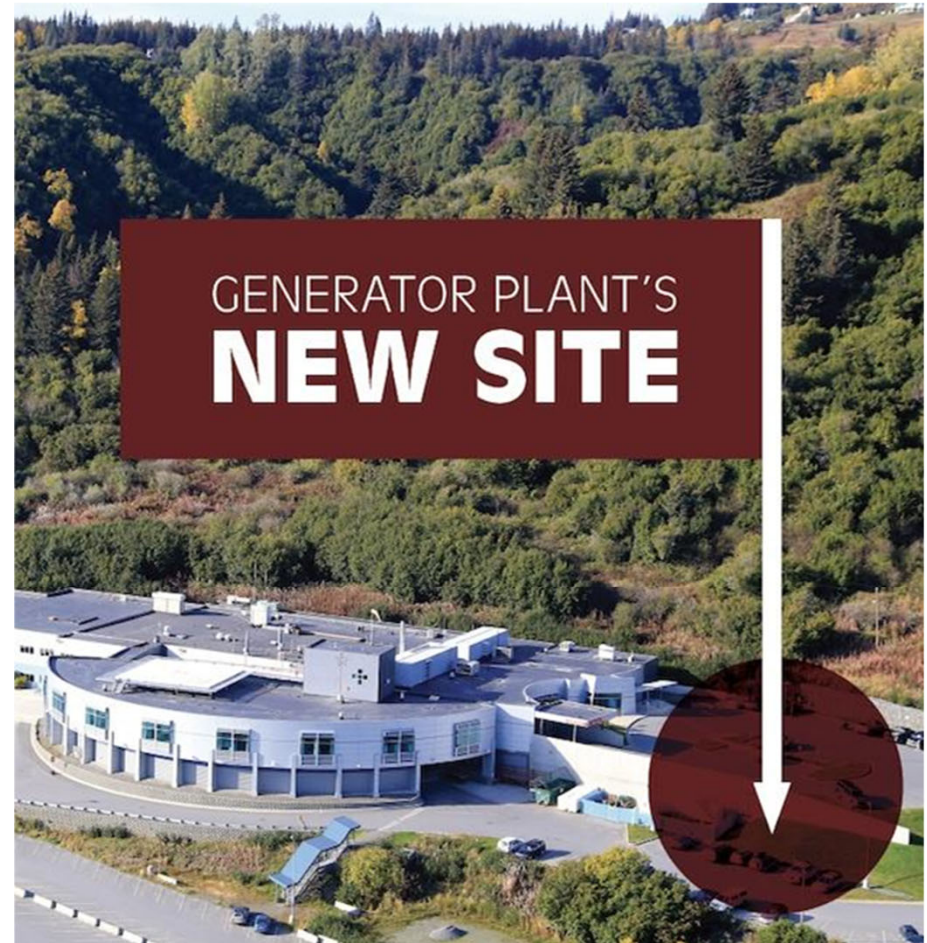
2023 Population by Age	Total	SKP Total Population: 15,575	Alaska	USA
Age 0-14	2,674	17%	20.2%	18.0%
Age 15-24	1,686	10.8%	13.2%	13.1%
Age 25-54	5,190	33.3%	40.3%	38.4%
Age 55-64	<u>2,446</u>	<u>15.7%</u>	12.0%	12.6%
Age 65-84	<u>3,318</u>	<u>21.3%</u>	13.3%	15.9%
Age 85 and Over	<u>261</u>	<u>1.6%</u>	1.1%	2.1%
% Senior Pop.		39%	26%	31%



UPDATE

Upgrade critical infrastructure to ensure sustainability

Nearly 70 of the hospital's mechanical systems are outdated and require immediate replacement.



MAXIMIZE

Finish existing space & investments to expand our care

Complete unfinished 11,000-square-foot lower level to relocate and expand pharmacy



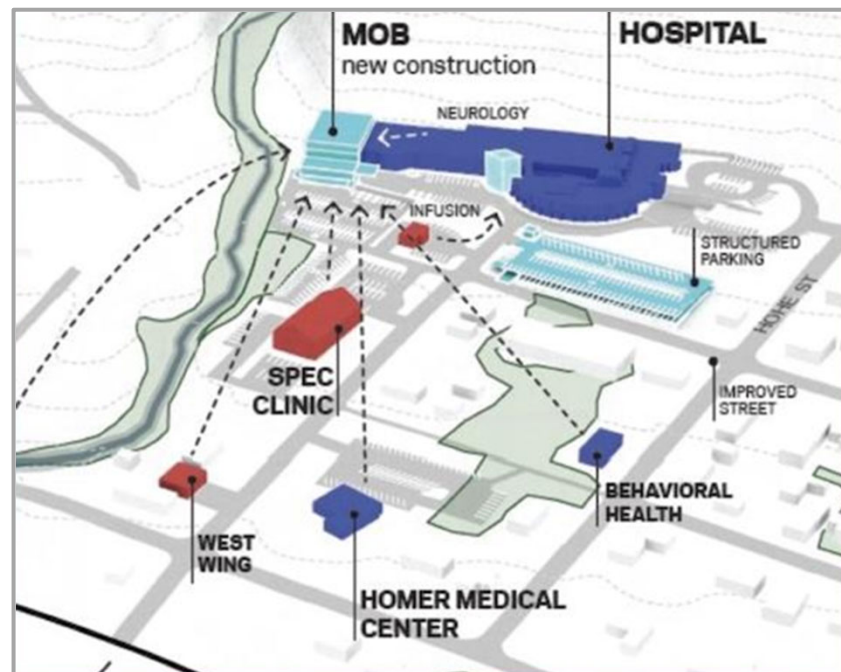
GROW

*Acquire real estate for
hospital
campus expansion*



CONSOLIDATE

Consolidate clinics to improve patient experience & reduce costs in a Medical Office Building (MOB)



CONCEPTUAL ILLUSTRATION - FOR DISCUSSION ONLY

This concept, taken from the 2023 Facilities Master Plan, represents one possible option being considered

ROTARY HEALTH FAIR



Providing low-cost blood tests to over 850 community members!



Low-Cost Blood Tests



ANNUAL TESTING:

- Tracks changes over time
- Determines your baseline
- Catches problems early

Oct. 22 - Nov. 5
Monday - Friday
7:00 - 10:00 am
4251 Hohe Street

Discounted Tests

BASIC PANEL: \$40
Regular Price: \$575
Includes Complete Blood Count, Cholesterol & Metabolic Panel

WELLNESS PACKAGE: \$99
Regular Price: \$870
Includes Basic Panel, TSH (Thyroid Stimulating Hormone) & Vitamin D

LOWEST EVER PRICES

SPECIALIZED LABS

A1C:	\$35
PSA:	\$35
TSH:	\$30
Vitamin D:	\$40
Vitamin Panel:	\$70
(D, B12, Folate)	
Iron Panel:	\$30
(Iron, Transferrin, Ferritin)	

APPOINTMENTS REQUIRED

Make Appointment & Pay at
RotaryHealthFair.org

QUESTIONS? HELPLINE:
907-399-3158



SAVE THE DATE: ROTARY HEALTH FAIR ON NOV. 8

Thank you

QUESTIONS?



*South Peninsula Hospital is the healthcare provider of choice,
with a dynamic and dedicated team committed to service excellence.*



Kenai Peninsula Borough School District

November 18, 2025

Clayton Holland,
Superintendent



KPBSD Core Values

- Community
- Perseverance
- Academic Excellence
- Integrity



KPBSD Strategic Plan

2025- 26 District Priorities

1

Student Success

Literacy & math growth
CTE course attainment
College credits earned

2

Family & Community Engagement

Strong communication
Family involvement
Business partnerships

3

School Climate & Safety

Sense of belonging
Safe, secure schools

4

Workforce Development

Onboarding improvements
Staff retention focus

5

Organizational & Resource Management

Align funding to goals
Train-the-trainer PD
Grant committee
Capital improvement process



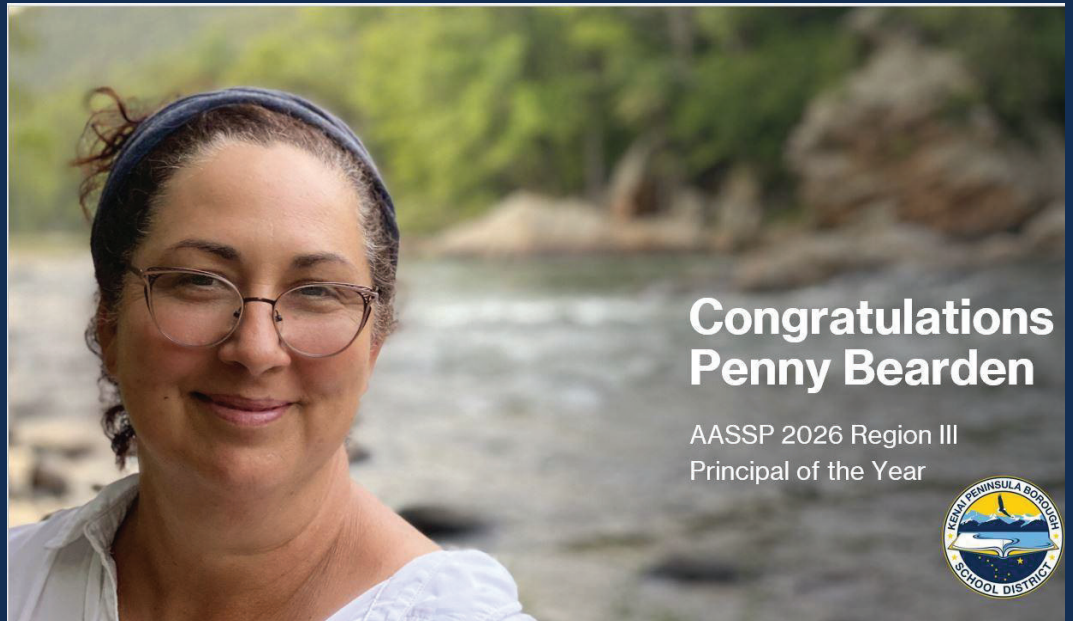


Congratulations Katharine Bynagle

AASSP 2026 Region III Assistant Principal of the Year



**AASSP
2026 Principal of the Year
and
2026 Assistant Principal
of the Year**



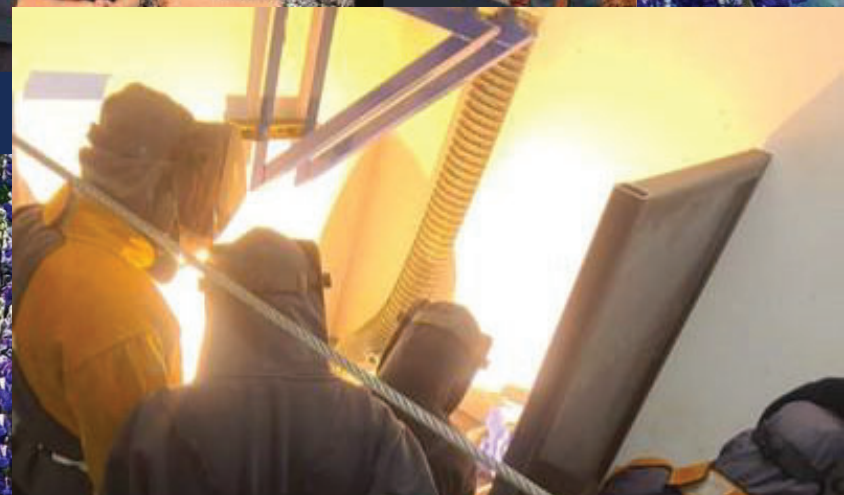
Congratulations Penny Bearden

AASSP 2026 Region III
Principal of the Year



CELEBRATIONS

Mike Sturm &
Razdolna School
recognized by DEED with
Innovative CTE Program
award



GROWING FORWARD
Leading with Clarity, Learning for Impact





**KPBSD State Champion
Athletics programs:
Homer Mariners Cross
Country teams**





**KPBSD State Champion
Athletics programs:
Soldotna High School and
Homer High School Football**



FY 27 Budget Development

- Annual Audit

- KPBSD just completed our annual audit.
- Our budget process and planning is available on the district website - Departments - Finance

- Borough Budget

- State Budget \$6,600 BSA



2024-25 State Test Scores: Reading

2024-2025 Growth represented as percentiles.

50th %ile is considered typical growth. Purple boxes show where KPBSD grew more than Alaska and/or the nation. Blue outline shows KPBSD outgrowing both.

KPBSD outperformed the State of Alaska on state testing.

Our growth data shows we are growing at a higher rate than the state average.



READING MEDIAN CGP	KPBSD	Alaska	National
3	53	46	50
4	52	45	53
5	58	50	52
6	62	50	53
7	51	49	54
8	59	53	55
9	51	45	

<https://www.nwea.org/research/map-growth-national-dashboard/>
<https://education.alaska.gov/assessments/akstar/results#mapgrowth2425>

2024-25 State Test Scores: Math

2024-2025 Growth represented as percentiles.

50th %ile is considered typical growth. Purple boxes show where KPBSD grew more Alaska and/or the nation. Blue outline shows KPBSD outgrowing both.

MATH MEDIAN CGP	KPBSD	Alaska	National
3	62	65	51
4	53	64	53
5	67	64	52
6	56	55	50
7	57	61	51
8	53	61	51
9	50	50	

This trend is seen in both reading AND math growth

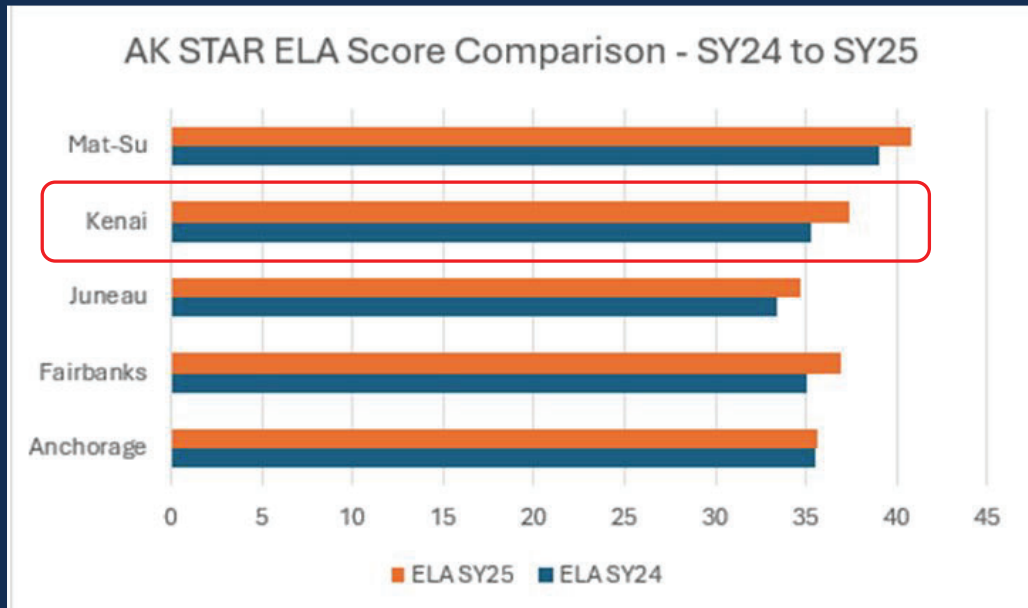


<https://www.nwea.org/research/map-growth-national-das>
<https://education.alaska.gov/assessments/standards/math>

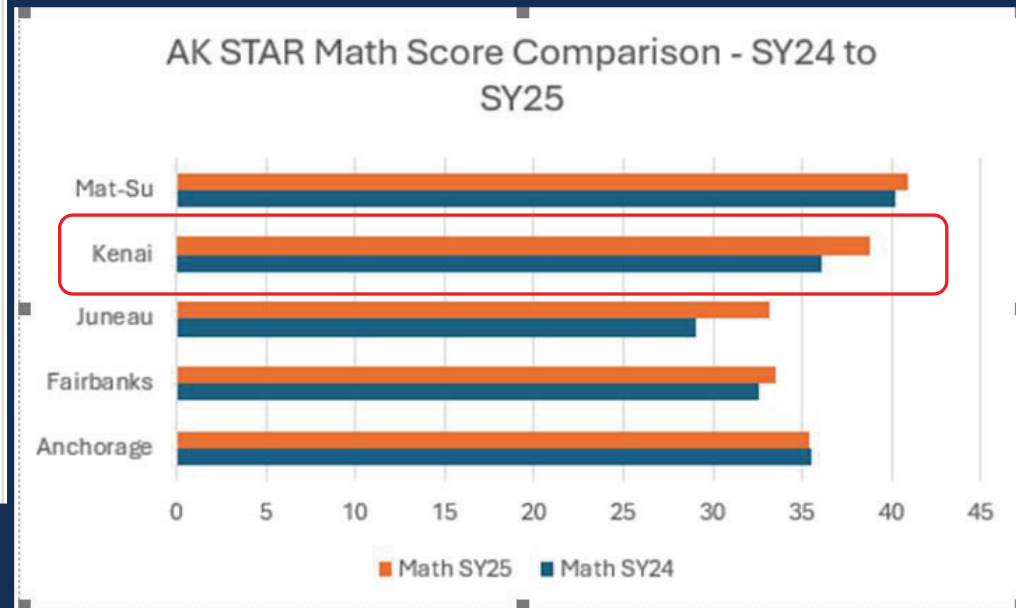
2024-25 State Test Scores: Comparison to the “Big 5”



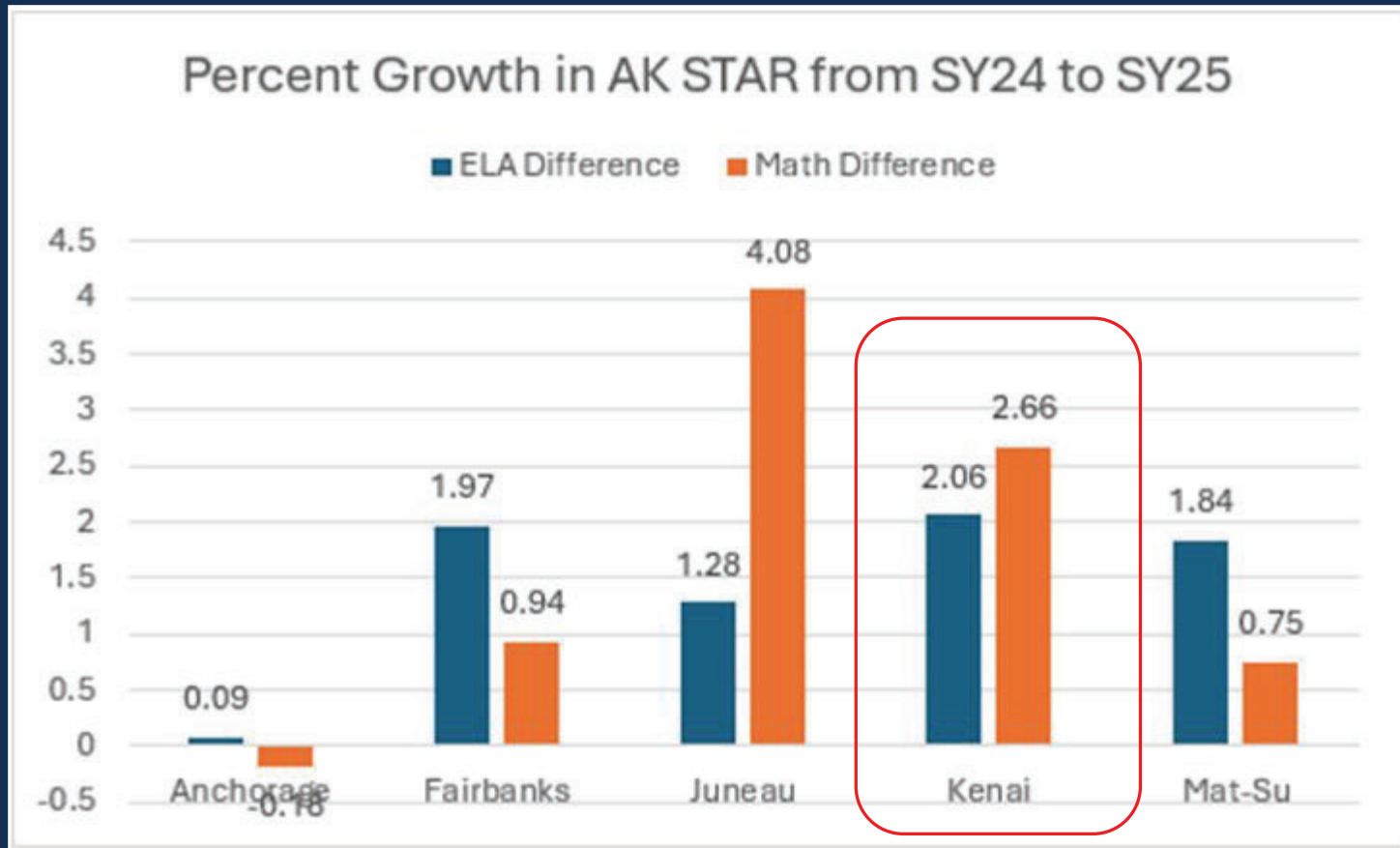
ELA Scores:



Math Scores:



2024-25 State Test Scores: Comparison to the “Big 5”



National Test Score Comparison:



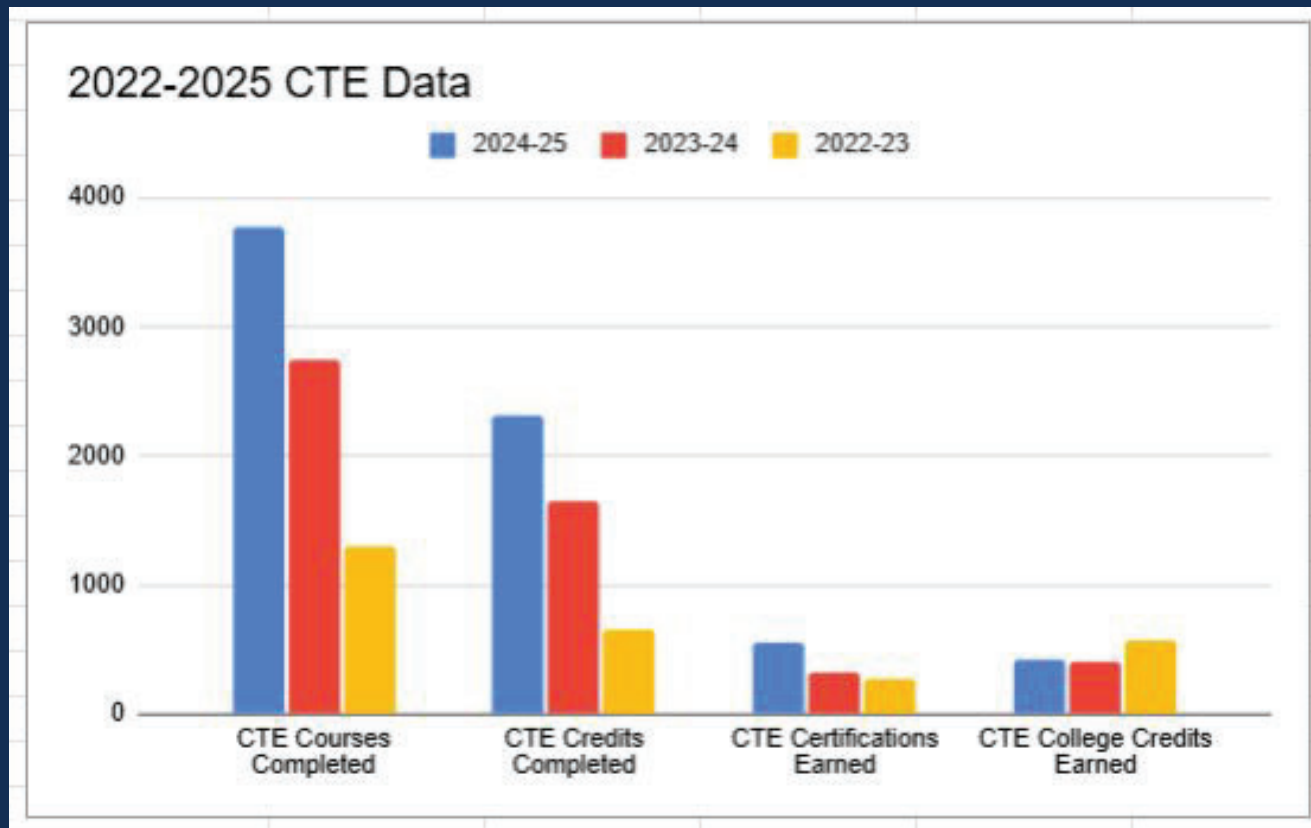
Congratulations to
KPBSD AP Students for
a pass rate of 82%!

KPBSD students scored a 3, 4 or 5 on
336 of 406 AP Exams taken.

 CollegeBoard

AP[®]

CTE Data for KPBSD: 2024-25



- CTE Courses completed: 3771
- CTE Credits: 2320.5
- CTE Certifications: 549
- CTE College Credits: 428

Continuing to rebuild and grow CTE programs.



KPBSD Graduation Rate: 5 year trend



**2025 - 85% - 4 year
grad rate**

**6% Increase over
previous year.**

***This includes ALL
KPBSD students.**





**ARE Energy Camp - Week long camp
focused on Natural Resources &
Petroleum**



**College & Career Fair - 11th & 12th
graders meet with employers and
postsecondary training opportunities**





AHEC - Intro to Healthcare Camp (1 of 3)
Homer Camp - Seward is coming up Nov 17-21

Thank you!

Questions?



Kenai Peninsula Borough
Office of the Borough Mayor

MAYOR'S REPORT TO THE ASSEMBLY

TO: Members, Kenai Peninsula Borough Assembly
FROM: Peter A. Micciche, Kenai Peninsula Borough Mayor
DATE: November 18, 2025



Assembly Request / Response

None

Agreements and Contracts

- a. Authorization to Award Contract to MCG Explore Design for the Soldotna Schools Renovation of the Existing Soldotna Preparatory Facility
- b. Authorization to Award Contract for ITB26-003 Ninilchik School Septic/Leach Field Modifications

Other

- a. Capital Project Reports- September 30, 2025

Kenai Peninsula Borough
Purchasing & Contracting

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor

THRU: John Hedges, Purchasing & Contracting Director *JH*

FROM: Tim Scher, Project Manager *TS*

DATE: October 23, 2025

RE: Authorization to Award a Contract to MCG Explore Design for the Soldotna Schools Renovation of the existing Soldotna Preparatory Facility

On September 23, 2024, the Kenai Peninsula Borough Purchasing & Contracting Department formally solicited proposals for RFP25-008 Soldotna Elementary and Soldotna Prep Education Specifications. MCG Explore Design (MCG) was selected as the most qualified responsive proposer, scoring 332 points out of a total of 400 available. Through Resolution 2024-053, the Assembly authorized award of the contract to MCG and the Mayor to execute all documents and make all agreements deemed necessary to complete the project in accordance with Resolution 2024-053 and the contract documents.

Included in the RFP was the potential for the award of the complete design and construction administration contract based on an approved Educational Specification, accepted proposal, and a negotiated cost from MCG Explore Design, Inc.

MCG Explore Design’s proposal includes phased design services for the total renovation of the existing 86,000 square foot Soldotna Preparatory Facility, including construction administration, through the life of the project. The design will be consistent with the educational specification, feasibility study, and other information developed in the delivery of the scope of services included in the previous contract and as approved by the Kenai Peninsula Borough Board of Education and the Kenai Peninsula Borough Assembly.

The negotiated cost for MCG Explore Design, to provide these services is \$3,127,491.00 Your approval for this award is hereby requested.

Funding of this contract will be charged to account number 401-78050-23S01-49311.

Alycine

Peter A. Micciche, Borough Mayor

10/27/2025

Date

NOTES: NA

FINANCE DEPARTMENT FUNDS VERIFIED	
Acct. No.	401-78050-23S01-49311
Amount	\$3,127,491.00
By: <i>CJ</i>	<i>SD for B.H.</i> 10/24/2025

Kenai Peninsula Borough

Purchasing & Contracting

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor

THRU: John Hedges, Purchasing & Contracting Director *JH*

FROM: Carmen Vick, Maintenance Foreman *CV*

DATE: October 20, 2025

RE: Authorization to Award a Contract for ITB26-003 Ninilchik School Septic / Leach Field Modifications.

The Purchasing and Contracting Office formally solicited and received bids for the ITB26-003 Ninilchik School Septic / Leach Field Modifications. Bid packets were released on September 15, 2025 and the Invitation to Bid was advertised on Bid Express from September 15 – October 8, 2025.

The project consists of providing all labor and materials to replace an existing (SAS) Soil Absorption System at the Ninilchik School

On the due date of October 8, 2025, five (5) bids were received and reviewed to ensure that all the specifications and delivery schedules were met. The low bid of \$64,400.00 was submitted by Fetterhoff Services, LLC, Homer, Alaska.

Your approval for this bid award is hereby requested. Funding for this project is in account number 400-71100-25NSS-43780.



Peter A. Micciche, Borough Mayor

10/27/2025

Date

FINANCE DEPARTMENT FUNDS VERIFIED	
Acct. No.	400-71100-25NSS-43780
Amount:	\$64,400.00
By: <i>CV</i>	SD for BH Date: 10/21/2025

NOTES: NA

KENAI PENINSULA BOROUGH PURCHASING & CONTRACTING

BID TAB FOR: ITB26-003 Ninilchik School Septic / Leach Field Modifications

CONTRACTOR	LOCATION	BASE BID
Fetterhoff Services, LLC	Homer, Alaska	\$64,400.00
Paul's Services	Anchor Point, Alaska	\$92,000.00
Gregoire Construction	Homer, Alaska	\$94,898.98
Arno Construction	Homer, Alaska	\$98,863.00
Ak Built Construction & Design, LLC	Eagle River, Alaska	\$435,920.00

DUE DATE: October 8, 2025

KPB OFFICIAL: _____



John Hedges, Purchasing & Contracting Director

Kenai Peninsula Borough

Finance Department

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members of the Kenai Peninsula Borough Assembly

THRU: Peter A. Micciche, Borough Mayor

THRU: Brandi Harbaugh, Finance Director *BA*

FROM: Tyra Rivera, Payroll Accountant *TR*

DATE: November 6, 2025

RE: Capital Project Reports – September 30, 2025

Attached are the quarterly project reports for the Borough's capital project funds:

Fund 400 - Borough and Grant Funded School Capital Projects Fund
Fund 401 - Bond Funded Capital Projects Fund
Fund 407 - General Government Capital Projects Fund
Fund 411 - Solid Waste Capital Projects Fund
Fund 434 - Road Service Area Capital Projects Fund
Fund 441 - Nikiski Fire Service Area Capital Projects Fund
Fund 442 - Bear Creek Fire Service Area Capital Projects Fund
Fund 443 - Central Emergency Service Area Capital Projects Fund
Fund 444 - Western Emergency Service Area Capital Projects Fund
Fund 446 - Kachemak Emergency Service Area Capital Projects Fund
Fund 455 - Communication Center 911 Capital Projects Fund
Fund 459 - North Peninsula Recreation Service Area Capital Projects Fund
Fund 490 - Central Peninsula Hospital Capital Projects Fund
Fund 491 - South Peninsula Hospital Capital Projects Fund

School Revenue Projects - Fund 400

Balances through September 30, 2025

	Project	Year Appropriated	Site Number	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
Sch	13DSG	2013	78050	A/W Design Improvements	\$ 200,000	\$ 10,862	\$ 642	\$ 189,780	\$ 10,220
	14000	2014	78050	A/W Auditorium Lighting	75,000	7,561	-	67,439	7,561
Grant	KSELO	2019	71065	KSELO New School Construction	13,010,000	12,142,196	7,695	875,500	12,134,500
	20756	2020	78050	A/W Asbestos Removal/Repair	75,000	69	-	74,931	69
	21759	2021	78050	A/W Water Quality Improvements	50,000	2,687	160	47,473	2,527
	21802	2021	78050	A/W Asphalt/Sidewalk Repair	100,000	734	-	99,266	734
	21803	2021	78050	A/W Elevator Upgrades	75,000	39,009	-	35,991	39,009
	21DRS	2021	78050	A/W Doors/Entries	100,000	79,895	74,427	94,532	5,468
	22000	2022	78050	A/W Auditorium Lighting	300,000	294,961	-	5,039	294,961
	22856	2022	78050	A/W Security/Safety	175,000	22,295	13,637	166,342	8,658
	22DSG	2022	78050	A/W Assessment/Design	300,000	6,282	282	294,000	6,000
	HHSRF	2022	72010	Homer High Roof Phase 2 & 3	1,690,000	669,701	-	1,020,299	669,701
	23759	2023	78050	A/W Water Quality Improvements	40,000	1,032	-	38,968	1,032
	23803	2023	78050	A/W Elevator Upgrades	50,000	50,000	-	-	50,000
	23851	2023	78010	A/W Portables/Outbuildings	350,000	49,113	-	300,887	49,113
	23855	2023	78050	A/W Locker Replacement	250,000	128	128	250,000	-
	23856	2023	78050	A/W Security/Safety	150,000	42,536	34,316	141,780	8,220
	23860	2023	78050	A/W Generator/Hardware	50,000	20,762	-	29,238	20,762
	23861	2023	78050	A/W Auditorium Lighting	300,000	300,000	-	-	300,000
	23DSG	2023	78050	A/W Assessment/Design	100,000	36,722	18,350	81,628	18,372
	23HWI	2023	72051	West Homer El Water Infiltration	110,000	110,000	-	-	110,000
	24711	2024	78050	A/W Roof Repair	225,000	210,110	-	14,890	210,110
	24714	2024	78050	A/W Building Envelope Upgrades	190,000	468,980	56,844	252,864	412,136
	24755	2024	78050	A/W Flooring Upgrades	500,000	282,582	23,452	590,727	259,130
	24756	2024	78050	A/W Asbestos Removal/Repair	200,000	199,461	2,096	102,635	197,365
	24758	2024	78050	A/W Electrical/Lighting	325,000	226,810	60,692	158,882	166,118
	24759	2024	78050	A/W Water Quality Improvements	85,000	157,329	43,165	104,836	114,164
	24780	2024	78050	A/W Playground Upgrades	100,000	82,601	972	68,370	81,630
	24781	2024	78050	A/W Pool Repair	30,000	5,365	-	24,635	5,365
	24801	2024	78050	A/W HVAC/DDC/Boiler Upgrades	2,605,000	2,267,184	592,916	2,080,732	1,674,268
	24802	2024	78050	A/W Asphalt/Sidewalk Repair	759,000	550,762	170,038	972,275	380,725
	24855	2024	78050	A/W Locker Replacement	200,000	385,939	70,491	134,552	315,448
	24856	2024	78050	A/W Security/Safety	350,000	289,216	164,478	225,262	124,738
	24860	2024	78050	A/W Generator/Hardware	210,000	208,151	11,369	13,218	196,782
	24862	2024	78050	A/W Drainage and Interior Reno	990,402	482,038	-	608,364	482,038
Grant	SLF08	2024	71040	Hope Roof Replacement	77,436	1,174	-	76,262	1,174
	25727	2025	78050	A/W Bleacher Replacement	450,000	202,082	-	247,918	202,082
	25728	2025	78050	A/W Doors/Entries	108,280	107,783	107,783	108,280	-
	25782	2025	78050	A/W ADA Upgrades	50,000	25,749	5,630	29,881	20,119
	25803	2025	78050	A/W Elevator Upgrades	212,000	212,000	-	-	212,000
	25DSG	2025	78050	A/W Design Improvements	835,709	752,674	38,102	121,137	714,572
	CHLND	2025	78050	Land Acquisition	850,000	59,075	2,439	793,365	56,635
	25NSN	2025	78050	Ninilchik Sewer System	200,000	181,366	-	18,634	181,366
	25ROF	2025	78050	KCHS VOTEC ROOF Repairs	208,817	174,767	997	35,047	173,770
	26755	2026	75020	Seward High Flooring Replacement	207,400	207,400	-	-	207,400
	26851	2026	78050	A/W Portables & Outbuildings	130,000	130,000	-	-	130,000
	26852	2026	78050	A/W Septic System Improvements	100,000	100,000	-	-	100,000

Project Totals \$ 30,951,901 \$ 21,857,142 \$ 1,501,100 \$ 10,595,859 \$ 20,356,042

Beginning Fund Balance 7/1/25 \$ 10,029,956

Funds Provided:

	FY26 Transfer from General Fund	\$ 4,100,000
13DSG	Local Contribution - KPBSD Design	10,862
KSELO	AK Dept of Education & Early Development	9,421,687
SLF	US Dept of Treasury - APRA Funds	1,174
	Auction Proceeds	-
	Total Funds Provided	<u>13,533,723</u>

Funds applied - current year expenditures (1,501,100)

Funds obligated to existing projects (20,356,042)

Projects completed, cancelled or other funding source identified

Funds available for appropriation and for future capital expansion plans \$ 1,706,537

School Bond Projects - Fund 401

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
14SCH	2014	FY14 School Roofs/Homer Field	\$ 61	\$ 61	\$ 61	\$ 61	\$ -
23SCH	2023	FY23 School Bonds	34,087,915	27,432,928	1,762,246	8,417,233	25,670,682
24SCH	2024	FY14 Roof Bonds/Hope Roof 2024	497,310	175,440	151,360	473,230	24,080
Project Totals			\$ 34,585,285	\$ 27,608,428	\$ 1,913,666	\$ 8,890,523	\$ 25,694,762

	Bonds	Interest	Local - GF	Total
Beginning Fund Balance 7/1/25	\$ 27,568,190	\$ 3,023,217	\$ 40,239	\$ 30,631,645
Funds Provided:				
14SCH FY14 School Roofs/Homer Field	-	-	-	-
23SCH FY23 School Bonds	-	324,896	-	324,896
24SCH FY14 Roof Bonds/Hope Roof 2024	-	6,831	-	6,831
Total Funds Provided	-	331,727	-	331,727
Funds applied - current year expenditures:				
14SCH FY14 School Roofs/Homer Field	-	-	-	-
23SCH FY23 School Bonds	(1,762,246)	-	-	(1,762,246)
24SCH FY14 Roof Bonds/Hope Roof 2024	(151,360)	-	-	(151,360)
Total Funds Applied - current year expenditures	(1,913,606)	-	-	(1,913,606)
Funds obligated to existing projects:				
14SCH FY14 School Roofs/Homer Field	-	-	-	-
23SCH FY23 School Bonds	(25,670,682)	-	-	(25,670,682)
24SCH FY14 Roof Bonds/Hope Roof 2024	16,159	-	(40,239)	(24,080)
Total funds obligated to existing projects	(25,654,523)	-	(40,239)	(25,694,762)
Projects completed or cancelled	-	-	-	-
Funds avail. for approp. and for future capital expansion plans	\$ 61	\$ 3,354,944	\$ -	\$ 3,355,005

Resolution 2023-003 authorized the issuance of bonds, not to exceed 65,550,000, for the financing of certain educational capital improvements. 23SCH is Phase I of the issuance, and projects include:

- 23S01 Soldotna Elementary Replacement
- 23S02 Soldotna Prep Renovation
- 23S03 Seward High Track/Field Replacement
- 23S04 Kenai High Field Concession
- 23S05 Kenai Middle Security/Food Service Renovation
- 23S06 North Star El Roof Replacement
- 23S07 Parent Student Drop Off Improvement
- 23S08 Nikiski Track/Field Replacement
- 23S09 Maintenance Shop
- 23S10 Soldotna Siding Project
- 23S11 Mountain View El Roof
- 23S12 Homer High School Front Entrance Improvements
- 23S13 Hope Roof

General Government Projects - Fund 407

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
22SIR	2022	Siren Warning System Replacement	700,000	588,912	-	111,088	588,912
24SPC	2024	Special Assessment Software	126,000	84,003	-	41,997	84,003
25471	2025	River Center Roof	490,058	240,796	1,159	250,421	239,637
25472	2025	River Center ADA Improvements	153,867	129,466	-	24,402	129,466
26471	2026	CLK Office Carpet Replacement	14,000	14,000	-	-	14,000
26472	2026	FIN Budgeting Software	60,000	60,000	-	-	60,000
26473	2026	Pictometry	334,000	334,000	-	-	334,000
Project Totals			<u>\$ 1,877,925</u>	<u>\$ 1,451,176</u>	<u>\$ 1,159</u>	<u>\$ 427,908</u>	<u>\$ 1,450,017</u>
Beginning Fund Balance 7/1/25							\$ 1,327,479
Funds Provided:							
FY26 Transfer from General Fund						\$ 150,000	
Total Funds Provided							150,000
Funds applied - current year expenditures							(1,159)
Funds obligated to existing projects							(1,450,017)
Projects completed or cancelled							
Funds available for appropriation and for future capital expansion plans							<u>\$ 26,302</u>

Solid Waste Projects - Fund 411

Balances through September 30, 2025

Project	Year	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
Appropriated							
Grant	22FIR	2022	CPL Building Fire Detection System	\$ 40,000	\$ 40,000	\$ -	\$ 40,000
	22LIT	2022	AW Facility Lighting	90,000	32,543	-	32,543
	SLF02	2022	Leachate Improvements - ARPA Funds	5,130,710	977,965	905,369	5,058,114
	23492	2023	CPL Gas/Leachate Materials	150,000	41,878	-	108,122
	23493	2023	CPL Gas Collection Design	100,000	100,000	-	-
	23497	2023	Leachate Liners	457,648	58,008	-	399,640
	24491	2024	South Peninsula Monofill Site	250,000	250,000	-	-
	24492	2024	Homer Transfer Repairs/Improvements	200,000	28,411	-	171,589
	24493	2024	CPL Site Security Improvements	200,000	200,000	-	-
	24496	2024	Utility Vehicle	60,000	23,459	-	36,541
	24498	2024	Hydroseeder	80,000	18,022	-	61,978
	24502	2024	FY24 Dumpster Repair/Replace	120,000	88,869	1,340	32,471
	25492	2025	CPL Landfill Gas/Leachate Materials	75,000	75,000	-	-
	25493	2025	CPL Fire Detection System Rebuild	160,000	160,000	-	-
	25494	2025	CPL Cell 4 Design/Construction	500,000	497,864	1,725	3,861
	25495	2025	A/W Dumpster Repairs/Replace	120,000	120,000	-	-
	25496	2025	Seward Mono/Trsf Facility Rd & Site Work	100,000	100,000	-	-
	25497	2025	SW Homer Mono/Trsf Facility Site Work & Equipment	79,529	78,529	-	1,000
Grant	LATC1	2025	Local Assis Tribal Consist - SW Leach Proj	4,000,000	3,859,719	720,564	860,845
	LEAC1	2025	Leachate Sup GF SCADA	977,504	977,504	3,098	3,098
	26491	2026	SW/HTF Loader Tires	35,000	35,000	-	-
	26492	2026	SW/HTF Baler Repairs	25,000	25,000	-	-
	26493	2026	SW/HTF Overhead Door Replacement	140,000	140,000	-	-
	26494	2026	SW/HTF Bald Bldg Siding/Roof	250,000	250,000	-	-
	26495	2026	SW/CPL Cells 1&2 Repairs	650,000	650,000	316	316
	26496	2026	SW/CPL Overhead Door Replacement	100,000	100,000	-	-
Project Totals			\$ 14,090,391	\$ 8,927,771	\$ 1,632,411	\$ 6,795,032	\$ 7,295,360

	Capt Proj Fund	Closure/Post	17SWB Bond	Total
Beginning Fund Balance 7/1/25	\$ 4,879,287	\$ 23,528,985	\$ 11,698	\$ 28,419,970
Funds Provided:				
SLF02 FY26 Transfer from Operating/Gen Fund	1,400,000	-		
LATC1 US Dept. of Treasury - ARPA Funds	1,007,254			
US Dept. of Treasury	3,859,719			
FY26 Interest Earnings	272,379			
FY26 Transfer for Closure/Post		603,049		
FY26 Interest Earnings on Bond Proceeds		-	-	7,142,401
Funds applied - current year expenditures	(1,632,411)	-		(1,632,411)
Funds obligated to existing projects	(7,295,360)	-		(7,295,360)
Projects completed or cancelled	-	-		-
Funds available for approp. and future capital expansion plans	\$ 2,490,869			2,490,869
Closure/post closure liability		\$ 24,132,034		24,132,034
Funds restricted for SWD bond			\$ 11,698	11,698
Ending fund balance				\$ 26,634,601

Road Service Area Projects - Fund 434

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
2021 Road CIP Projects (warranty purposes only)							
C2MRR	2021	Moose River Dr/River Ridge Rd	93,011	4,000	-	89,011	4,000
		Projects completed prior to FY25	1,386,495	-	-	1,386,495	-
			1,479,506				
2022 Road CIP Projects (\$3,531,000)							
22CIP	2022	B/W FY22 Local Funds	-	-	-	-	-
S8BSR	2022	Basargin Road	1,075,522	77,766	-	997,756	77,766
N3DUK	2022	Duke Street	349,221	25,669	-	323,552	25,669
W7AND	2022	St Andrews Road	373,256	60,761	-	312,495	60,761
C5SPO	2022	Sports Lake/Hakala/Cotman	709,045	79,403	-	629,642	79,403
		Projects completed prior to FY25	564,426	-	-	564,426	-
			3,531,000				
2023 Road CIP Projects (\$1,965,550)							
23CIP	2023	B/W FY23 Local Funds	553,121	553,121	-	-	553,121
C5PAR	2023	Parkway/Sylvan/Northern Lights	425,060	35,486	-	389,574	35,486
N3LIS	2023	Lisburn Ave	506,059	118,802	-	387,258	118,802
W6GOO	2023	Goodrich/Center/Retirement	91,560	25,536	-	66,024	25,536
W1GRI	2023	Griffing CT/Way/Territorial	313,250	32,787	-	280,463	32,787
N4MCG	2023	McGahan Dr	76,500	43,975	-	32,525	43,975
			1,965,550				
2024 Road CIP Projects (\$150,000)							
24CIP	2024	B/W FY24 Local Funds	9,274	9,274	-	-	9,274
S8BSN	2024	Basargin Road	-	-	-	-	-
C3SEC	2024	Seclusion/Robin/Lourdes/Robert	140,726	2,115	-	138,611	2,115
			150,000				
2025 Road CIP Projects (\$1,975,000)							
25CIP	2025	B/W FY25 Local Funds	-	-	-	-	-
C3CRL	2025	Seclusion/Robin/Lourdes/Robert	1,210,000	297,249	-	912,751	297,249
W6GRC	2025	Goodrich/Center	765,000	126,537	-	638,463	126,537
			1,975,000				
2026 Road CIP Projects (\$225,000)							
26CIP	2026	B/W FY26 Local Funds	-	-	-	-	-
C1PSM	2026	Patty/South/Merkes Design	40,000	40,000	-	-	40,000
E3BCH	2026	Beach Dr Design	55,000	55,000	-	-	55,000
N2BAS	2026	Bastein Dr Design	40,000	40,000	-	-	40,000
N3LTH	2026	Lighthouse/Rozella Design	45,000	45,000	-	-	45,000
W7MUR	2026	Murwood Ave Design	45,000	45,000	-	-	45,000
Service Area Funded - Other Projects							
23BRG	2023	FY23 Bridges Projects	300,000	63,341	9,918	246,577	53,423
DRAIN	2023	Eastway Drainage Improvements	300,000	11,250	-	288,750	11,250
24BRG	2024	FY23 Bridges Projects	300,000	300,000	-	-	300,000
25GRV	2025	FY25 Borough Gravel Projects	303,593	9,830	-	293,763	9,830
26BRG	2026	Roads Bridges CIP	300,000	300,000	-	-	300,000
26GRV	2026	Gravel Projects	500,000	500,000	318,712	318,712	181,288
26CPM	2026	High Traffic E1/Calc2 Capping	250,000	250,000	-	-	250,000
26421	2026	Inspection Trucks	120,000	120,000	-	-	120,000
Project Totals			\$11,699,648	\$ 3,271,900	\$ 328,630	\$ 8,756,378	\$ 2,943,270
Beginning Fund Balance 7/1/25							\$ 9,722,838
Funds Provided:							
FY26 Transfer from Operating Fund						\$ 2,200,000	
FY26 Interest Earnings						137,599	
Total Funds Provided							2,337,599
Funds applied - current year expenditures							(328,630)
Funds obligated to existing projects							(2,943,270)
Projects completed or cancelled							
Funds available for appropriation and for future capital expansion plans							\$ 8,788,537

Nikiski Fire Service Area Projects - Fund 441

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
23411	2023	FY23 SCBA/Radio Communications	\$ 300,000	\$ 254	\$ 248	\$ 299,994	\$ 6
24411	2024	Fire Engine for Station 3	581,500	793	-	580,707	793
25411	2025	Emergency Response Vehicle for Station 3	75,000	75,000	-	-	75,000
25412	2025	Emergency Response Vehicle for Station 2	75,000	75,000	-	-	75,000
25413	2025	Plow/Emergency Response Vehicle for Station	75,000	75,000	-	-	75,000
Grant 25414	2025	Slip On Tanker GRT DOI	31,130	31,130	29,528	29,528	1,602
26411	2026	NFSA Station 2 Ambulance	375,000	375,000	-	-	375,000
26412	2026	NFSA Station 2 Emergency Response Vehicle	75,000	75,000	-	-	75,000
26413	2026	NFSA Station 2 Hydrant Repair	60,000	60,000	-	-	60,000
Project Totals			<u>\$ 1,647,630</u>	<u>\$ 767,177</u>	<u>\$ 29,776</u>	<u>\$ 910,230</u>	<u>\$ 737,401</u>

Beginning Fund Balance 7/1/25 \$ 700,097

Funds Provided:

	FY26 Transfer from Operating Fund	\$ 1,000,000	
	FY26 Interest Earnings	19,660	
25414	DOI - Office of Wildland Fire	30,822	
	Total Funds Provided		1,050,482

Funds applied - current year expenditures (29,776)

Funds obligated to existing projects (737,401)

Projects completed or cancelled

Funds available for appropriation and for future capital expansion plans \$ 983,401

Bear Creek Fire Service Area Projects - Fund 442

Balances through September 30, 2025

	Year		Authorized	FY26	Expend	Total LTD	Unexpended	
Project	Appropriated	Project Description	Amount	Budget	FY26	Expenditures	Balance	
Grant	23421	2023	FY23 SCBA/Radio Communications	\$ 192,500.00	\$ 6,267.76	\$ -	\$ 186,232.24	\$ 6,267.76
	23422	2023	Ambulance	295,000	295,000	60,171	60,171	234,829
	24421	2024	Tanker Replacement	500,000	17,135	-	482,865	17,135
	25STA	2025	BC Paving	450,000	446,069	7,956	11,887	438,113
	26426	2026	BCFSA Power Gurney & Loading Rail	45,000	45,000	-	-	45,000
Project Totals			<u>\$ 1,482,500</u>	<u>\$ 809,472</u>	<u>\$ 68,127</u>	<u>\$ 741,155</u>	<u>\$ 741,345</u>	
Beginning Fund Balance 7/1/25							\$ 809,968	
Funds Provided:								
		FY26 Transfer from Operating Fund				\$ 225,000		
		FY26 Interest Earnings				11,567		
23421		FY26 Transfer from General Fund - PILT				5,852		
25STA		Dept of Commerce, Community & Economic Development				446,069		
Total Funds Provided							688,488	
Funds applied - current year expenditures							(68,127)	
Funds obligated to existing projects							(741,345)	
Projects completed or cancelled								
Funds available for appropriation and for future capital expansion plans							<u>\$ 688,984</u>	

Central Emergency Service Area Projects - Fund 443

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
19461	2019	SCBA Compressor	\$ 450,000	\$ 64,576	\$ -	\$ 385,424	\$ 64,576
20461	2020	Station 1 Land Acquisition	791,795	19,289	-	772,507	19,289
22464	2022	FY22 Station 1 Relocation	1,000,000	803,821	9,121	205,301	794,699
23461	2023	FY23 SCBA/Radio Communications	575,000	40,628	-	534,372	40,628
23462	2023	Stations 5 & 6 Interior LED Lighting	125,000	125,000	-	-	125,000
23464	2023	FY23 Station 1 Relocation	250,000	250,000	-	-	250,000
23465	2023	Security Doors	175,000	175,000	-	-	175,000
23466	2023	Stations 4 & 6 Bay Floor Resurface	200,000	200,000	-	-	200,000
23467	2023	Interior/Flooring Updates	50,000	20,704	-	29,296	20,704
Bond 23CES	2023	Station 1 New Construction	16,498,201	8,103,299	2,408,867	10,803,769	5,694,432
23CE1	2024	Station 1 New Construction (Local)	5,000,000	5,000,000	-	-	5,000,000
24461	2024	Fire Live Training Props	150,000	150,000	-	-	150,000
25461	2025	Tanker Replacement	1,100,000	453,080	15,426	662,346	437,654
25462	2025	CES Septic System Replacement	76,500	76,500	-	-	76,500
26461	2026	CES Off Road EMS Vehicles/Trailer	175,000	175,000	-	-	175,000
26462	2026	CES Station Vehicle Exhaust Purification Systems	600,000	600,000	-	-	600,000
Project Totals			\$ 27,216,496	\$ 16,256,897	\$ 2,433,415	\$ 13,393,014	\$ 13,823,482

	Capt Proj Fund	16/20CES Bond	23CES Bond	Total
Beginning Fund Balance 7/1/25	\$ 9,297,693	\$ 17,153	\$ 8,894,795	\$ 18,209,641
Funds Provided:				
FY26 Transfer from Operating Fund	800,000			
FY26 Interest Earnings	138,077			
FY25 Interest Earnings on Bond Proceeds		-	98,766	1,036,844
Funds applied - current year expenditures	(24,548)	-	(2,408,867)	(2,433,415)
Funds obligated to existing projects	(8,129,050)	-	(5,694,432)	(13,823,482)
Projects completed or cancelled	-	-	-	-
Funds avail. for approp. and for future capital expansion plans	\$ 2,082,173			2,082,173
Funds restricted for 16/20 CES bonds		\$ 17,153		17,153
Funds restricted for 23CES bonds			\$ 890,261	890,261
Ending fund balance				\$ 2,989,587

Western Emergency Service Area Projects - Fund 444

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
23443	2023	Command Vehicle	\$ 60,000	\$ 80,000	\$ -	\$ -	\$ 80,000
25441	2025	Shop Door Replacement	40,000	37,113	36,277	39,164	836
26441	2026	WES Command/Utility SUV	80,000	80,000	-	-	80,000
26442	2026	WES Command/Utility Pickup	80,000	80,000	-	-	80,000
26443	2026	Slip Tanker DOI GRT	99,832	99,832	-	-	99,832
Project Totals			<u>\$ 379,832</u>	<u>\$ 376,946</u>	<u>\$ 36,277</u>	<u>\$ 39,164</u>	<u>\$ 340,669</u>

Beginning Fund Balance 7/1/25

\$ 260,936

Funds Provided:

FY26 Transfer from Operating Fund

\$ 155,000

FY26 Interest Earnings

4,719

26443 U.S. Dept of Interior - BLM

98,844

Total Funds Provided

258,563

Funds applied - current year expenditures

(36,277)

Funds obligated to existing projects

(340,669)

Projects completed or cancelled

-

Funds available for appropriation and for future capital expansion plans

\$ 142,553

Kachemak Emergency Service Area Projects - Fund 446

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
23485	2023	FY23 SCBA/Radio Communications	\$ 273,805	\$ 12,237	\$ -	\$ 261,568	\$ 12,237
24481	2024	Command Vehicle with Plow	80,000	80,000	-	-	80,000
24482	2024	Utility Vehicle with Plow	80,000	80,000	-	-	80,000
26481	2026	Design/Develop Cold Storage Pole Bar	35,000	35,000	-	-	35,000
26482	2026	Station 1 Parking Lot Paving	110,000	110,000	-	-	110,000
26483	2026	Station 2 Housing/Fill Site Design	50,000	50,000	-	-	50,000
26484	2026	Station 1 Fill Site Upgrade	35,000	35,000	-	-	35,000
26485	2026	Station 1 Boiler Repair/Upgrade	80,000	80,000	-	-	80,000
Project Totals			<u>\$ 743,805</u>	<u>\$ 482,237</u>	<u>\$ -</u>	<u>\$ 261,568</u>	<u>\$ 482,237</u>

Beginning Fund Balance 7/1/25	\$ 746,009
Funds Provided:	
FY26 Transfer from Operating Fund	\$ 300,000
FY26 Interest Earnings	12,154
Total Funds Provided	312,154
Funds applied - current year expenditures	-
Funds obligated to existing projects	(482,237)
Projects completed or cancelled	-
Funds available for appropriation and for future capital expansion plans	<u>\$ 575,925</u>

Communication Center 911 Projects - Fund 455

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
23432	2023	Router/Switch Replacement	\$ 17,500	\$ 7,684	\$ -	\$ 9,816	\$ 7,684
24432	2024	Router/Switch Replacement	4,000	4,000	-	-	4,000
25433	2025	Workstations, Monitors, and Network Equipment	16,000	3,820	-	12,180	3,820
25436	2025	Dell Host Server	13,000	13,000	-	-	13,000
26431	2026	Workstations & Network Equipment	1,700	1,700	-	-	1,700
26432	2026	Server Room Air Conditioning	10,500	10,500	-	-	10,500
26434	2026	Furnishings and Equipment	28,000	28,000	-	-	28,000
26435	2026	San Array	70,000	70,000	-	-	70,000
Totals			\$ 160,700	\$ 138,704	\$ -	\$ 21,996	\$ 138,704

Beginning Fund Balance 7/1/25	\$ 834,017
Funds Provided:	
FY26 Transfer from Operating Fund	\$ 250,000
FY26 Interest Earnings	12,595
Total Funds Provided	262,595
Funds applied - current year expenditures	-
Funds obligated to existing projects	(138,704)
Projects completed or cancelled	
Funds available for appropriation and for future capital expansion plans	\$ 957,908

North Peninsula Recreation Projects - Fund 459

Balances through September 30, 2025

Project	Year Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
23451	2023	Truck/Plow	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ 65,000
23452	2023	Asphalt Resurfacing	62,000	62,000	-	-	62,000
23455	2023	Trail Groomer	26,000	26,000	-	-	26,000
24451	2024	Pool Floor & Front Desk Replace	291,000	130,405	12,091	172,687	118,313
24452	2024	Pool & Spa Circulation Pumps	126,000	126,000	-	-	126,000
25451	2025	NCRC Renovation	710,000	705,467	851	5,383	704,617
26451	2026	NPR Master Plan	150,000	150,000	684	684	149,316
26452	2026	Pool Room Renovation	175,000	175,000	-	-	175,000
26453	2026	NCRS Commercial Appliance Replacements	100,000	100,000	-	-	100,000
26454	2026	NCRS Lighting Replacements	150,000	150,000	661	661	149,339
26455	2026	Warming Hut	50,000	50,000	-	-	50,000
26456	2026	Full Swing Gold Simulator	30,000	30,000	-	-	30,000
26457	2026	Snow Machine and Groomer	30,000	30,000	-	-	30,000

Project Totals

\$ 1,965,000	\$ 1,799,872	\$ 14,287	\$ 179,416	\$ 1,785,584
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Beginning Fund Balance 7/1/25

\$ 1,913,286

Funds Provided:

FY26 Transfer from Operating Fund

\$ 600,000

FY26 Interest Earnings

29,172

Total Funds Provided

629,172

Funds applied - current year expenditures

(14,287)

Funds obligated to existing projects

(1,785,584)

Projects completed or cancelled

30,000

Funds available for appropriation and for future capital expansion plans

\$ 772,587

Central Peninsula Hospital Projects - Fund 490

Balances through September 30, 2025

Year Project Appropriated	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
Funds Provided by Bond Proceeds						
Funds Provided by Hospital Plant Replacement Fund						
Total Funds Provided by Hospital Plant Replacement Fund			-	-	-	-
Funds Provided by the Kenai Health Center Maint. Fund						
Project Totals			\$ -	\$ -	\$ -	\$ -

	Capt Proj Fund	KHCTR	CPH Bonds	Total
Beginning Fund Balance 7/1/25	\$ 777,913	\$ 1,145,247	\$ 895,644	\$ 2,818,805
Funds Provided:				
FY26 Interest Earnings	21,670			
State Contributions KHCTR		-		
Local Contributions KHCTR		-		
FY26 Interest Earnings KHCTR		11,574		
FY26 Interest Earnings on Bond Proceeds			-	33,244
Funds applied - current year expenditures	-	(2,000)	-	(2,000)
Funds obligated to existing projects	-	-	-	-
Projects completed or cancelled	-	-	-	-
Funds available for approp. and future capital projects	\$ 799,583			799,583
Funds restricted For Kenai Health Center Maintenance		\$ 1,154,821		1,154,821
Funds restricted for CPH Bonds			\$ 895,644	895,644
Ending fund balance				\$ 2,850,049

South Peninsula Hospital Projects - Fund 491

Balances through September 30, 2025

Project	Year	Project Description	Authorized Amount	FY26 Budget	Expend FY26	Total LTD Expenditures	Unexpended Balance
Funds Provided by Local Funds							
21SHD	2021	Nuclear Medicine System	303,673	303,673	-	-	303,673
22SEC	2022	Security Upgrade	105,000	13,284	-	91,716	13,284
22SHY	2022	Hot Water System Replacement	389,500	234,274	-	155,226	234,274
23SHA	2023	Imaging Nuc Med System Part 2	625,000	614,206	-	10,794	614,206
23SPH	2023	Pre Design Master Plan/Nuc Med/Pharm	659,783	253,095	9,168	415,856	243,927
24SHB	2024	OB Care Minor Equipment	56,874	27,906	-	28,968	27,906
24SHF	2024	ER Minor Equipment	118,228	49,281	-	68,947	49,281
24SHI	2024	Physical Therapy Minor Equipment	40,654	34,933	-	5,721	34,933
24SHN	2024	Meal Suite Software	10,786	10,786	-	-	10,786
25SHA	2025	Various Hospital Equipment	1,189,978	389,790	-	800,188	389,790
25SHB	2025	OB/RN Station/Triage Floor Replacement	11,006	11,006	-	-	11,006
25SHC	2025	Wander Management System	111,967	111,967	-	-	111,967
25SHF	2025	Security System Replacement	173,400	168,135	-	5,265	168,135
25SHG	2025	BHS Acute Care Room	107,100	102,296	-	4,804	102,296
25SHH	2025	Flooring Install in Hospital First Floor Hallway	40,800	9,519	-	31,281	9,519
25SHJ	2025	Liquid Oxygen System	153,000	134,225	-	18,775	134,225
25SHL	2025	Information System Upgrades/Replacements	159,120	89,656	-	69,464	89,656
25SHN	2025	SPH Anesthesia Monitors	74,517	74,517	-	-	74,517
25SHO	2025	SPH Transformer RPLC	52,000	52,000	-	-	52,000
25SHR	2025	Const Infrastr Repair Proj Group	915,042	915,042	-	-	915,042
25PWR	2025	SPH Health Resources & Svcs Admin	50,000	49,986	16	30	49,970
26SHA	2026	Ancillary Services Equipment	1,145,284	1,145,284	-	-	1,145,284
26SHB	2026	Inpatient/Long Term/Emergency Room Equipmen	700,048	700,048	-	-	700,048
26SHC	2026	Surgery Equipment	381,487	381,487	-	-	381,487
Total Funds Provided by Local Funds			7,574,247	5,876,396	9,184	1,707,035	5,867,212
Funds Provided by Hospital Plant Replacement Fund							
23DES	2023	Design Infrastructure Deferred Maint	250,000	20,991	-	229,009	20,991
23SHQ	2023	Minor Hospital Equipment	107,608	22,014	-	85,594	22,014
23SHR	2023	SPH Annunciator Switch	613,020	61,454	-	551,566	61,454
24SHY	2024	ER Room 4 Exam Door	12,625	12,625	-	-	12,625
25SHM	2025	Women's Health Remodel 4300 Bartlett	1,013,534	455,078	-	558,456	455,078
25SHO	2025	SPH Transformer Replacement	107,120	107,120	-	-	107,120
26SHD	2026	Property Acquisition (4 Parcels)	2,101,500	2,101,500	174,009	174,009	1,927,491
Total Funds Provided by Hospital Plant Replacement Fund			4,205,407	2,780,781	174,009	1,598,635	2,606,772
Funds Provided by South Peninsula Hospital, Inc. and Outside Granting Agencies							
24EMR	2024	Electronic Medical Records Software	7,000,000	3,024,547	-	3,975,453	3,024,547
Grant 25PWR	2025	SPH Health Resources & Svcs Admin	5,000,000	4,998,569	1,577	3,008	4,996,992
Project Totals			\$ 23,779,654	\$ 16,680,294	\$ 184,771	\$ 7,284,131	\$ 16,495,523
Beginning Fund Balance 7/1/25					Capt Proj Fund	17SPH/M Bond	Total
					\$ 4,741,534	\$ 21,775	\$ 4,763,310
Funds Provided:							
FY26 Transfer from Operating Fund					2,226,819		
FY26 Interest Earnings					78,949		
Grant - U.S. Department of Health & Human Services					4,998,555		
SPH Local Contributions for Plant Replacement Fund Projects					2,780,781		
SPH Inc. Contributions					3,024,547		13,109,652
Funds applied - current year expenditures					(184,771)		(184,771)
Funds obligated to existing projects					(16,495,523)		(16,495,523)
Projects completed or cancelled							
Funds available for approp. and future capital expansion plans					\$ 1,170,892		1,170,892
Funds restricted for SPH Bonds						\$ 21,775	21,775
Ending fund balance							\$ 1,192,668

Introduced by:	Mayor
Date:	10/28/25
Hearing:	11/18/25
Action:	
Vote:	

**KENAI PENINSULA BOROUGH
ORDINANCE 2025-19-17**

**AN ORDINANCE APPROPRIATING FUNDS FOR THE CENTRAL
PENINSULA LANDFILL LEACHATE EVAPORATOR PROJECT**

WHEREAS, this ordinance appropriates funds necessary for the connections for the electrical, data, leachate supply and fuel supply inside the new leachate evaporator facility;

NOW, THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That this is a non-code ordinance.

SECTION 2. That funds in the amount of \$580,000 are to be transferred from the General Fund fund balance to be appropriated to account no. 407.32122.26800.49999 for Central Peninsula Landfill Evaporator project expenditures related to electrical, data, leachate supply and fuel supply inside of the new facility.

SECTION 3. That the appropriation made in this ordinance is of project length in nature and as such does not lapse at the end of any particular fiscal year.

SECTION 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances will not be affected.

SECTION 5. That this ordinance shall be effective immediately.

**ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS * DAY
OF *, 2025.**

Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough

Solid Waste Department

MEMORANDUM

TO: Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*
Brandi Harbaugh, Finance Director *BH*

FROM: Tom Winkler, Special Assistant to the Mayor Facilities and Operations *TW*
John Hedges, Purchasing & Contracting Director *JH*

DATE: October 16, 2025

RE: Ordinance 2025-19-17, Appropriating Funds for the Central Peninsula Landfill Leachate Evaporator Project (Mayor)

The Kenai Peninsula Borough's Solid Waste Department is responsible for the collection, transportation, and disposal of roughly 86,000 tons of mixed municipal solid waste areawide annually. Much of that waste is disposed of at the Central Peninsula Landfill (CPL) located outside of Soldotna. As part of that operation the disposal and management of leachate, an effluent collected from the lined waste cells at CPL, is required.

Due to accumulation of leachate in the solid waste cells at CPL the Borough is developing a project that will expand our current capacity for the evaporation of leachate. This project will allow the Borough to bring the current leachate levels into permitting compliance and maintain that compliance into the future.

As part of the leachate evaporator project a contract with Heartland Water Technology, Inc. for the purchase and installation of an evaporator and a construction contract with local contractor Polar North Construction LLC to provide the facility and support service systems, were awarded.

Due to the proprietary requirements of the Heartland Water Technology, Inc. evaporator, the design did not include the connections for electrical, data, leachate supply and fuel supply inside of the new facility. For the successful completion of the project, \$580,000 is necessary to cover the cost of this required infrastructure.

Your consideration is appreciated.

FUNDS/ACCOUNT VERIFIED	
Account: <u>100.27910 (FB)</u>	Amount <u>\$580,000</u>
By: <i>[Signature]</i>	Date: <u>10/17/25</u>

Introduced by:
Date:
Action:
Vote:

Mayor
11/18/25

**KENAI PENINSULA BOROUGH
RESOLUTION 2025-041**

**A RESOLUTION DESIGNATING THE INVESTMENT AND
ALLOCATION PLAN FOR THE BOROUGH'S LAND TRUST
INVESTMENT FUND AND ESTABLISHING APPROPRIATE
BENCHMARKS TO MEASURE PERFORMANCE AS OF DECEMBER 1,
2025 AND FOR CALENDAR YEAR 2026**

WHEREAS, pursuant to 5.10.200(A)(2) the Kenai Peninsula Borough (KPB) Assembly shall annually approve an Asset Allocation Plan for investment of the KPB's Land Trust Investment Fund (LTIF); and

WHEREAS, 5.10.200(B) permits investment of the LTIF in various asset classes and the Assembly believes that establishing asset allocation criteria for these various asset classes is in the best interest of the KPB; and

WHEREAS, the approved Asset Allocation Plan will provide benchmarks to measure investment performance from December 1, 2025 to November 30, 2026;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the Assembly adopts the Asset Allocation Plan as of December 1, 2025 and for calendar year 2026 as follows:

The Asset Allocation Plan and Target Weightings with range restrictions are:

Asset Class	Strategic Weight	Range
Risk Control	27.00%	
US Fixed Income	18.00%	8 - 28%
TIPS	2.00%	0 - 10%
International Bonds	5.00%	0 - 10%
Cash	2.00%	0 - 10%
Risk Assets	52.00%	
High Yield	5.00%	0 - 10%
US Large Cap	22.00%	12 - 32%

US Mid Cap	10.00%	5 - 15%
US Small Cap	5.00%	0 - 10%
International Equity	6.00%	0 - 12%
Emerging Markets	4.00%	0 - 8%
Alternatives	21.00%	
Real Estate	3.00%	0 - 6%
Infrastructure	5.00%	0 - 10%
Commodities	3.00%	0 - 6%
Alternative Beta	10.00%	0 - 15%

SECTION 2. Established benchmarks for evaluating the performance of the investment manager are as follows:

Performance measurement of the Large-Cap Domestic Equity allocation will be measured against the Target weighting, using the Standard & Poor's 500 Index or substantially similar index for the benchmark.

Performance measurement of the Mid-Cap Equity allocation will be measured against the Target weighting, using the Standard & Poor's 400 Mid-Cap Index or substantially similar index as the benchmark.

Performance measurement of the Small-Cap Equity allocation will be measured against the Target weighting, using the Standard & Poor's 600 Small-Cap Index or substantially similar index as the benchmark.

Performance measurement of the International Equity allocation will be measured against the Target weighting, using the Morgan Stanley Capital International Europe, Australasia and Far East (MSCI EAFE) Index or substantially similar index for the benchmark.

Performance measurement of the International Emerging Markets allocation will be measured against the Target weighting, using the Morgan Stanley Capital International Emerging Markets Index or substantially similar index as the benchmark.

Performance measurement of the Real-Estate Equities allocation will be measured against the target weighting, using the Standard & Poor's US REIT Index or substantially similar index as the benchmark.

Performance measurement of the Infrastructure Equities allocation will be measured against the target weighting, using the STOXX Global Broad Infrastructure Index or substantially similar index as the benchmark.

Performance measurement of the Commodities allocation will be measured against the target weighting, using the Bloomberg Commodities Index or substantially similar index as the benchmark.

Performance measurement of the Alternative Beta allocation will be measured against the target weighting, using the Wilshire Liquid Alternative Index or substantially similar index as the benchmark.

Performance measurement of the U.S. Fixed Income allocation will be measured against the target weighting, using the Bloomberg Barclays U.S. Aggregate Index or substantially similar index as the benchmark.

Performance measurement of the U.S. 1-5 Year Government/Credit allocation will be measured against the target weighting, using the Bloomberg Barclays 1-5 Year Government Credit Index or substantially similar index as the benchmark.

Performance measurement of the U.S. High Yield Credit allocation will be measured against the target weighting, using the Bloomberg Barclays U.S. High Yield Very Liquid Index or substantially similar index as the benchmark.

Performance measurement of the U.S. TIPS allocation will be measured against the target weighting, using the Bloomberg Barclays 0-5 Year TIPS Index or substantially similar index as the benchmark.

Performance measurement of the International Fixed Income allocation will be measured against the target weighting, using the Bloomberg Barclays Global Aggregate ex-USD Float Adjusted RIC Capped Index or substantially similar index as the benchmark.

Performance measurement of the Cash allocation will be measured against the target weighting, using the Citigroup 3-Month Treasury Bill Index or substantially similar index as the benchmark.

SECTION 3. That this resolution takes effect immediately.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 18TH DAY OF NOVEMBER 2025.

Ryan Tunseth, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough
Finance Department

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PAM*

FROM: Brandi Harbaugh, Finance Director *BH*

DATE: November 6, 2025

RE: Resolution 2025- 041 , Designating the Investment and Allocation Plan for the Borough’s Land Trust Investment Fund and Establishing Appropriate Benchmarks to Measure Performance as of December 1, 2025 and for the Calendar Year 2026 (Mayor)

Pursuant to KPB 5.10.200(A)(2), the financial asset investments of the Land Trust Investment Fund (LTIF) are approved annually by resolution. The asset allocation plan must specify categories of investments for the fund with percentage targets that allow for reasonable fluctuations above and below the target performance. Alaska Permanent Capital Management (APCM), the KPB’s Land Trust Fund Investment Manager, is not recommending changes to the current asset allocation for calendar year 2026. The current allocation is as follows:

Asset Class	Strategic Weight	Range
Risk Control	27.00%	
US Fixed Income	18.00%	8 - 28%
TIPS	2.00%	0 - 10%
International Bonds	5.00%	0 - 10%
Cash	2.00%	0 - 10%
Risk Assets	52.00%	
High Yield	5.00%	0 - 10%
US Large Cap	22.00%	12 - 32%
US Mid Cap	10.00%	5 - 15%
US Small Cap	5.00%	0 - 10%
International Equity	6.00%	0 - 12%
Emerging Markets	4.00%	0 - 8%
Alternatives	21.00%	

Page -2-
October 6, 2025
Re: R2025-041

Real Estate	3.00%	0 - 6%
Infrastructure	5.00%	0 - 10%
Commodities	3.00%	0 - 6%
Alternative Beta	10.00%	0 - 15%

The portfolio is projected to return 6.6% annualized for the next ten years. The risk of the portfolio is measured in standard deviation from the expected rate of return. One standard deviation is equal to approximately 68% of all possible outcomes and two standard deviations is equal to approximately 95% of all possible outcomes. In any given one-year period, the strategic asset allocation adopted is expected to return between -3.5% and 17.8%, with an average one-year return of 7.1%. 95% (two standard deviations) of the time, the portfolio is expected to return between -14.2% and 28.4% in any given one-year period. APCM notes that the strategic asset allocation adopted by the Assembly is a more conservative allocation compared to most perpetual time-horizon, permanent fund-type investments while maintaining strong exposure to growth. Given the allowable appropriations levels of KPB’s Land Trust Investment Fund, APCM further notes that remaining as conservative as possible while still exposed to growth sufficient to meet a 3.8% to 4.4% annual sustainable spending rate is the most prudent path forward for the KPB.

Your consideration is appreciated.



ALASKA PERMANENT
CAPITAL MANAGEMENT

Registered Investment Adviser

Kenai Peninsula Borough Land Trust Investment Fund

September 2025

Historical Summary & Key Takeaways

- Since inception, the portfolio has returned 7.37% gross of fees, outperforming a traditional stock and bond portfolio (6.73%) comprised of the ACWI World Index (55%) and Bloomberg Global Agg Index (45%).
- The portfolio has generated \$5.4M in net earnings since inception.
- APCM has reviewed the portfolio's asset allocation based on our updated 2025 capital market assumptions and is not recommending a change.
- Annually, APCM conducts a fund review process to ensure that the portfolio's current holdings remains an efficient, cost-effective way to access the desired market exposures. As part of this process, two funds were replaced in 2025 to reduce costs within Alternative Beta and enhance the roll strategy within commodities. Further details are provided within the "Manager Review" section of this presentation.

Staying focused on your goals



Kenai Peninsula Borough Land Trust Investment Fund September 2025		
Account Inception		June 2019
Total Contributions		\$ 13,484,673
Withdrawals		\$ 1,200,000
<i>Does not include custodial or management fees</i>		
Current Market Value		\$ 17,737,467
<i>September 30, 2025</i>		
Annualized Account Return*		+ 7.37%
<i>Inception – September 30, 2025</i>		
Fee Schedule**		0.23% Annual Effective Rate
Strategic Asset Allocation	Risk Control	27%
	Risk Assets	52%
	Alternatives	21%

Contribution Policy:

The net proceeds of land sales will be transferred to the Land Trust Investment Fund (LTIF), provided the fund balance minimum requirements of the Land Trust Fund (LTF) are met. After the first five years, if the fund balance of the Land Trust Fund is more than 125 percent of the maximum established in the fund balance policy the amount greater than 125 percent may be transferred to the general fund or may be used for any other purpose as determined by the assembly.

Distribution Policy: KPB Code of Ordinances: 5.20.200

Transfers to support operations in the Land Trust Fund or the General Fund shall be limited to **5 percent of the market value (5% POMV) of the Land Trust Investment Fund**. The allocation of the **5% POMV shall be first to the Land Trust Fund** to subsidize operations and to ensure compliance with the fund balance policy. If the transfer to the Land Trust Fund is less than 5% POMV the excess may be transferred to the General Fund at the direction of the assembly.

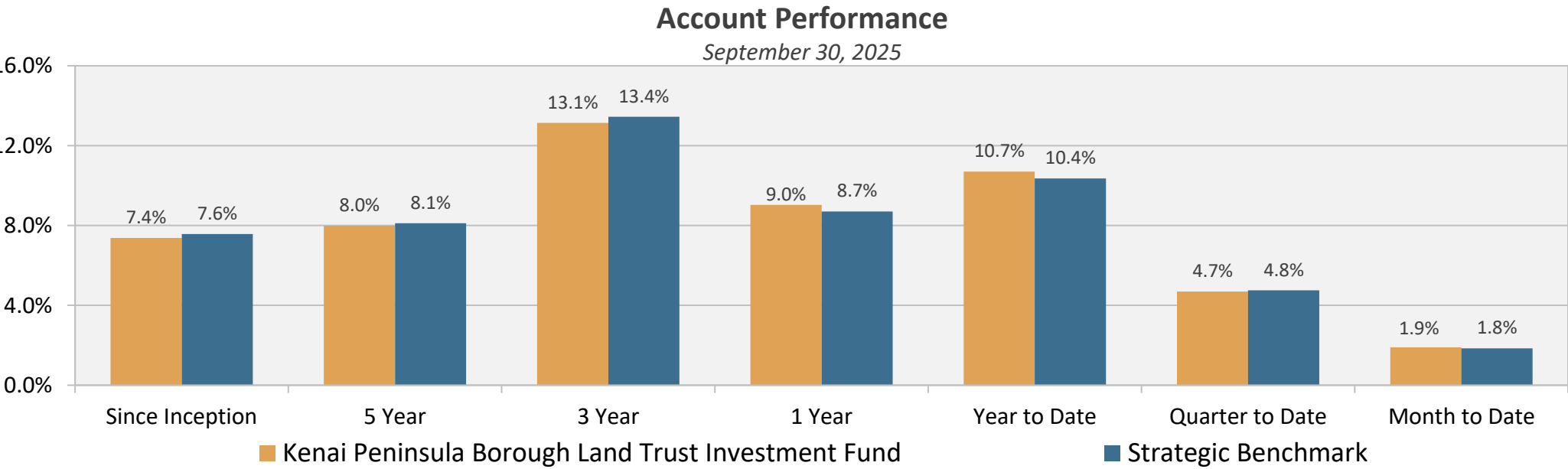
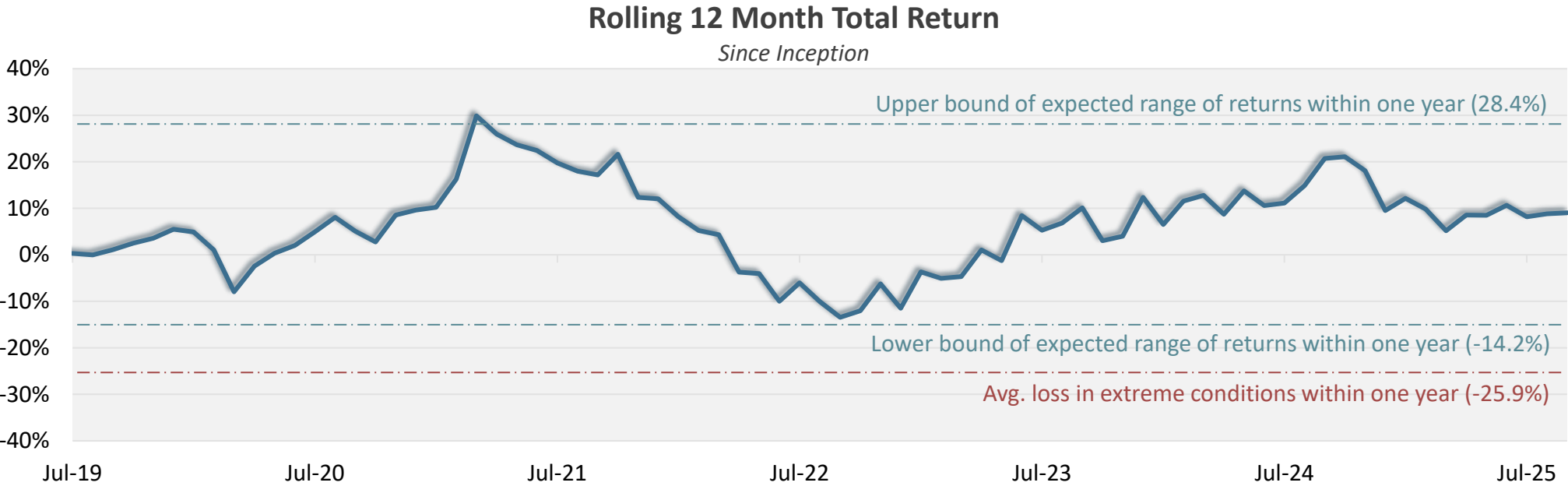
Transfers to the LTF to invest in non-financial assets such as land or income producing investments: **maximum of 10% of the market value of the LTIF in any year or 25% in any five-year period**. An interfund loan from the LTIF to the LTF may be done if the fund balance in the LTF falls below the minimums set by the fund balance policy. Any such interfund loan must be repaid within five years.

*Performance is gross of management fees, net of internal fund fees, and annualized for periods greater than one year.

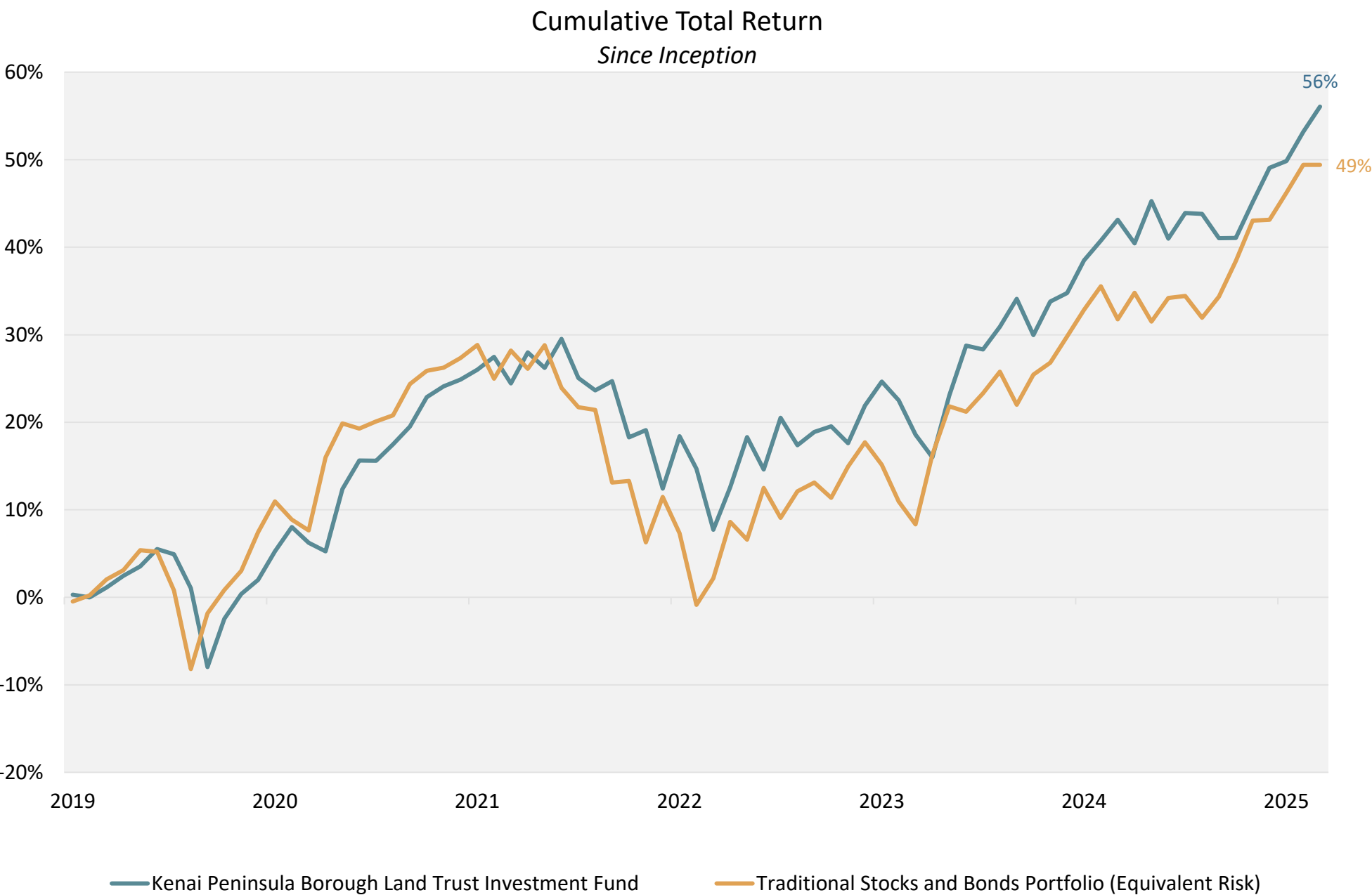
** Current fee schedule is 0.35% on the first \$5M, 0.25% on the next \$5M, and 0.15% thereafter.

86

Evaluating returns against strategic goals

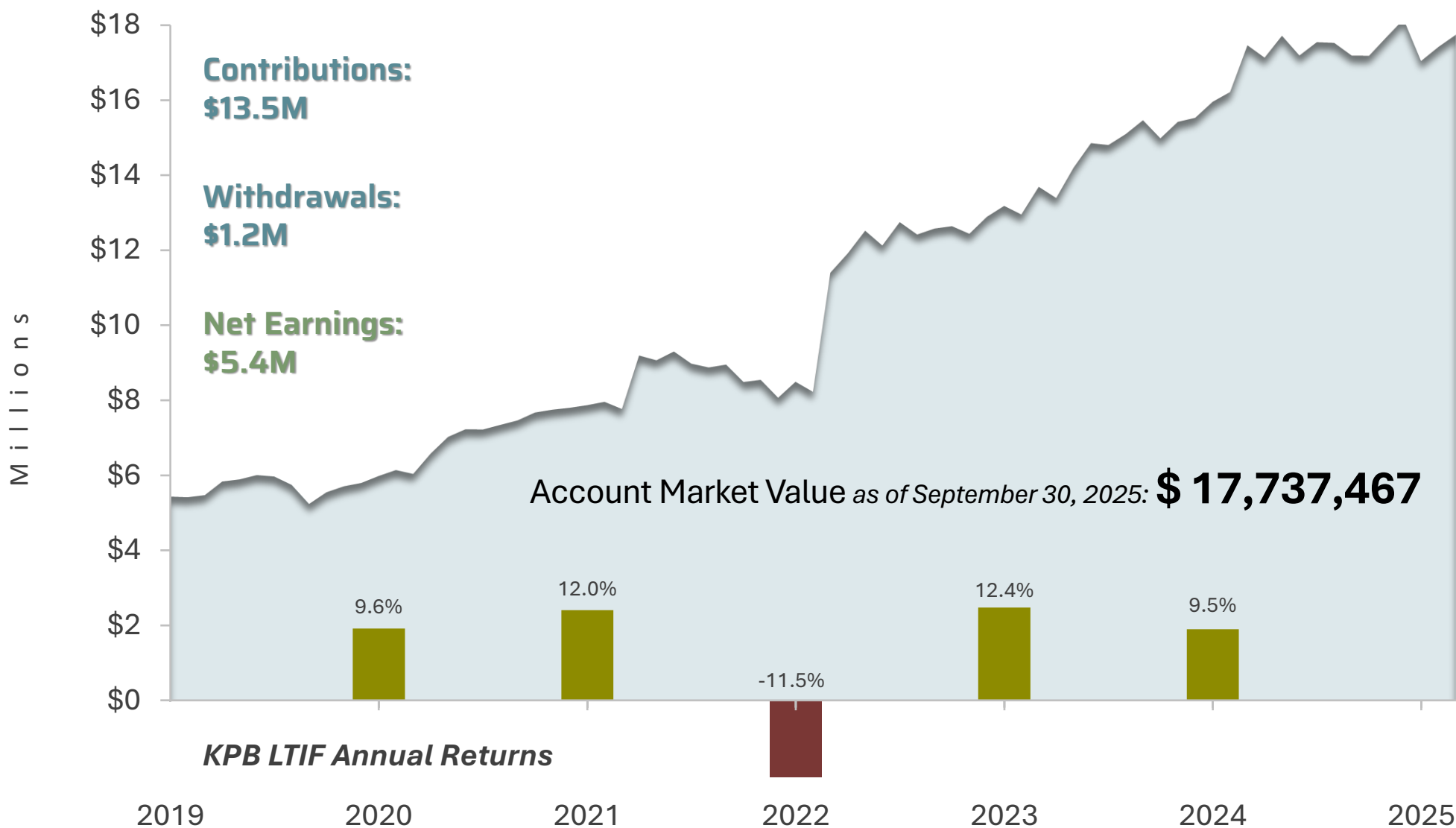


Diversification is enhancing performance beyond a traditional stock and bond portfolio

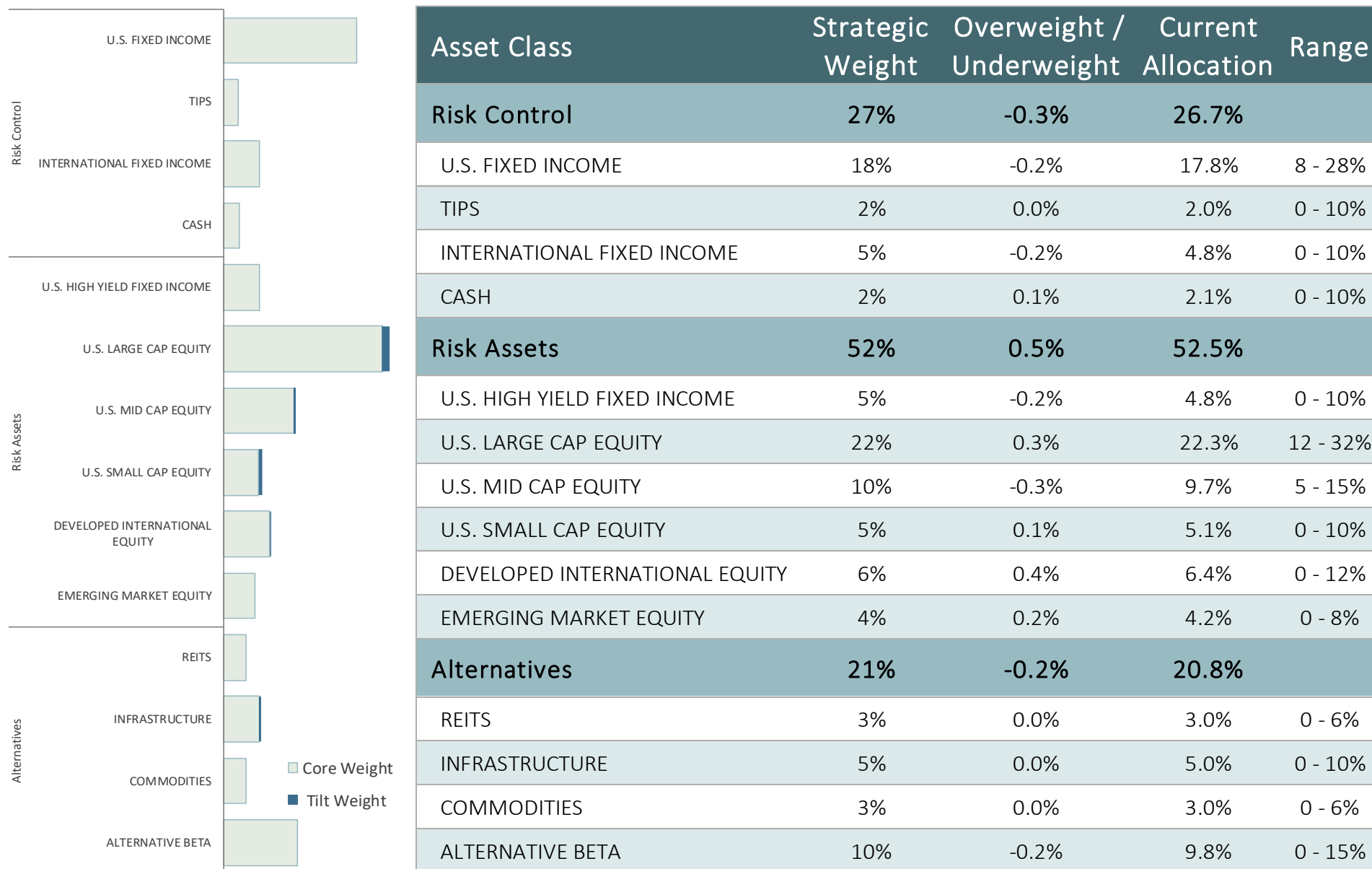


Portfolio performance is gross of management fees and net of fund fees. Traditional Stocks and Bonds Portfolio (Equivalent Risk) is comprised of the ACWI World Index (55%) and Bloomberg Global Agg Index (45%).

The power of consistency in cumulative earnings



Aligning near-term tactical adjustments with your long-term strategy





Strategic Review

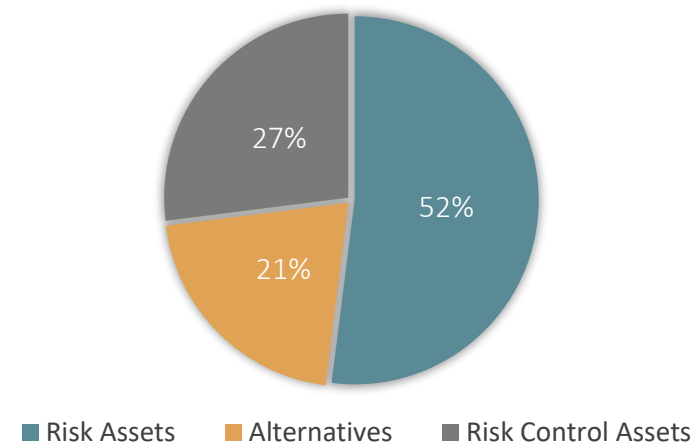
Current allocation remains optimally suited to meet your long-term goals

The current strategic asset allocation is expected to produce **net earnings of between 3.8% and 4.4%** with a high degree of confidence over the long-term.

Given the potential for large withdrawals to finance the purchase of non-financial assets, APCM recommends that regular annual withdrawals remain below the maximum allowable per KPB Code 5.20.200(A).

The current allocation remains optimally suited to achieve the goals of the Kenai Peninsula Borough Land Trust Investment Fund. Therefore, **APCM is not recommending any change to the strategic asset allocation in 2025.**

Current Allocation



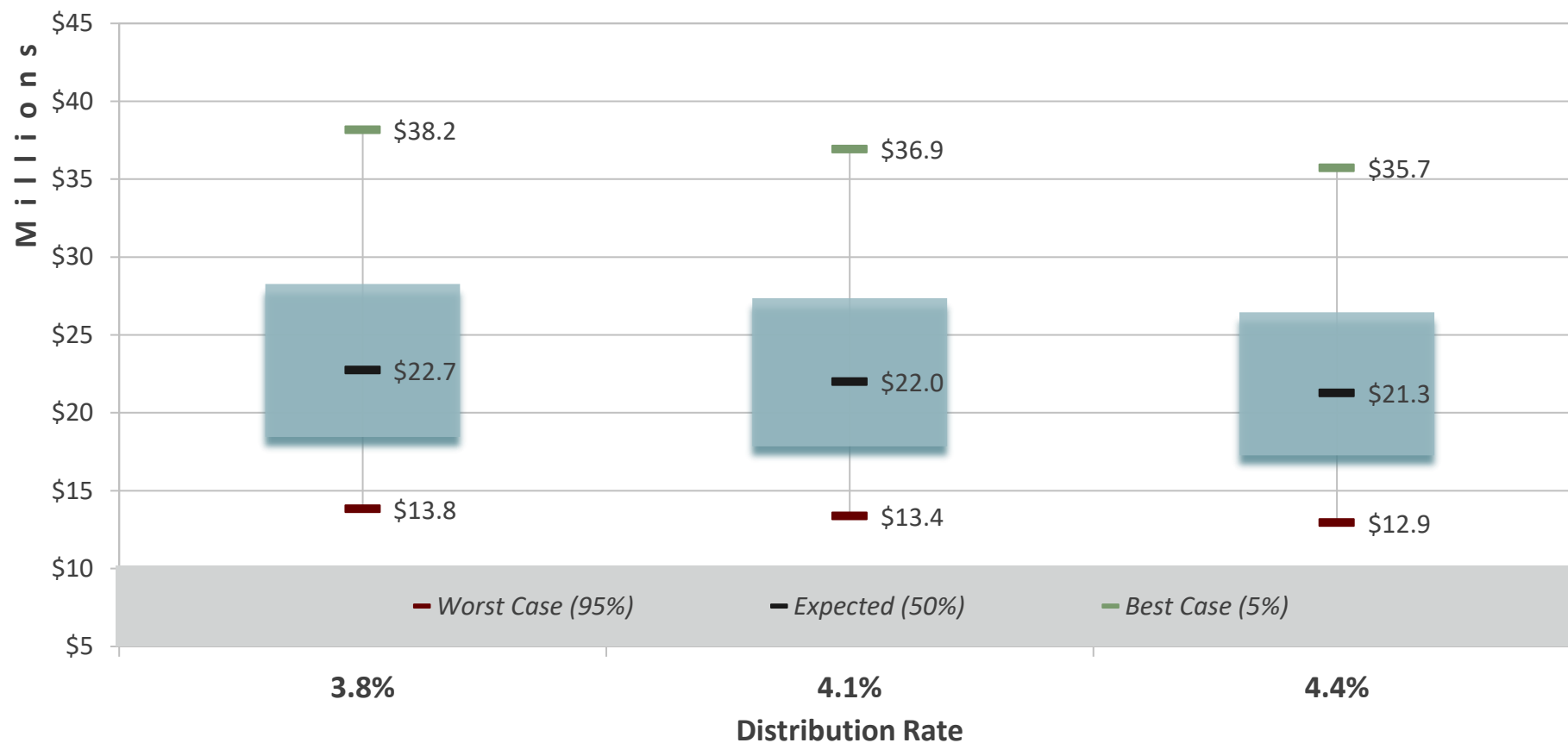
Expected Risk and Return Characteristics	Current Allocation	
	Expected	Range*
Annual Return (Gross)	7.1%	-14.2% to 28.4%
Long-Term Return (Gross)	6.6%	6.3% to 6.9%
Long-Term Real Return (Gross) Long-Term Return Less 2.5% Expected Inflation	4.1%	3.8% to 4.4%
Avg. Loss in Extreme Conditions Within a 1-Year Horizon		-25.9%

* Range denotes the 95% confidence interval. Risk and return data from Windham Portfolio Advisor.

Market value and potential distribution projections over the next 10 years

Monte Carlo Simulation

Starting market value of \$17.7M, no contributions, and annual distributions as a percent of the CY ending market value at the rates listed below.



Distributions (\$ thousands)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
3.8%	708.2	724.4	741.6	761.4	778.0	799.0	817.7	843.1	863.7	884.2
4.1%	768.3	783.3	799.2	817.9	833.0	852.6	869.6	893.6	912.5	930.9
4.4%	828.4	841.8	856.0	873.2	886.4	903.8	919.2	941.3	958.0	974.2

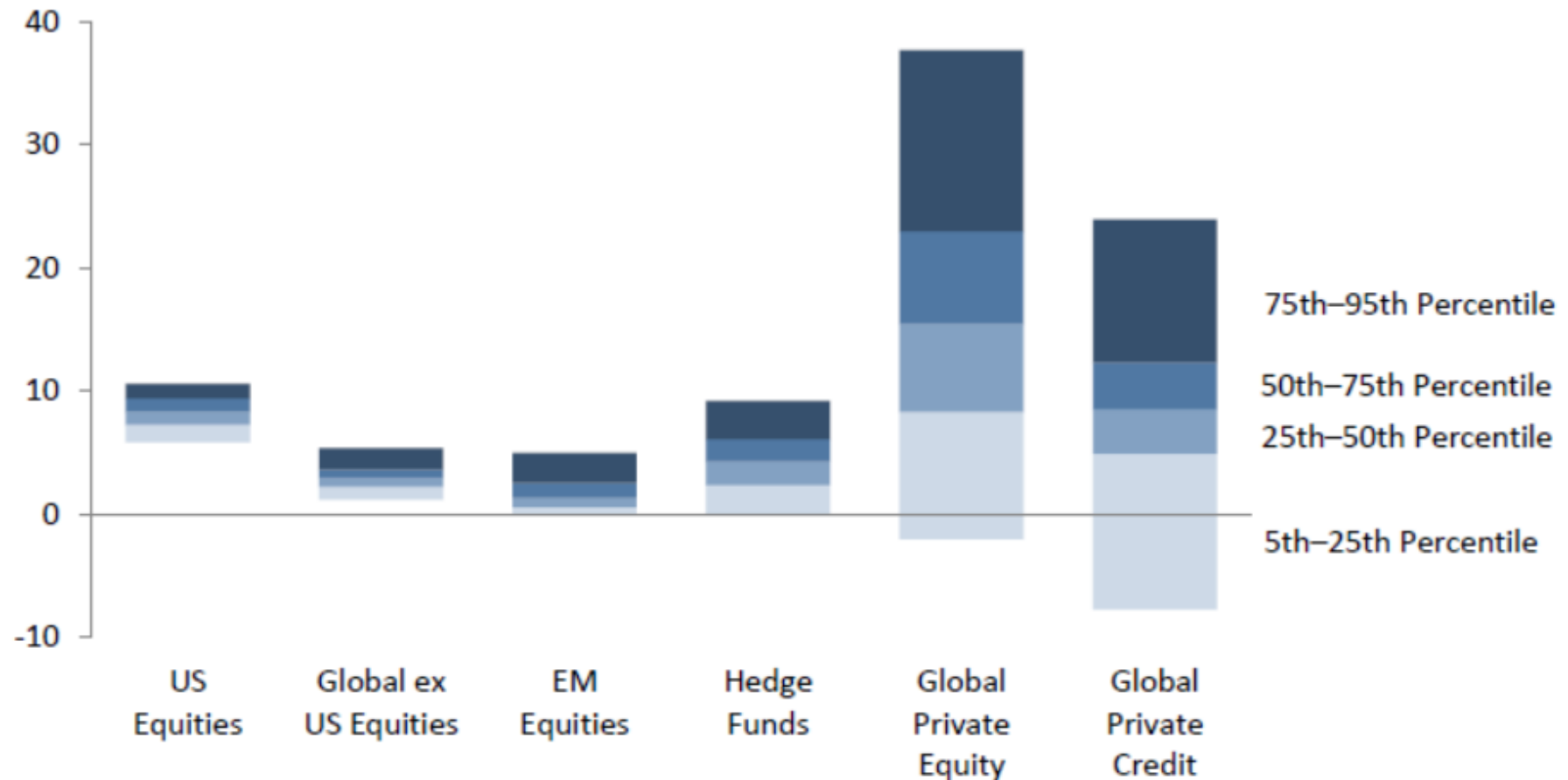


Manager Review

Spend strategically where markets are less efficient

Evaluating manager dispersion across asset classes

January 1, 2008 – June 30, 2023 • Average Annual Manager Returns by Asset Class (%)



Source: Cambridge Associates LLC.

Notes: Returns data and percentiles for US Equities, Global ex US Equities, and EM Equities are time-weighted, while returns data and percentiles for Hedge Funds, Global Private Equity, and Global Private Credit are dollar-weighted. All financial investments involve risk. Depending on the type of investment, losses can be unlimited. Past performance is not indicative of future returns.

Enhancing strategic asset allocation through security selection

Traditional β		Quantitative α	Qualitative α
Broad market exposure		Exposure to non-traditional return drivers	Manager driven non-systematic risk
❖ U.S. Large Cap ❖ U.S. Mid Cap ❖ U.S. Small Cap ❖ International Developed ❖ Emerging Markets ❖ REITs	❖ U.S. Aggregate Bonds ❖ International Bonds ❖ Global Infrastructure ❖ 1-5 Gov. / Credit ❖ TIPS	❖ Global Macro ❖ Equity Long / Short ❖ Event Driven ❖ Arbitrage Strategies ❖ Defined Outcome ❖ Market Neutral ❖ Protective Put Strategies ❖ Commodities (Roll yield enhanced)	❖ U.S. Municipal Bonds ❖ U.S. High Yield Bonds ❖ Convertible Arbitrage ❖ Hedged Equity



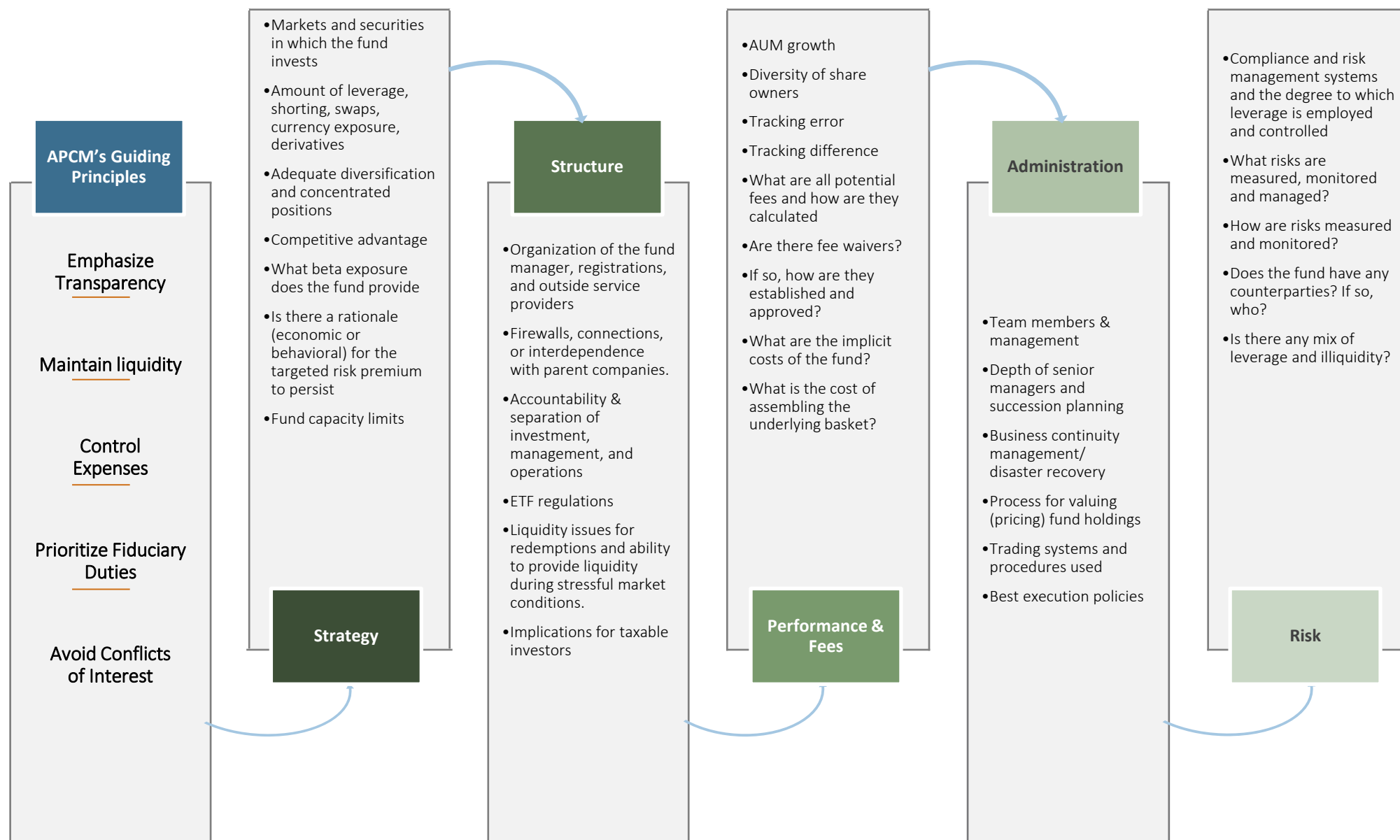
β

Beta denotes the underlying systematic sources of risk that are driven by economic or behavioral forces. Also known as undiversifiable or market risk, investors are generally compensated for taking on these risks. The compensation for these risks can be expected over long-time horizons.

Alpha denotes investment-specific sources of risk. Also known as diversifiable or idiosyncratic risk, investors are not compensated for taking this risk through any natural market mechanism. Persistent value-added from alpha is only possible if a manager’s qualitative judgements are correct over time.

α

Annual manager due diligence overview



Traditional Beta: Customized, cost-effective allocations improve outcomes

APCM's analysts compared each currently held fund with the closest 3,000 competitors, as measured by tracking error to the benchmark.

The most competitive alternatives were assessed in terms of their efficiency, tradability, and fit (ETF).

APCM is not currently making any changes as a result of this year's review. Our core holdings are still the most efficient exposure for APCM clients.

The internal fund fees within APCM's portfolios remain low, averaging **19%**.

Traditional Beta Holdings

Asset Class	Confirmed Current Holding is Optimal?
Large Cap Equity	Y
Mid Cap Equity	Y
Small Cap Equity	Y
International Equity	Y
Emerging Markets Equity	Y
Infrastructure	Y
REITs	Y
U.S. Fixed Income	Y
U.S. 1-5 Year Gov/Credit	Y
TIPS	Y
International Fixed Income	Y

Quantitative α : Identifying systematic strategies that consistently add value

Quantitative alpha specifically refers to investment strategies that aim to **systematically capture returns beyond market movements by leveraging quantitative signals and insights**. These strategies require rigorous due diligence process that goes beyond the traditional assessment of pure index funds. The goal is to ascertain the legitimacy, sustainability, and true source of the claimed alpha, distinguishing it from mere beta exposure or random chance.

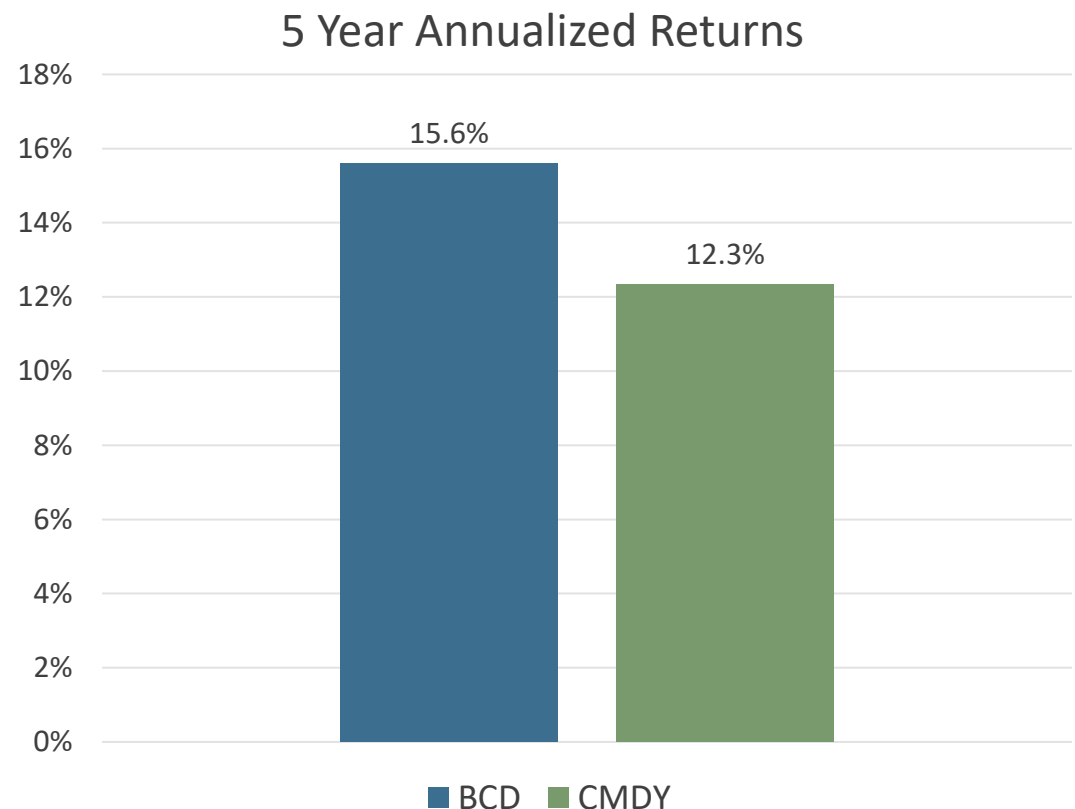
Key changes:

Commodities:

Within commodities, **roll yield** is an important factor in the total return. Further research indicates BCD has an **excellent track record, slightly higher returns**, and **straightforward approach** that aligns well with a **broad range of market conditions**. It has shown it can “win by not losing” in contango periods and still keep up in inflationary booms – an ideal profile for generating **steady risk-adjusted alpha** net of expenses.

Alternative Beta:

Within Alternative Beta, we identified a hedged equity fund, **HELO**, that generates the **same return profile as JHEQX in a more tax efficient and lower cost vehicle (0.50% expense ratio vs. 0.58%)**.



Qualitative alpha: Persistent outperformance requires additional due diligence

Within some asset classes, data indicates that active management is more likely to consistently outperform the broad market. **When evaluating any active manager, APCM's fundamental goal is to determine whether active management can provide a consistent risk-adjusted benefit, net of fees.** In addition to our standard review, APCM's due diligence process for any active management is more in depth, **focusing on the managing firm's philosophy, process, personnel and performance.** To select an active manager, APCM must have conviction that the decision will generate persistent, explainable, and stable alpha over the long run.

Municipal Bonds:

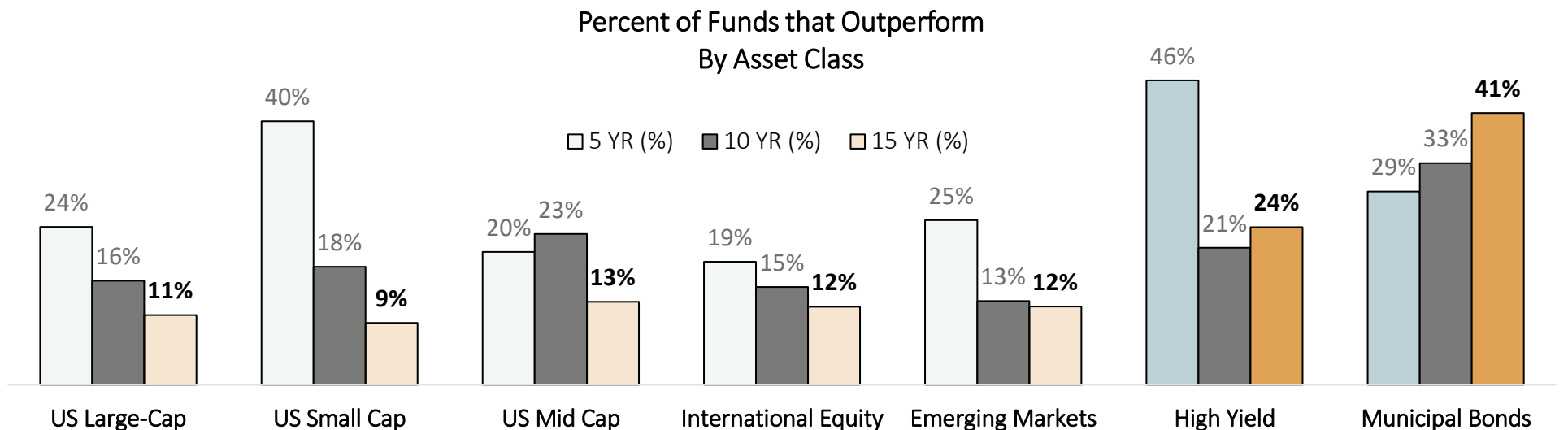
Within municipal fixed income, APCM utilizes two separate actively managed funds to achieve the desired exposure, BMNIX and VWIUX. Over the last five years, both funds have **outperformed the benchmark by 0.64% and 0.33% annualized**, respectively.

High Yield:

Over the same time period, the actively managed High Yield Fixed Income fund has trailed the benchmark slightly (0.32%) due to a tilt towards higher quality bonds. Given historically tight credit spreads, APCM is maintaining this up-in-quality exposure.

Private Markets:

APCM's private equity and private credit managers have a track record of delivering excess returns over the long-term.



The PAIR Process

A Perpetual Cycle of Progress

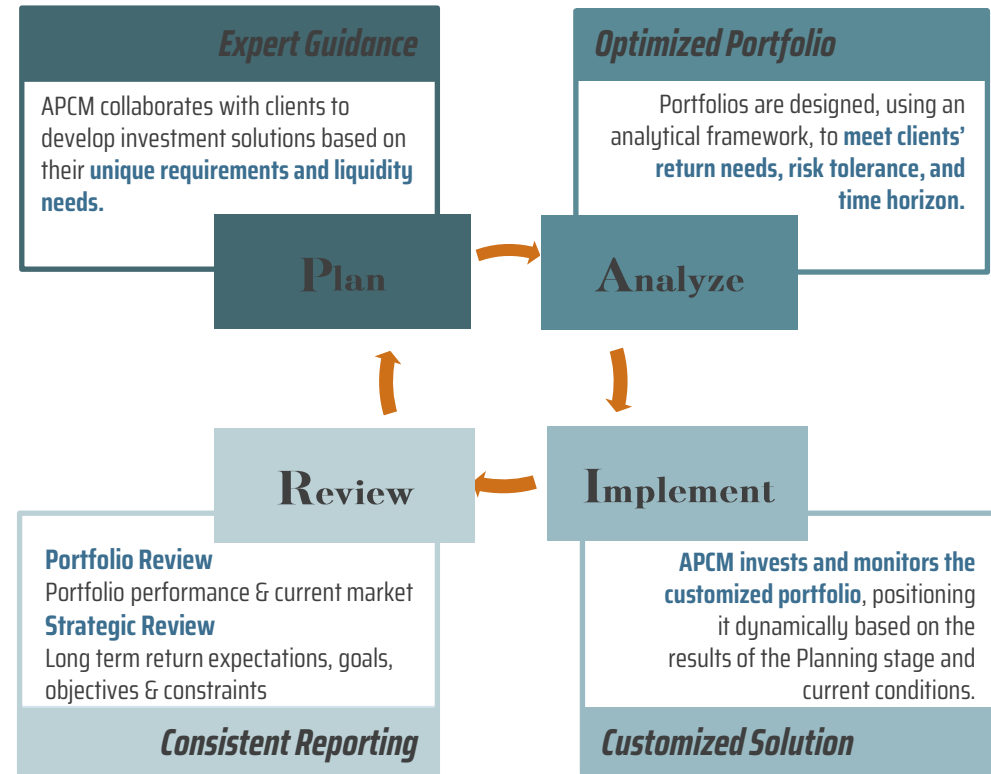
As 2025 ends, we're entering the research phase for 2026 — updating our capital market assumptions (completed annually by the end of the first quarter).

We're also refreshing our secular long-term outlook and cyclical views to ensure portfolios remain positioned for the evolving market environment.

Our annual manager and fund review evaluates performance, cost efficiency, and role within each strategy.

These updates prepare us for your annual strategic review, where we confirm your portfolio's strategy still has a high probability of achieving your goals and objectives.

The Review step of PAIR ensures that both markets and your circumstances are reflected — keeping your strategy purposeful, disciplined, and forward-looking.





Appendix

Steady markets through policy transition

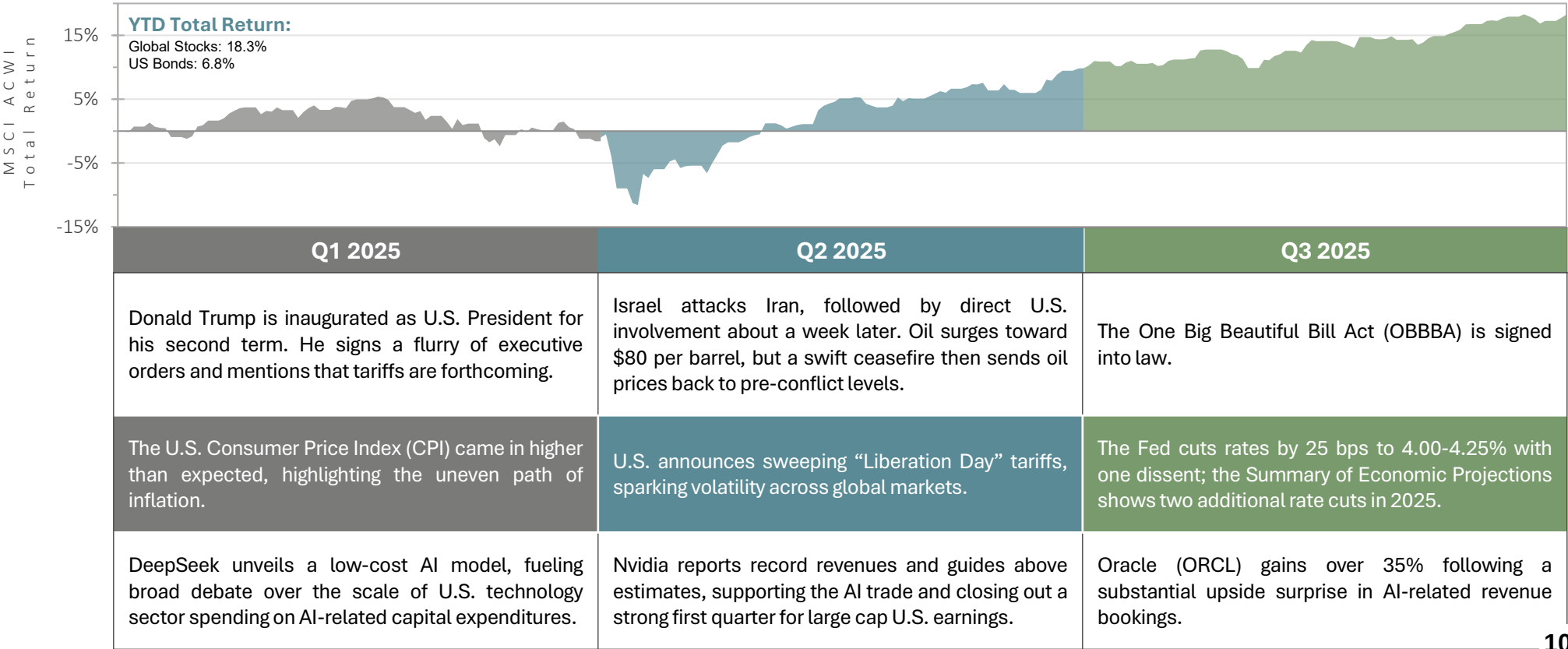


Resilient markets despite noisy headlines: Financial markets climbed steadily throughout 2025, shrugging off concerns around tariffs, rising fiscal deficits, and political uncertainty surrounding central bank independence.

Global expansion continues, but unevenly: Economic activity remains positive across major regions. The U.S. is benefiting from solid corporate earnings and improved credit conditions, while Europe and China show early signs of cyclical recovery amid mixed policy support.

Central banks turn accommodative: The Federal Reserve initiated a rate-cutting cycle late in 2025. Other central banks are following suit, easing financial conditions globally while managing still-elevated inflation expectations.

Geopolitical and policy noise rising: Elevated tensions around trade policy, upcoming elections, and shifting fiscal priorities are clouding the near-term policy outlook, even as market volatility remains below average.



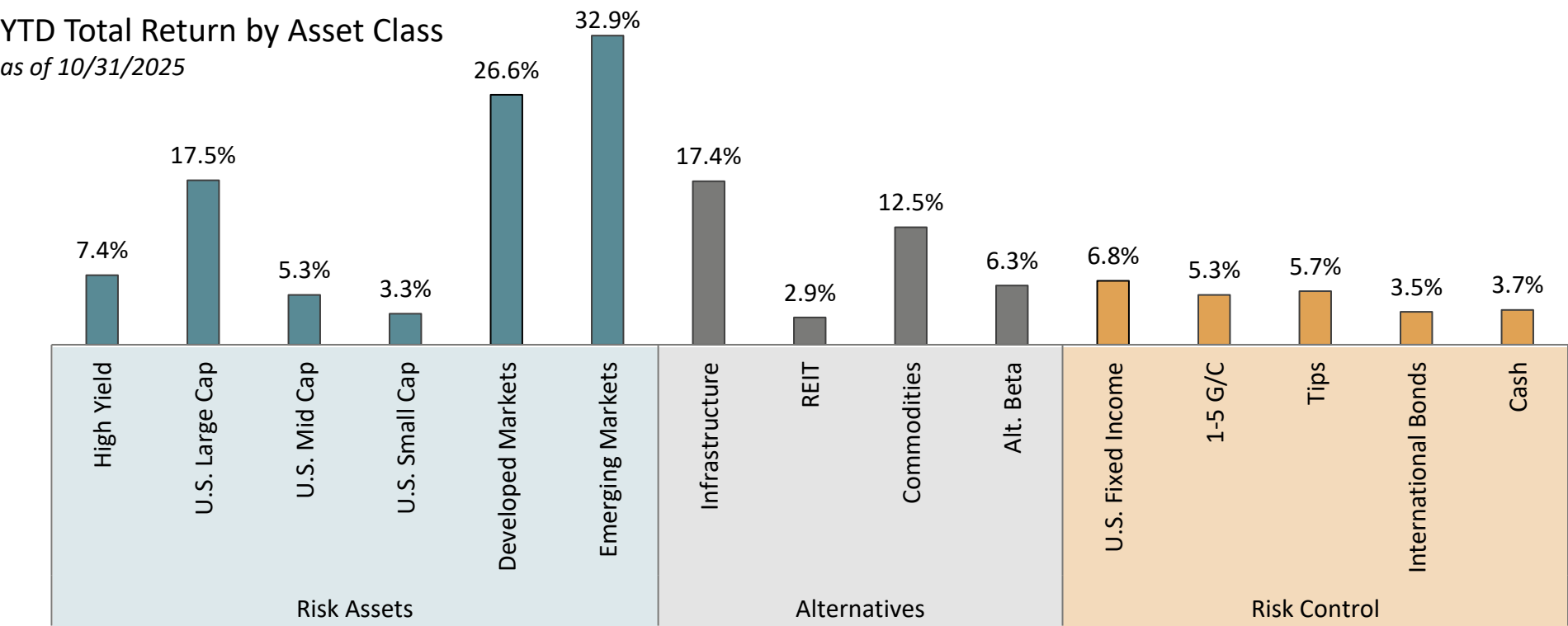
Broad-based gains across asset classes

Equities post strong returns across the board: U.S. large-cap stocks hit record highs, led by earnings strength in tech and consumer sectors. Small caps rebounded sharply late in the year as rate cut expectations improved their earnings outlook.

International and emerging markets outperform: A weaker U.S. dollar supported foreign equity returns, while emerging markets benefited from stabilizing growth and renewed investor interest in diversified risk exposure.

Fixed income regains footing: Bond markets posted positive returns as yields declined and Fed rate cuts were priced in. Investment-grade debt offered attractive income, while high-yield spreads remained historically tight, signaling elevated risk appetite.

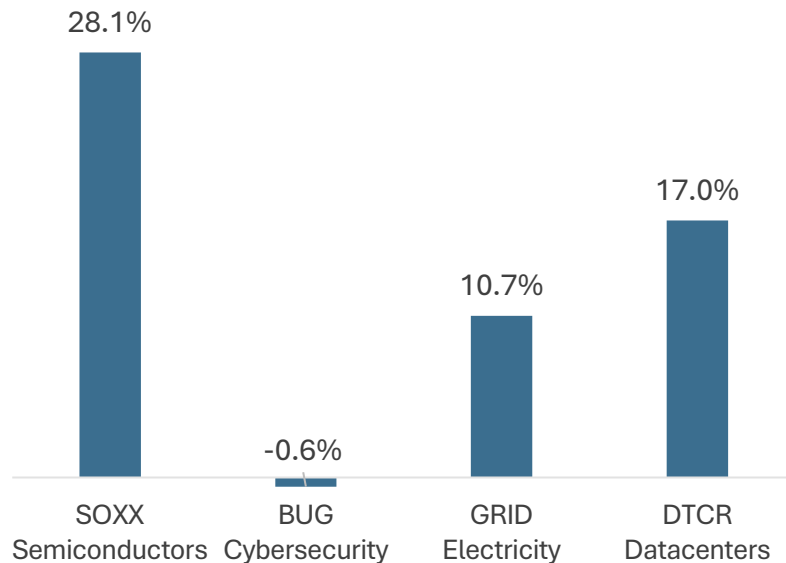
Gold and alternatives add diversification: Gold surged to new highs as investors sought safety amid geopolitical concerns and softening real yields. Alternative investments have delivered solid results, though performance varied across strategies depending on exposure to credit and macro-sensitive strategies.



Navigating the AI opportunity Within a changing policy landscape

AI Tilt Performance

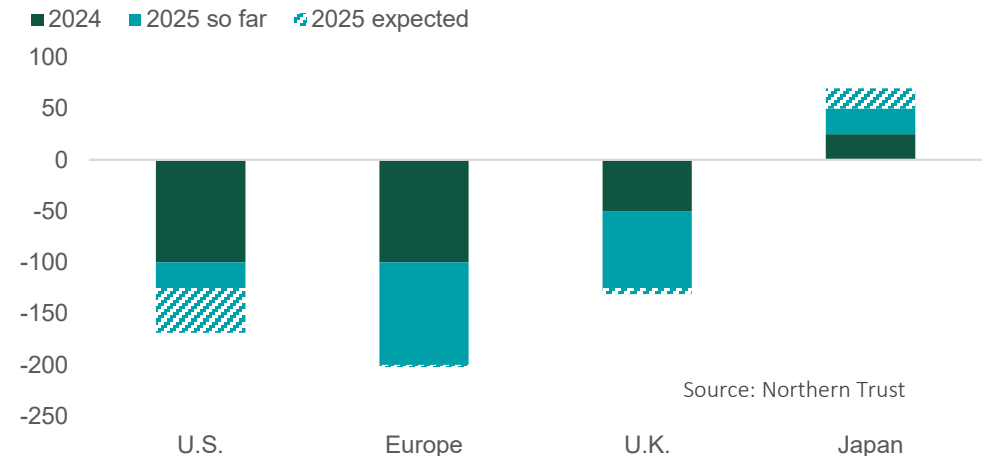
7/31/25 - 10/31/25



The Fed Returns to Rate Cuts

With more emphasis on downside labor market risk versus upside risk to inflation, the Fed opened the door to rate

CENTRAL BANK POLICY RATE CHANGES (BPS)



Source: Northern Trust

Slower but still positive global growth: Most developed economies are expected to grow modestly, supported by easing financial conditions. While a recession isn't the base case, risks remain from prior monetary tightening and uneven consumer momentum.

Supportive but limited policy easing: Central banks are pivoting to rate cuts, which should bolster risk assets. However, persistent inflation pressures and large fiscal imbalances may limit how aggressive they can be.

Targeted AI exposure with fundamental backing: Our portfolios maintain strategic overweight to companies in the AI value chain—including semiconductors, data centers, electrical grid expansion and cyber security—where earnings and adoption trends remain strong.

Rebalancing to align with risk targets: Following equity market strength, we've harvested gains and redirected capital to underweight areas like fixed income to preserve strategic balance and manage downside risk.

Prepared for shifts in market leadership: While committed to secular AI trends, we maintain flexibility to pivot should macro data or investor sentiment shift. Tactical adjustments will continue to reflect our conviction and evolving risk-reward dynamics.

Important Assumptions

IMPORTANT: The projections or other information generated by Alaska Permanent Capital Management Company (APCM) regarding the likelihood of various outcomes are hypothetical in nature, do not reflect actual investment results, and are not guarantees of future results. There can be no assurance that the projected or simulated results will be achieved or sustained. The charts and data only present a range of possible outcomes. Actual results will vary over time, and such results may be better or worse than the simulated scenarios. Clients should be aware that the potential for loss (or gain) may be greater than that demonstrated in the simulations. Please note that the analysis does not take into consideration all asset classes, and other asset classes not considered may have characteristics similar or superior to those being analyzed.

Important Legal Information

These calculations are designed to be informational and educational only, and when used alone, do not constitute investment advice. APCM encourages investors to review their investment strategy periodically as financial circumstances do change.

Model results are provided as a rough approximation of future financial performance. Actual results could produce different outcomes (either better or worse) than those illustrated by the model, since it is not possible to anticipate every possible combination of financial market returns. APCM is not responsible for the consequences of any decisions or actions taken in reliance upon or as a result of the information provided by the results of the model.

Other Influences on Rates of Return

Investment management fees: Returns are presented gross of management fees and include the reinvestment of all income. Actual returns will be reduced by investment advisory fees and other expenses that may be incurred in the management of the account. The collection of fees produces a compounding effect on the total rate of return net of management fees. As an example, the effect of investment management fees on the total value of a client's portfolio assuming (a) quarterly fee assessment, (b) \$1,000,000 investment, (c) portfolio return of 8% a year, and (d) 1.00% annual investment advisory fee would be \$10,416 in the first year, and cumulative effects of \$59,816 over five years and \$143,430 over ten years. Actual investment advisory fees incurred by clients may vary.

Taxes: Unless noted otherwise, model results have not been adjusted for any state or federal taxes or penalties.

Inflation: Unless noted otherwise, model results do not adjust any inputs or outcomes for inflation. Inflation is assumed to be constant over the investment horizon.

Limitations Inherent in Model Results

Limitations include but are not restricted to the following:

Model results do not represent actual trading and may not reflect the impact that material economic and market factors might have had on APCM's decision making if the actual client money were being managed.

Extreme market movements may occur more frequently than represented in the model.

Some asset classes have relatively limited histories. While future results for all asset classes in the model may materially differ from those assumed in APCM's calculations, the future results for asset classes with limited histories may diverge to a greater extent than the future results of asset classes with longer track records.

Market crises can cause asset classes to perform similarly over time; reducing the accuracy of the projected portfolio volatility and returns. The model is based on the long-term behavior of the asset classes and therefore is less reliable for short-term periods. This means that the model does not reflect the average periods of "bull" and "bear" markets, which can be longer than those modeled.

The model represent APCM's best view of the next 7-10 years, but is unlikely to reflect actual investment returns worldwide over this period.

Introduced by:
Date:
Action:
Vote:

Mayor
11/18/25

**KENAI PENINSULA BOROUGH
RESOLUTION 2025-042**

**A RESOLUTION SUPPORTING THE TRANSPORTATION PRIORITIES
TO SUBMIT TO THE STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES FOR GRANT FUNDING
PURPOSES**

- WHEREAS,** individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives and these services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and
- WHEREAS,** under MAP-21, projects funded by Federal Transit Administration (“FTA”) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program must be included in a locally developed, coordinated public transit-human services transportation plan; and
- WHEREAS,** the Alaska Department of Transportation and Public Facilities requires any human service transit projects funded by the Alaska Mental Health Trust to also be included in a coordinated public transit-human services transportation plan; and
- WHEREAS,** Resolution 2024-028 expressed the Borough's support for the “FY2025 Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan”; and
- WHEREAS,** the Alaska Department of Transportation and Public Facilities through the Human Services Transportation Grant Funds, provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities; and
- WHEREAS,** Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness, developmental disabilities, chronic alcoholism with psychosis or Alzheimer's disease and related dementia through funding for operating assistance, purchase of services, capital and coordinated transportation system planning; and

WHEREAS, a local transportation committee consisting of seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and participation by other members of the public met on October 22, 2025; and

WHEREAS, this committee reviewed and recommended the prioritization of projects as presented by the eligible nonprofit organizations Independent Living Center, Inc. (“ILC”), Central Area Rural Transit (“CARTS”), and the Kenai Senior Center; and

WHEREAS, the first priority is the Kenai Senior Center ADA accessible vehicle purchase project, the second priority is the ILC Supported Transportation Voucher Program for Homer, the third priority is the ILC Supported Transportation Voucher Program for Seward, and the fourth priority is the ILC Supported Transportation Voucher Program for Central Peninsula; and

WHEREAS, the committee also recommended allowing eligible projects applying for grant funds that were not presented at the public meeting to be added to the established prioritization list of the four presented projects and further prioritized by submission date of the application; and

WHEREAS, the nonprofits will submit these project priorities to the State of Alaska Department of Transportation and Public Facilities to be considered for grant awards through state and federal grant programs;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the Assembly supports the following priorities: Kenai Senior Center, Independent Living Center, Inc., Homer; Independent Living Center, Seward; Independent Living Center, Central Peninsula; and any additional eligible projects not presented at the public meeting in their pursuits of state and federal grant funding opportunities.

SECTION 2. That the Assembly supports the local transportation committee’s efforts to prioritize the project applications.

SECTION 3. This resolution is takes effect immediately.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 18TH DAY OF NOVEMBER, 2025.

Ryan Tunseth, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough

Grants Administrator & Community Liaison

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*

FROM: Heather Geer, Grants Administrator & Community Liaison *HG*

DATE: November 6, 2025

SUBJECT: Resolution 2025- 042, Supporting the Transportation Priorities to Submit to the State of Alaska Department of Transportation and Public Facilities for Grant Funding Purposes (Mayor)

The resolution supports the local transportation committee's (Committee) efforts to prioritize projects identified in the FY2025 Kenai Peninsula Coordinated Transportation Plan. The Committee is made up of diverse stakeholders, including nonprofit, medical, governmental, private business and agencies, transportation providers and users of public transportation. Each year eligible projects may be submitted under the Federal Transit Administration, State of Alaska Department of Transportation program "Human Services Transportation Grant Funds," which is a combination of federal Section 5310 and Alaska Mental Health Trust funds.

On October 22, 2025, the Kenai Peninsula Borough hosted a public meeting for the Committee to prioritize projects to be submitted for the grant funding. The Committee passed a motion for priority funding in the following order:

1. Kenai Senior Center
2. Independent Living Center, Homer area
3. Independent Living Center, Seward area
4. Independent Living Center, Central Peninsula area.

Additionally, the Committee unanimously passed a motion to allow projects applying for grant funds that were not presented at the public meeting to be added to the prioritization list by order of submission and ranked below the established prioritization list.

The prioritized projects must be approved via resolution by a local governing body for the projects to be eligible for federal and state transit funding.

Your consideration is appreciated.

FY 25 KENAI PENINSULA COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

JUNE 2024

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V. Goals & Strategies

VI. Priority of Projects

VII. Appendices

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- b. Local Resolution Approval

1. INTRODUCTION/EXECUTIVE SUMMARY

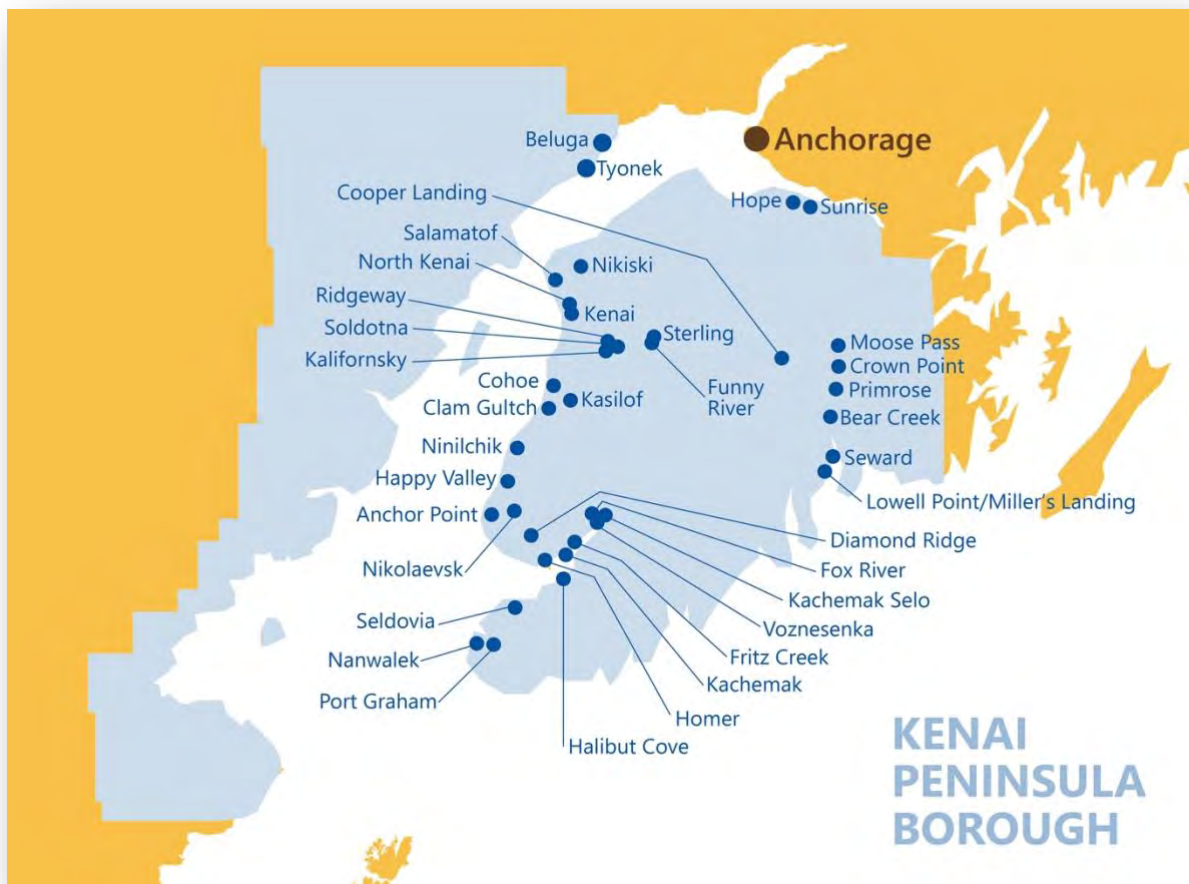
The Federal Transit Administration defines a “coordinated public transit-human service transportation plan” as a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” The *FY 2025 Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan (Plan)* is a community-driven initiative aimed at assessing existing transportation services and unmet needs within all regions of the Kenai Peninsula. This updated report focuses on the needs of vulnerable and older residents, which is crucial for qualifying for Federal Transit Administration (FTA) and Alaska Mental Health Trust funding facilitated through the Department of Transportation and Public Facilities (DOT&PF) Alaska Community Transit Office (ACT).

By outlining existing transportation services, providing context by explaining the demographic profile of the region, and taking a deep dive into the shared gaps, this report can start to address some of these deficiencies. The report identifies some viable transportation solutions in the “GOALS” section and can serve as a roadmap for improvement across the Kenai Peninsula. The development of this plan involved widespread community engagement and outreach, including two well-attended public meetings and a region-wide transportation survey, as well as cooperation between a diverse set of agencies and organizations. This plan emphasizes collaboration as a cornerstone strategy to facilitate accessible, user-friendly, and efficient transportation services across the Kenai Peninsula Borough.

2. COMMUNITY INFORMATION

A. LOCATION

The Kenai Peninsula Borough (or Borough) is a vast and geographically varied region with communities both small and large located throughout. The Borough encompasses approximately 16,000 square miles in Southcentral Alaska and includes the Kenai Peninsula, Cook Inlet, and an area northeast of the Alaska Peninsula on the west side of the Cook Inlet.



The Municipality of Anchorage is approximately 65 air miles north of the Borough and is connected via the Sterling and Seward Highways. The portion of the Borough on the western side of the Cook Inlet and the eastern side of Kachemak Bay are not connected to

the road system and must be reached by boat or aircraft. The Kenai Peninsula is in the maritime and transitional climate zone of Alaska. Winters are relatively mild compared to other regions of the state. The western part of the Borough has a colder and drier transitional climate than the maritime climate of the eastern part of the Borough.

This Plan covers three areas of the Borough. The Seward area covers the City of Seward and surrounding communities. The Central Kenai Peninsula covers the City of Soldotna, City of Kenai, and surrounding communities. The Southern Kenai Peninsula covers the City of Homer and surrounding communities. Section 2.C. contains maps of communities included in this plan.

SEWARD REGION

The Seward Highway connects Seward to Anchorage with approximately 125 miles of road. The Alaska Railroad also connects Seward to Anchorage seasonally. The Seward Boat Harbor also seasonally attracts cruise ships.

Seward is within the gulf coast maritime climate zone, with high levels of precipitation, frequent fog and clouds, long and cold winters, and mild summers. The average maximum temperature for Seward is 31 degrees Fahrenheit (F) in January and 62 degrees F in July. The average minimum temperature is 21 degrees F in January and 50 degrees F in July. Average total precipitation is 68.2 inches of rainfall and 83.4 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 5 hours and 49 minutes of daylight. The longest day of daylight on June 21 has 18 hours and 56 minutes of daylight.

CENTRAL KENAI PENINSULA REGION

The Central Kenai Peninsula includes the City of Soldotna and the City of Kenai, the population centers of the Borough. The Seward Highway connects with the Sterling Highway at Mile 38 of the Seward Highway and passes through the Central Kenai Peninsula and to the Southern Kenai Peninsula. The Kenai Spur Highway connects Kenai with Soldotna. Other major roads in the area include Kalifornsky Beach Road and Bridge

Access Road. The cities of Kenai and Soldotna are approximately 150 road miles from Anchorage.

The Central Kenai Peninsula is within the gulf coast transitional climate zone, which is semi-arid with long and cold winters and mild summers. The average maximum temperature for the Central Kenai Peninsula is 21 degrees F in January and 65 degrees F in July. The average minimum temperature is 9 degrees F in January and 52 degrees F in July. Average total precipitation is 18.9 inches, with 67.5 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 6 hours and 7 minutes of daylight. The longest day of daylight on June 21 has 19 hours and 5 minutes of daylight.

SOUTHERN KENAI PENINSULA REGION

The City of Homer is on the shore of Kachemak Bay and is connected to Anchorage by the Seward Highway and Sterling Highway. The City of Homer is approximately 221 road miles from Anchorage. Residents access Homer via public ferries and private boats as well. With the arrival of seasonal residents and visitors during the summer tourist season, the community also experiences significant increases in vehicular traffic. Homer is the southernmost community connected to the contiguous Alaska Highway system and part of the Alaska Marine Highway.

Homer is within the gulf coast maritime climate zone, with high levels of precipitation, frequent fog and clouds, long and cold winters, and mild summers. The average maximum temperature is 29.2 degrees F in January and 60.9 degrees F in July. The average minimum temperature is 16.7 degrees F in January and 46.3 degrees F in July. Average total annual precipitation is 24.4 inches, with 54.9 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 5 hours and 41 minutes of daylight. The longest day of daylight on June 21 has 18 hours and 37 minutes of daylight.

B. POPULATION

Population of Area of Service included in the Plan: 54,252 (Seward Region, Central Kenai Peninsula Region, and Southern Kenai Peninsula Region)

- The Seward Region includes the communities of Seward, Lowell Point, Bear Creek, and Primrose.
- The Central Kenai Peninsula Region includes the communities of Kenai, Soldotna, Funny River, Kalifornsky, Kasilof, Nikiski, Ridgeway, Salamatof, Sterling, Cohoe, and Clam Gulch.
- The Southern Kenai Peninsula Region includes the communities of Homer, Ninilchik, Anchor Point, Diamond Ridge, Happy Valley, Nikolaevsk, and Kachemak City. Kenai, Soldotna, Homer, Seward, and Kachemak City are incorporated cities.
- The other communities are unincorporated census-designated places.

D. MAPS

The following maps show the transportation area. Map 1 shows all communities included in this Plan. Map 2 shows the communities of the Central and Southern Kenai Peninsula regions. Map 3 shows the communities of the Seward Region.



Selected Census Designated and
Incorporated Places on the Kenai Peninsula



Census Designated and Incorporated Places within
Central and Southern Kenai Peninsula



Census Designated and Incorporated Places
in the Seward Vicinity

3. ASSESSMENT OF RESOURCES AND SERVICES

C. CURRENT TRANSPORTATION OPTIONS

CENTRAL KENAI PENINSULA REGION

The Sterling Highway traverses from Sterling south through the City Soldotna and several census-designated places and unincorporated places before reaching the City of Homer. The Kenai Spur Highway turns off the Sterling Highway in Soldotna and goes through the City of Kenai and the community of Nikiski. Bridge Access Road also connects the City of Kenai to other communities. Kalifornsky Beach Road is an alternate connection running north-south through the area.

" Transportation infrastructure is a vulnerability for the Kenai Peninsula. The Seward and Sterling Highways connect the Borough communities to each other and to Anchorage and suffer frequent shutdowns due to fatal traffic accidents and, periodically, avalanches. Poor maintenance conditions in the winter can also sever this key artery. The Alaska Marine Highway System (AMHS), which has suffered from budget cuts, is another area of transportation concern. AMHS serves Homer and Seldovia but has been forced to reduce the frequency of sailings, disrupting an affordable means to moving people and goods. Seldovia is particularly dependent on AMHS, as it lacks highway access. KPEDD advocates for ongoing support for highway maintenance and safety improvements, and continuing state funding for AMHS. Furthermore, residents needing transportation assistance to and from work and critical services has been limited and reportedly unreliable. This is a key element in workforce development efforts across the Peninsula."

*Kenai Peninsula Economic Development District 2024
Comprehensive Economic Development Strategy*

Kenai Municipal Airport is a City-owned airport and is the largest airport in the Kenai Peninsula. The Kenai Municipal Airport has two runways –1L/19R with a 7,830 X 150 feet asphalt pavement and 1R/19L with a 2,000 X 60 feet gravel surface. It also has a float plane basin and two helipads.

The Soldotna Airport is also a City-owned airport. It has a runway designated 7/25 with an asphalt surface. Both airports are easily accessed on the road system. The top flight routes out of the Kenai airport are Anchorage and Kodiak.

Transit options include CARTS, Ninilchik Traditional Council's Basic Unified Multi-Path Service (BUMPS), and several taxi service providers. Kenaitze Indian Tribe is launching the

Kahtnu Area Transit fixed route bus service for the Central Kenai Peninsula to include a transportation hub/facility, 65 vehicles and transportation support staff. In addition, there are numerous human service agencies, including local Senior Centers and disability service providers located in the Central Peninsula region. Additional transportation providers include the school district, and private providers that provide transportation within the Central Peninsula communities to their clientele. Most of these human service agencies are either private nonprofit agencies or government human service agencies. Many of these agencies do not own vehicles but do offer transportation for their clientele through other providers. Examples of government agencies include the Department of Labor and Division of Public Assistance.

The Independent Living Center's (ILC) voucher program is operational in the Central Peninsula communities for eligible individuals who experience a disability and have a barrier to transportation. ILC contracts with Alaska Cab, who has a fleet of approximately 20 vehicles, three of which are accessible for wheelchair users and others with mobility issues.

SOUTHERN KENAI PENINSULA REGION

The Homer Airport Terminal & Cargo Facility is a State-owned airport. It has one runway designated 3/21 with a 6,701 X 150 feet asphalt pavement and a facility for float planes on nearby Beluga Lake. Homer also has a ferry terminal that connects to the Alaska Marine Highway System.

Transit options include Ninilchik Traditional Council's Basic Unified Multi-Path Service (BUMPS), and several taxi service providers. In addition, there are numerous human service agencies, including local Senior Centers and disability service providers. Additional transportation providers include the school district, and private providers that provide transportation within the Southern Peninsula communities to their clientele. Most of these human service agencies are either private nonprofit agencies or government human service agencies. Many of these agencies do not own vehicles but do offer transportation for their clientele through other providers. Examples of

government agencies include the Department of Labor and Division of Public Assistance.

The Independent Living Centers (ILC) voucher program is operational in the Southern Kenai Peninsula communities for eligible individuals who experience a disability and have a barrier to transportation. ILC contracts with Ryder Transport, who has a fleet of approximately 10 vehicles, two of which are accessible for wheelchair users and others with mobility issues.

In 2024, Homer has no year-round, easily accessible form of public transit that meets community transportation needs. Homer's only connection to a year-round public transit system is the Ninilchik-based Basic Unified Multi-Path Service (BUMPS) bus, which serves Homer 3 days per week. The BUMPS bus travels roundtrip connecting Homer to Ninilchik, Soldotna, and Kenai, and communities along the route. The service stops at major retail outlets in each community. BUMPS is operated by the Ninilchik Traditional Council.

SEWARD REGION

The Seward City Tours operates a 5-month (mid-April to mid-September) fixed route shuttle that brings passengers from cruise ship areas to downtown. The service is wholly funded through the use of passenger ("head") tax. This impacts routing of shuttle (e.g., must serve destinations of use to cruise ship passengers). Local residents are also able to use the shuttle for free during the summer months. The shuttle runs from 8 a.m. to 7 p.m. when there is a cruise ship in port and from 10 a.m. to 7 p.m. when there is not a cruise ship in port.

The Seward Senior Center has a voucher program that supports members to get to and from the Center and around town for local needs. Seward Senior Center contracts with a local cab company.

ILC's voucher program is operational in the Seward area for eligible individuals who experience a disability and have a barrier to transportation. ILC contracts with Aunt May's Taxi and Tours and Seward Independent Taxi. Both are owner operated companies with

1-2 vehicles each, none of which are accessible for wheelchair users and others with mobility issues.

In addition, there are numerous human service agencies e.g. SeaView and several tribal organizations that provide some transportation to their clientele. The school district has vehicles and there are private providers that provide transportation within and around Seward to their clientele. Most of these human service agencies are either private nonprofit agencies or government human service agencies. Many of these agencies do not own vehicles but do offer transportation for their clientele through other providers. Examples of government agencies include the Department of Labor and Division of Public Assistance.

Seward Bus Lines and Red Eye Rides, LLC are based out of Seward. They provide rides to and from Anchorage. Red Eye lines has a wheelchair lift-equipped vehicle and is a Medicaid transportation provider. The schedules for both vary according to the season.

B. COMMUNITY ENGAGEMENT

KENAI PENINSULA BOROUGH TRANSPORTATION “GAPS AND SOLUTIONS” COMMUNITY DISCUSSIONS

The improvement, development, and coordination of transportation projects and initiatives on the Kenai Peninsula requires a strategic and coordinated effort. In 2023 and 2024, representatives from various agencies and organizations, as well as members of the general public, gathered for two meetings to discuss transportation “Gaps and Solutions.” The attendees focused on identifying the needs and developing solutions to address enhanced mobility for the Boroughs seniors and individuals with disabilities and the general public. The results of the two meetings are summarized below.

On March 23rd, 2023 and April 16, 2024, a total of 106 community members came together and discussed transportation gaps and solutions within the area. Those who attended represented transportation service providers, community support organizations, Tribal entities, Borough government officials, and residents of the Kenai Peninsula. Both

meetings were hybrid meetings, with people participating in person and over Zoom. Participants collaborated on information about current status and possible solutions to address the needs of their communities regarding transportation. Both events were hosted by the Kenai Peninsula Borough, sponsored by the Kenai Peninsula



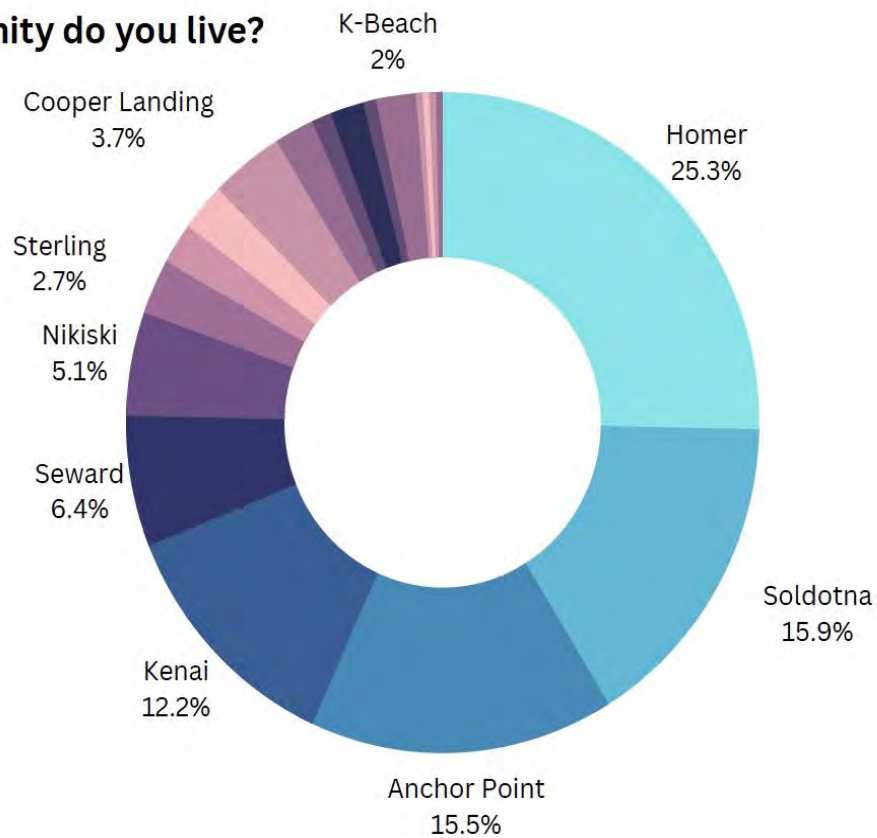
Community Foundation, and Bridges Community Resource Network, facilitated by Denali Daniels + Associates. The final reports from both of the meetings are located in the Appendices.

In addition to representatives from the Kenai Peninsula Borough, City of Homer, City of Kenai, City of Soldotna, the 1st and 2nd Transportation Gaps and Solutions discussions brought together the following Kenai Peninsula entities involved in transportation: 100% Alaska, Alaska Bus Company, Alaska Cab, Alaska Mobility Coalition, Anchor Of Hope Church, Bridges Community Resource Network, Central Area Rural Transit System, Cook Inlet Counseling, Governor's Council on Disabilities and Special Education, Independent Living Center, Kenai Adult Probation, Kenai Peninsula Economic Development District, Kenai Peninsula Food Bank, Kenai Peninsula Love INC, Kenai Peninsula Reentry Coalition, Kenai Peninsula Foundation, Kenai Public Health Center, Kenai Senior Center, Kenaitze Indian Tribe , Kenai Peninsula School District-First Student/Apple Bus, LeeShore Center, Nikiski Senior Center, Nikiski Shelter of Hope , Ninilchik Senior Center, Ninilchik Traditional Council, Office of the Governor, Red Eye Rides, Soldotna Senior Center, South Peninsula Behavioral Health , Southcentral Alliance for Family Resilience, Southern Kenai Peninsula Transit Coalition, State of Alaska Department of Labor, Salvation Army, TNT Transportation.

KENAI PENINSULA ECONOMIC DEVELOPMENT DISTRICT TRANSPORTATION SURVEY RESULTS

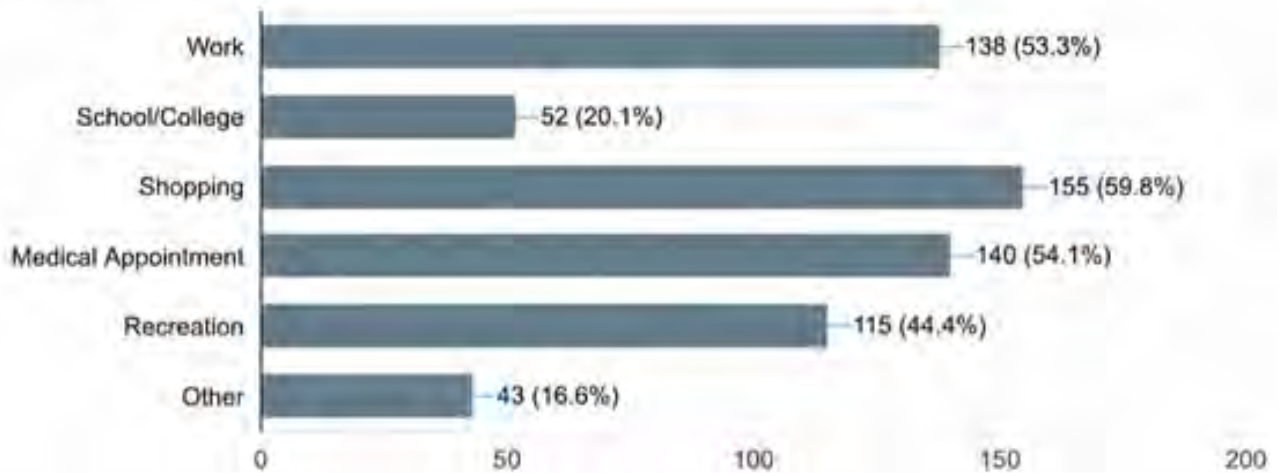
KPEDD, in partnership with the Kenai Peninsula Transportation Committee, created a survey to identify regional public transportation needs throughout the Peninsula. The survey gathered responses to questions from over 300 residents, who lived in communities across the Borough. Several of the responses are represented in the following graphics.

In what community do you live?

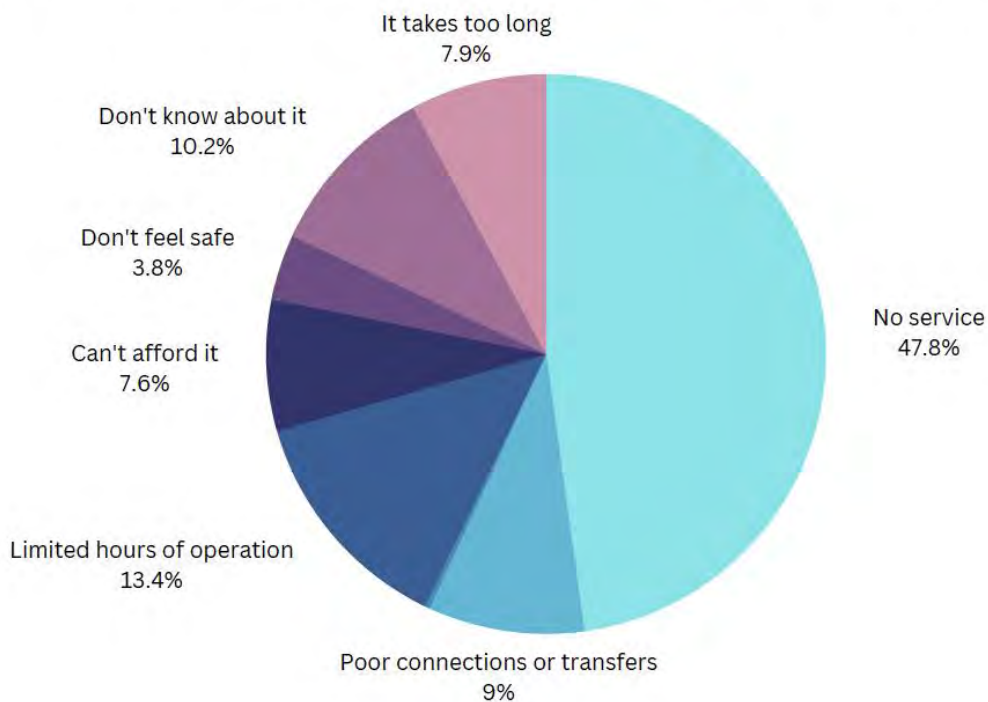


13. If available, what would you use public transportation for?

259 responses



If you do not use public transportation regularly, why not?



C. INVENTORY OF AVAILABLE RESOURCES AND SERVICES

CARTS Vehicle #	Vehicle	Passengers		Wheelchair Positions	Odometer Readings as of May 2024	Vehicle Condition	Agency
Van 14	Ford Passenger Van	12	2009	No	295,294	Poor	CARTS
Bus 16 4X4	Cutaway	12	2009	Yes 2	151,612	Poor	CARTS
Bus 17	Cutaway	12	2009	Yes 2	127,307	Poor	CARTS
Van 31	Ford Transit Van	7	2017	Yes 2	298,069	Fair	CARTS
Van 32	Ford Transit Van	7	2017	Yes 2	268,109	Fair	CARTS
Van 33	Ford Transit Van	7	2017	Yes 2	136,276	Good	CARTS
Van 34	Ford Transit Van	7	2022	Yes 2	54,866	Excellent	CARTS
Van 35	Ford Transit Van	7	2023	Yes 2	45,592	Excellent	CARTS

Vehicle	Passengers		Wheelchair Positions	Odometer Readings	Vehicle Condition	Agency
Ford Shuttle Bus	24	2008	Yes 2		Good	BUMPS
Ford Shuttle Bus	16	2011	Yes 2		Good	BUMPS
Ford E-450	10	2012	Yes 2		Good	BUMPS

FY 2025 UPDATED HUMAN SERVICES COORDINATED TRANSPORTATION PLAN

Central Peninsula Region Services Inventory				
AGENCY	PASSENGERS	OPERATING DAYS	OPERATING HRS.	DESTINATIONS
Alaska Christian College	Only for clientele	No designation	9 am – 5 pm	Central Kenai Peninsula. Any transportation needed by students 1-2x/week
Freedom House	Only for residents	Monday-Friday	9 am – 5 pm	Central Kenai Peninsula. Prioritized by specific need and urgency.
Frontier Community Services	Only for clientele	Scheduled Appointments	9 am – 5 pm	Central Kenai Peninsula. Only for in house appointments
Heritage Place	Only for residents	7 days/week	24 hours	Medical appointments
Kenai Senior Center	Only for clientele	Monday-Friday	24 hours	Central Kenai Peninsula. Personal, medical, shopping, work
Kenaitze Indian Tribe	Tribal members, employees and clientele	Monday-Friday	8 am – 5 pm	Central Kenai Peninsula, primarily within the City of Kenai. Personal, medical, work, shopping, recreational, physical therapy, mental health, and childcare.
Nikiski Senior Center	55+ years or Medicaid Waiver recipients	Monday-Friday	10 am – 2 pm	Nikiski, Kenai and Soldotna. Personal, medical, work, shopping, recreational, physical therapy, mental health. Wheelchair accessible.
Nikiski Shelter of Hope	Only for residents	7 days/week with qualified driver	24 hours	Central Kenai Peninsula and Clam Gulch Appointments, group shopping trips, and shelter connections.
Serenity House	Only for clientele	7 days/week	24 hours	Central Kenai Peninsula. Meetings medical, activities, court, shopping and pharmacy
Soldotna ILC	Individuals with disabilities and IL Intake	Used with contracted tax cab company	Used with contracted taxi cab company	Vouchers to be used with contracted cab company up to a \$15 fare
Soldotna Senior Center	Only for clientele	Monday-Friday	8 am – 4 pm	Soldotna area
Sterling Silver Assisted Living	Clientele who cannot access other transportation	Monday-Friday	By appointment	Central Kenai Peninsula. Appointments and shopping

FY 2025 UPDATED HUMAN SERVICES COORDINATED TRANSPORTATION PLAN

Central Peninsula Region Services Inventory, continued				
AGENCY	PASSENGERS	OPERATING DAYS	OPERATING HRS.	DESTINATIONS
AK Bus Shuttle	All	Varies by season	Varies by season	Soldotna, Cooper Landing, Girdwood, Anchorage. Contact info@alaskabuscompany.com or 907-299-6806
BUMPS	All	M,W,F	8:30 am-5 pm	Homer, Anchor Point, Ninilchik, Clam Gulch, Soldotna Kenai and return. Wheelchair accessible. Contact 907-567-3313 or 907-394-8866 or bumps@ninilchiktribe-nsn.gov
CARTS	All, Medicaid and Medicaid Waiver	Monday-Friday	24 hours	Central Kenai Peninsula. Personal, medical, work, shopping, recreational, physical therapy, mental health. Wheelchair accessible. Contact 907-262-8900

FY 2025 UPDATED HUMAN SERVICES COORDINATED TRANSPORTATION PLAN

Southern Peninsula Region Services Inventory				
AGENCY	PASSENGERS	OPERATING DAYS	OPERATING HRS.	DESTINATIONS
Homer Senior Center	Only members and residents	Varies upon request	Varies upon request	Field trips, outings, resident requests. Medicaid transportation provider. One vehicle with wheelchair access
South Peninsula Behavioral Health	Only for clientele	Varies upon request	Varies upon request	Field trips, outings, resident requests. Medicaid transportation provider.
Homer ILC	Individuals with disabilities and an IL Intake	Used with contracted taxi cab company	Used with contracted taxi cab company	Vouchers to be used with contracted cab company within 4 miles of pick up or for individuals living 15 miles from Homer
South Peninsula Hospital	LTC residents	Varies upon request	Varies upon request	Field trips, outings, resident requests. Medicaid transportation provider
AK Bus Shuttle	All	Varies by season	Varies by season	Homer, Soldotna, Cooper Landing, Girdwood, Anchorage. Contact info@alaskabuscompany.com or 907-299-6806
BUMPS	All	M,W,F	8:30 am-5 pm	Homer, Anchor Pt, Ninilchik, Clam Gulch, Soldotna Kenai and return. Wheelchair accessible Contact 907-567-3313 or 907-394-8866 or bumps@ninilchiktribe-nsn.gov

FY 2025 UPDATED HUMAN SERVICES COORDINATED TRANSPORTATION PLAN

Seward Region Services Inventory				
AGENCY	PASSENGERS	OPERATING DAYS	OPERATING HRS.	DESTINATIONS
Seaview	Only clientele	7 days/week	As needed	Medicaid trips and other appointments as requested
Seward Senior Center	Senior Center members	Used with contracted taxi cab company	Used with contracted taxi cab company	Vouchers to be used with contracted cab company, using the Senior Center as a hub.
Seward ILC	Individuals with disabilities and IL Intake	Used with contracted taxi cab company	Used with contracted taxi cab company	Vouchers to be used with contracted cab company within 4 miles of pick up
Mountain Haven	Only residents	7 days/week	As needed	Medicaid Transportation provider. To and from appointments and shopping
AVTEC	Only students	7 days/week	As needed	Around Seward upon request
Qutekcak Native Tribe	Only Tribal Members	7 days/week	As needed	Around Seward upon request
Seward Bus Lines	All	Varies by season	Varies by season	Seward, Whittier, Anchorage. Contact 1-888-420-7788 or sewardbuslines@acsalaska.net
Red Eye Rides	All (up to 10 passenger capacity)	7 days/week	6 a.m. to 7 p.m.	From Seward to Moose Pass/The Y, Cooper Landing, Hope Cut-off, Girdwood, Anchorage and returns. Prices/times vary based on age and season. Medicaid provider and wheelchair accessible. Contact https://akredeyerides.com/ or 907-769-1818

4. ASSESSMENT OF TRANSPORTATION NEEDS

A. DEMOGRAPHICS

GENERAL COMMUNITY DEMOGRAPHICS

Population of the Area of Service included in the Plan: 54,252 (Seward Region, Central Kenai Peninsula Region, and Southern Kenai Peninsula Region)

- The Seward Region includes the communities of Seward, Lowell Point, Bear Creek, and Primrose.
- The Central Kenai Peninsula Region includes the communities of Kenai, Soldotna, Funny River, Kalifornsky, Kasilof, Nikiski, Ridgeway, Salamatof, Sterling, Cohoe, and Clam Gulch.
- The Southern Kenai Peninsula Region includes the communities of Homer, Ninilchik, Anchor Point, Diamond Ridge, Happy Valley, Nikolaevsk, and Kachemak City. Kenai, Soldotna, Homer, Seward, and Kachemak City are incorporated cities.
- The other communities are unincorporated census-designated places.

According to the U.S. Census American Community Survey (ACS) Demographic and Housing Estimates 2022 Five-Year Estimates, the Kenai Peninsula Borough (Borough) has a population of 59,235. The Seward Region is estimated to have a population of 5,021, the Central Kenai Peninsula Region has a population of 38,051, and the Southern Kenai Peninsula Region has a population of 11,983. This gives a total population of 54,252 people for the area of service.

The median household income in Kenai Peninsula Borough, Alaska was \$76,254 in 2022, up from \$71,111 in 2021. The average salary for employees in the borough is estimated to be around \$76,611 per year, or \$37 per hour. The largest share of households in the borough have an income between \$75,000 and \$100,000.

In 2022, Kenai Peninsula Borough was more diverse than it was in 2010. In 2022, the white (non-Hispanic) group made up 78.8% of the population compared with 82.9% in 2010.

Between 2010 and 2022, the share of the population that is Hispanic/Latino grew the most, increasing 1.6 percentage points to 4.6%. The white (non-Hispanic) population had the largest decrease dropping 4.1 percentage points to 78.8%.¹

DEMOGRAPHICS OF THOSE IN NEED

Those in need of increased and improved transportation resources on the Kenai Peninsula include older adults/elderly adults, persons with disabilities, low-income populations, and zero vehicle households.

The borough has a median age of 41.4 years. The age distribution of the borough is as follows:

- 12% 0–9 years old
- 13% 10–19 years old
- 11% 20–29 years old
- 13% 30–39 years old
- 12% 40–49 years old
- 13% 50–59 years old
- 15% 60–69 years old
- 9% 70–79 years old²

According to the American Community Survey and the Alaska Department of Vocational Rehabilitation, the percentage of the Kenai Peninsula Borough aged 18-64 that reported having a disability was 12%.

¹ American Community Survey, 2010 - 2023

² US Census. <http://censusreporter.org/profiles/05000US02122-kenai-peninsula-borough-ak/>

B. GAPS IN SERVICE

The need for transportation services crosses all geographic areas within the area of service. Those in need of increased consideration on the Kenai Peninsula include older adults/elderly adults, persons with disabilities, low-income populations, and

“If our community had more and better public transportation for those in need, I think we would see more success in medical outcomes, people having better access to food and to gainful employment, and children's attendance to school and recreation.”

Comment, Kenai Peninsula Economic Development District Transportation Survey Results

zero vehicle households. However, there are significant gaps throughout the Borough, which were identified during the two “Gaps and Solutions” meeting held in 2023 and in 2024, as well as learned through the results of the *Kenai Peninsula Economic Development District Transportation Survey*.

Through these discussions and outreach efforts, several critical gaps have been identified, demonstrating where the current system falls short of meeting the needs of the community.

UPDATE PLANNING PRIORITIES: First, there is a pressing need to routinely update the transportation planning priorities. This involves aligning transportation initiatives with other strategic planning efforts by local and regional entities. There is a disconnect between the various planning efforts and regional committees, which leads to the duplication of efforts, a lack of coordination, and a gap in the leveraging of resources to strengthen priority projects.

ACCESSIBILITY: Another gap strategically is accessibility. In the Kenaitze Tribe’s development of a fixed route system there is discussion with not locating bus stops near essential community destinations such as food banks, job services, stores, Love Inc., the airport, hospitals, and senior centers. Additionally, establishing Park N Ride facilities and implementing services akin to "Anchor Rides" could improve and enhance accessibility. As of this writing, none of Kenaitze Tribe’s sixty five vehicles are wheelchair accessible. They will need to purchase accessible vehicles or contract with others for the required paratransit service.

RELIABILITY: Reliability remains another gap on the Kenai Peninsula, particularly regarding pickup/drop-off times and achieving full route coverage, especially in rural areas. Meeting individual needs and fully addressing these service gaps requires a tailored and strategic approach to ensure complete coverage of main roads and highways. The lack of a centralized information system is a gap, as it would be useful for timely updates and facilitating travel

planning.

WORKFORCE DEVELOPMENT: While workforce development is a priority for the Borough, there is a gap when it comes to linking these efforts with available transportation options. Some solutions would include subsidized transit options, and more affordable transportation for various demographics, including minimum wage workers, teen workers, seniors, and individuals seeking employment opportunities. Moreover, streamlining policies and procedures, such as DOT reporting and addressing Medicaid payment issues, could be crucial in addressing gaps in knowledge and paperwork burdens.

FUNDING: Funding poses a significant challenge for transportation efforts on the Peninsula, requiring a concerted effort to identify, allocate, and leverage resources. For vulnerable populations there could be additional considerations or options such as low-income, disability, and other funding sources, yet there is a gap in coordinating efforts with service providers. Coordinating efforts across different service providers, agencies, regions and communities is essential to minimize duplication, enhance collaboration, and streamline services. Solutions to these gaps could include appointing coordinators for each community, fostering communication among key stakeholders, and creating better communication channels or forums to discuss emerging gaps.

COMMUNICATION + OUTREACH: Communication and outreach are vital for ensuring that transportation services are accessible and well-utilized. Utilizing platforms like social media, newspapers, and apps can enhance outreach efforts, while user-friendly online resources and transportation apps can facilitate navigation and connection to vital services. Often there is an unnecessary gap between what is available to users and what is utilized by transportation providers, especially within governmental agencies.

5. GOALS AND STRATEGIES

For the 2024 Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan, the Transportation GAPS & Solutions Lead Partner Group to include: LOVE, Inc, Bridges, KPEDD, ILC, CARTS, 100% Community, Kenai Peninsula Foundation and Kenai Peninsula Borough representative and other partner volunteers.

Goal 1 – STRENGTHEN PARTNERSHIPS AND COLLABORATION:

Ensure continuous, community-wide engagement, understanding, commitment and accountability to implement and fund an evolving Coordinated Plan.

Strategy 1. Continue annual convening of agencies, partners, and Kenai Peninsula residents to discuss GAPS AND SOLUTIONS as well as annual priorities.

Leads: Transportation GAPS & Solutions Lead Partner Group

Timeline: By April 30, 2025 and on-going annually

Strategy 1.2 Develop new and/or revise existing Memorandum of Understanding or contracts to include recent partnerships and updated methods for local and regional coordination.

Leads: Transportation GAPS & Solutions transportation providers

Timeline: By September 30, 2024 and on-going annually

Goal 2 – REGIONAL COORDINATION AND STREAMLINING:

Develop and sustain transportation services within the Coordinated Plan by effectively identifying, understanding, collaborating, and advocating among state, local, federal, tribal and public funding sources.

Strategy 2.1 Investigate the hiring of a Transportation Coordinator to lead the efforts to increase transportation options and funding Borough-wide and to implement and update plans.

Leads: Transportation GAPS & SOLUTIONS Lead Partner Group

Timeline: By June 30, 2025

Strategy 2.2 Establish a subset of the regional transportation workgroup to represent partners and serve in an ongoing decision-making role for coordination.

Leads: Transportation GAPS & SOLUTIONS Lead Partner Group and other volunteers representing community local voices

Timeline: By September 30, 2024 and on-going quarterly

Strategy 2.3 Update Coordinated Plan every five years

Leads: Transportation Coordinator, if hired, and Transportation GAPS & SOLUTIONS Lead Partner Group and other volunteers

Timeline: FY 25, FY 30, FY 35, FY40, FY 45

Goal 3 – ROUTINELY UPDATE SYSTEM PROJECT PLANNING PRIORITIES AND NECESSARY SUPPORTS

Provide sustainable and flexible public transportation systems that are affordable, reliable, and accessible and meet the needs of the service areas within the region.

Strategy 3.1 Maintain current or improve existing transportation services by continuing and increasing Federal Transit Administration and Alaska Department of Transportation and Public Facilities funded projects.

Leads: Borough-wide Transportation Providers

Timeline: On-going

Strategy 3.2 Strategically make system improvements to reliably and affordably serve the identified underserved populations and those most in need with necessary transportation services.

Lead: Borough-wide Transportation Providers

Timeline: On-going

Strategy 3.3 Identify funding opportunities to support this work to include public and private partnerships.

Lead: Transportation Coordinator, if hired and Transportation GAPS & SOLUTIONS Lead Partners and other volunteers

Timeline: On-going

6. PRIORITY OF PROJECTS

Project priorities for the next five years will be selected based upon the goals and strategies of this Plan, submitted applications, funding availability and Prioritization of Human Service project applicants. Prioritization meetings to be held annually in the fall, with the Kenai Peninsula Borough as the Lead Agency.

Other General Priorities identified at the two Transportation Gaps and Solutions events

- Door to door service models maintained and replicated
- Collaboration and partnerships between State and Local funders, human service providers and transportation providers on the Kenai Peninsula
- Hire a Transportation Coordinator to lead the efforts of communities, to include grant writing, coordinating community efforts and updating the various Plans that include transportation
- Increase affordable and accessible transportation options Borough-wide
- Increase funding opportunities for transportation providers, Borough-wide

SUPPORTING DOCUMENTATION AND APPENDICES

2024 Kenai Peninsula Transportation Gaps and Solutions Meeting Report

2023 Kenai Peninsula Transportation Gaps and Solutions Meeting Report

Community Transportation Needs Assessment: Homer, Alaska and Surrounding Communities



KENAI PENINSULA BOROUGH TRANSPORTATION GAPS AND SOLUTIONS

APRIL 16, 2024

Prepared by: Denali Daniels + Associates



INTRODUCTION

On April 16th, 2024, 53 community members came together and discussed transportation gaps and solutions within the Kenai Peninsula. Those who attended represented transportation service providers, community support organizations, Tribal entities, Borough government officials, and individuals representing themselves. This was a hybrid meeting, with people participating in person and over Zoom. Participants collaborated on information about the current status and possible solutions to address the needs of the community regarding transportation. This event was hosted by the Kenai Peninsula Borough, sponsored by the Kenai Peninsula Community Foundation, and Bridges Community Resource Network, facilitated by Denali Daniels + Associates.

PARTICIPANTS:

Many representatives from community organizations and members of the public attended. A list of participants is displayed below.

- Bieber, Sara – State of Alaska
Department of Labor
- Bouasri, Samantha – State of
Alaska Department of
Corrections
- Bunch, Julie – Kenai Public
Health Center
- Cameron, Cassidi – Kenai
Peninsula Economic Development
District
- Cannava, Dana – Kenai
Peninsula Borough Mayor
Office
- Carbone, Tyler – State of
Alaska Department of
Corrections - Reentry
- Ciapponi, Chiara – Kenai
Public Health
- Cochran, Taylor – Alaska Cab
- Cook, Sheryl - Soldotna Senior
Center
- Coreson, Caitlin – Kenai
Peninsula Economic
Development District
- Dillon, Tim – The Jotimaz Group
- Dye, Jacob – Peninsula Clarion
- Einerson, Lynn timer – State of
Alaska Department of
Corrections, Wildwood
Correctional Center
- Engebretsen, Julie – City of
Homer
- Fallon, Sasha – Nikiski Senior
Center
- Geisler, Joyanna – Peninsula
Independent Living Center
- Gensel, Kathy – Kenai
Peninsula Homelessness
Coalition and Bridges
Community Resource
Network, Inc.
- Gottlob, Alecia – Cook Inlet
Counseling
- Hall, Laura – Anchor of Hope
Church
- Hunter, Susan – State of Alaska
Labor & Workforce
Development Alaska
Workforce Investment Board
- Kimberlin, Kathryn – State of
Alaska Department of

- Corrections with Medical Social Work
- Kyle, Brandon – The Salvation Army
- Lautaret, Tanya – Kenai Peninsula Office of US Senator Lisa Murkowski
- Lipps, Renee – The LeeShore Center
- Lyon, Kevin – Kenai Peninsula Borough School District
- Marks, Karin – Homer Economic Development Advisory Commission / Board of Kenai Peninsula Economic Development District
- Martin Tichenor, Karen – Kenai Peninsula Homelessness Coalition
- McKinley, Amanda – State of Alaska Public Health
- McTrusty, Nicole – The LeeShore Center
- Medcoff, Wyatt – Kenai Peninsula Borough
- Meyer, Greg – Kenai Peninsula Food Bank
- Micciche, Peter – Kenai Peninsula Borough Mayor
- Murray, Lilly – Kenai Peninsula Food Bank
- Navarre, Tim – Kenai Peninsula Foundation and Kenai Peninsula Homelessness Coalition
- Norris, Natalie – Red Eye Rides
- Parker, Lisa – City of Soldotna Vice Mayor
- Parsons, Bradley – Southern Kenai Peninsula Transit Coalition & Peninsula Independent Living Center, Homer
- Patterson-Moe, Angel – Red Eye Rides
- Piersee, Astrea – Kenai Senior Center
- Piltz, Beth – BUMPS, Ninilchik Traditional Council
- Pree, Jon – State of Alaska Department of Corrections, Wildwood Correctional Center
- Rangel, Levi – Red Eye Rides
- Reid, Brian – Alaska Bus Company
- Reinhart, Lisa – Alaska Mobility Coalition
- Rohr, Leslie – Love INC
- Romain, Kathy – City of Kenai / Kenai Senior Center
- Schaefer, Jill – Office of the Governor
- Schultz, Jessica – Central Area Rural Transit System, Inc.
- Shaw, Casey – State of Alaska Department of Corrections – Reentry
- Sison, Natasha – Kenai Peninsula College
- Smith, Cheri – The LeeShore Center
- Struffert, Abby, Southcentral Alliance for Family Resilience, 100% Alaska
- Stuart, Jodi – Kenai Adult Probation
- Taylor, Eric – State of Alaska Department of Transportation
- Vines, Leslie – State of Alaska Department of Labor and Workforce Development, Alaska Workforce Investment Board
- Wiste, Gina – BUMPS, Ninilchik Traditional Council

PROGRAM

10:00 AM: Welcome Comments

Denali Daniels welcomed participants and invited Kenai Peninsula Borough Mayor Peter Micciche to provide opening comments.



10:30 AM: Introductions & Accomplishments

Participants were given instructions to introduce themselves to their tables and choose a scribe/speaker to introduce their table to the room. While the groups were introducing themselves, they also shared accomplishments which were recorded on a flip chart. The following accomplishments were shared by each group:

Group One: Dana Cannava, Wyatt Medcoff, Levi Rangel, Natalie Norris, Angel Patterson-Moe, and Tim Navarre.

Accomplishments

- Kenai Peninsula Borough Working Group
- “We Move People”
- Anchorage – Seward
- 7 days a week 3x a day
- 907-769-1818 RT - \$175
- April 28th 2 year anniversary

Group Two: Renee Lipps, Abby Struffert, Alecia Gottlob, Julie Bunch, Chiara Ciapponi, and Kathy Romain.

Accomplishments

- 100% Alaska
- 100% Alaska, Levering Partners
- Strike Consortium
- Collaboration with Community Partners
- New to the community
- 5-day Transportation, Highest level of service in 52 years

Group Three:

- Beth Piltz, Gina Wiste, Jill Schaefer, Tanya Lautaret, Karen Martin-Tichenor, and Sasha Fallon.

Accomplishments

- Double ridership in the past year
- Seeking viable grants – 5311 judging (+)
- Bringing awareness to the Pen.
- Awareness, resources needed, sharing info from DC
- Continuing to push awareness + cooperative efforts to meet the Kenai's transportation needs.
- Purchased transit van with Department of Transportation grant funding 5310
- Launched in-house transportation program

Group Four:

- Karin Marks, Julie Engebretsen, Tim Dillon, Leslie Rohr, Caitlin Coreson, and Cassidi Cameron.

Accomplishments

- BUMPS: Homer Communications Facebook Page
- Kenai Peninsula Economic Development District transportation planning EFFORTS – Regional Planning Organization Pilot Program
- Homer Transportation Study
- Kenai Peninsula Economic Development District Survey – Workforce Development Focus
- Central Area Rural Transit System, Inc. Transition
- Kenai Peninsula Borough Safety Action Plan
- Who is in this room! Participation, Engagement, Recognition of transportation as a key complement to social fabric
- GIS Kenai Peninsula Economic Development District – ARC Programs – Mapping Resources

Group Five:

- Jodi Stuart, Joyanna Geisler, Brad Parsons, Lilly Murray, Greg Meyer, Taylor Cochran, and Jessica Schultz.

Accomplishments

- Happy to see everyone.
- \$3.5M grant ADA, Hiring Brad! Work with city of homer.
- 30 stakeholder interviews, community needs assessment/needs identified homer/anchor point.
- Brochure for transit, comprehensive map (Bus ride)
- Going out monthly/weekly to meet folks as needed, increase in awareness to communities.
- Getting to know everyone, veterans grant \$75,000.
- Staffing – new drivers, on-time performance

- Going after new \$\$\$

Group Six:

- Lisa Parker, Kathy Gensel, Natasha Sison, Sheryl Cook, Jon Pree, Lisa Reinhart, and Linnie Einerson.

Accomplishments

- Key Place for Destination
- City funding coming for Central Area Rural Transit System, Inc.
- Through Hospital connections get local group support to help
- ACC Collaboration
- 100% Alaska (10 Vital things needed)
- 16-24% caseload
- Barriers – Transportation use Central Area Rural Transit System, Inc. Gas Cards ACC - ?'s being asked beyond ride.
- SR 55+ Reentry
- Use Central Area Rural Transit System, Inc. & Cabs & \$\$
- Need Trans – Distance – Challenges
- Various APPTS – Need
- Now Here!
- Transportation needs for clients
- Assist

Online Group:

- Tyler Carbone, Amanda McKinley, Kevin Lyon, Kathryn Kimberlin, Casey Shaw, Cheri Smith, Samantha Bouasri, Leslie Vines, Astrea Piersee, Sara Bieber, Nicole McTrusty, Brian Reid, Eric Taylor, and Susan Hunter.

Accomplishments

- Kenai Senior Center is providing transportation to people 60+ and caregivers 9:15 to 3:30PM M-F
- Department of Labor supporting youth with cost of bus passes, gas, etc. for employment and training
- Alaska Bus purchased 3 new 23 passenger buses last week.

11:00 AM: Guest Speakers

- Kenai Peninsula Economic Development District (KPEDD) – Cassidi Cameron,
- City of Homer – Julie Engebretsen
- Red Eye Rides – Angel Patterson-Moe and Natalie Norris

- Alaska Cab – Taylor Cochran
- Alaska Bus Company – Brian Reid
- Peninsula Independent Living Center – Joyanna Geisler
- Central Area Rural Transit System, Inc. – Jessica Schultz
- Alaska Mobility Coalition – Lisa Reinhart
- 100% Community – Abby Struffert



To watch a recording of these presentations, or to view the slides provided by the presenters, please click [HERE](#).

12:00 PM: Lunch & Workshop Questions

During lunch, facilitators shared the following workshop questions for groups:

- What are the gaps for future discussion?
- What Ideas do we have for solutions?
- Next Steps!

The table below represents what was shared. As is often the case in planning discussions, there tends to be a large overlap when discussing gaps and solutions. At the conclusion of the workshop participants were asked to prioritize their top three priorities.

GAPS, SOLUTIONS, & NEXT STEPS	
Group One	

● Getting info to community ○ FB ○ Newspaper ○ Internet ○ Apps ● Bus Stops ○ Food Bank ○ Job services ○ Stores ○ Love Inc. ○ Airport ○ Hospital ○ Senior Centers ● Park N Ride (1) ● Something Like “Anchor Rides” ● Money (3)	● Get all players to the table. (2)
Group Two	
● Lack of action (1) ● Amount of duplication ● Location, Location, Location (1) ● Southern VS Central VS Eastern ● DOT Reporting ● Low-income VS Disability VS Other funding ● Medicaid rules/difficulties in getting \$\$ ● Drug testing costs/processes. ● Training	● Coordinator/coordinator for each community (5) ● Connect key people ● Let transit systems do the work ● Address Medicaid payment issues ● Create smaller groups to focus on unique issues. ● Door to Door services replicated. (11) ● Subsidized transit/improve access to \$\$ (1)
Group Three	
● Door to fix routes ○ Last mile rural transportation to services ○ Connecting riders to resource providers ○ Reliability for pick up/drop off times (3) ■ Workforce related	● Collaboration partnerships ○ Compliment services ● Identify \$\$ ● Continuous Communication ● Information sharing ● Collaboration
Group Four	
● Cost (rider) ● Full route coverage (4) ● Individual needs for individuals ● Knowing resources (transportation) to collaborate + Coordinate complete rides.	● Finding a coordinator that can sift through the needs. (11) ● Hubs (1) ● Dedicated stops/routes ● Complete coverage of the main roads/hwy

● Funding (6)	● Central info system
Group Five	
● Homer to Seward Route ● Seward public transportation ● Affordable transit for employment ○ Minimum wage (2) ○ Teen workers ○ Seniors ● School activity busses ○ workforce issues ● CDL drivers – workforce ○ Can't compete wage wise ○ What are requirements? ■ Class B W/passenger endorsement	● Collaboration – partnerships (11) ○ “No Wrong Door”
Group Six	
● Affordable transportation – public year round (7) ● Centralized access (2) ● Coordinator - transportation (5) ● Where is Kenaitze?	● Is there an agency among us who could act as a clearing house? ● Online resources (user-friendly) navigation ● App for transportation ● Human services strategic plan (3)

1:45 PM: Sticker Activity: Priorities & Next Steps

GAPS, SOLUTIONS AND NEXT STEPS	VOTES
Door to Door services replicated	11
Collaboration – partnerships	11
Finding a coordinator that can sift through the needs	11
Affordable transportation	7
Funding	6
Alaska Cab Dispatch system (centralized)	6
Coordinator - transportation	5
Coordinator/coordinator for each community	5
Full route coverage	4
Money	3
Reliability for pick up/drop off times	3
Pass – Peninsula pass	3
Human services strategic plan	3
Get all players to the table	2
Affordable transit for employment	2
Centralized access	2

Coordination amongst service providers	2
Collaborative Media Campaign	2
Park N Ride	1
Lack of action	1
Location, Location, Location	1
Subsidized transit/improve access to \$\$	1
Utilize resource/organizations for information dissemination	1
Hubs	1

As with the 2023 event, the 2024 voting activity came with a lot of excitement. In conclusion, there were gaps, solutions, and next steps that overlapped. These are color coded above and in summary, include:

1. Door to door services replicated
2. The need for a coordinator
3. Funding

The work during this session recognized that much has been accomplished since 2023, and many of the same priorities continue to be important to key players. There was an interest in scheduling follow up discussions about how to take action on this work in the short term.

Participants were eager to continue the conversation and set intentions to follow up with a transportation planning group that would work toward addressing gaps through identified solutions.



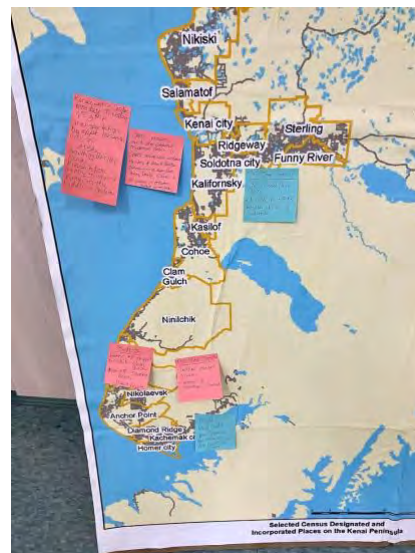


Prepared by: Denali Daniels + Associates



INTRODUCTION

On March 23rd, 2023, 53 community members came together and discussed transportation gaps and solutions within the area. Those who attended represented transportation service providers, community support organizations, Tribal entities, Borough government officials, and individuals representing themselves. This was a hybrid meeting, with people participating in person and over Zoom. Participants collaborated on information about current status and possible solutions to address the needs of the community regarding transportation. This event was hosted by the Kenai Peninsula Borough, sponsored by the Kenai Peninsula Community Foundation, and Bridges Community Resource Network, facilitated by Denali Daniels + Associates.



PARTICIPANTS

Many representatives from community organizations and members of the public attended. A list of participants is displayed below.

Participants (alphabetical):

- Beckmann, Jennifer (Central Area Rural Transit System, Inc. aka CARTS)
- Bell, Brandi (Kenaitze Indian Tribe)
- Best, Melody (KPBSD)
- Bishop, Nancy
- Blakeslee, Rachel (Executive Director - Kenai Mountains-Turnagain Arm National Heritage Area)
- Blatchford, Ashley (The LeeShore Center)
- Board, Riley (KDLL Kenai Public Radio)
- Bunch, Julie (Kenai Public Health Center)
- Cameron, Cassidi (Kenai Peninsula Economic Development District)
- Coleman, Benjamin (R&M Consultants, Inc.)
- Cook, Sheryl (Soldotna Senior Center)
- Cox, Tyson
- Croft, Lisa (Alaska Department of Labor - Homer Job Center)
- Denton, Deb
- Ehret, Megan (Soldotna Senior Center)
- Ferrer, Abby (South Peninsula Behavioral Health)
- Gabriel, Brian (Mayor of Kenai)
- Geisler, Joyanna (ILC)
- Gensel, Kathy (Bridges Community Resource Network, Inc)
- Gottlob, Alecia
- Guttin, Frani
- Habighorst, Krystin
- Hendriks, Chelsea (Kenaitze Indian Tribe)
- Hibbert, Brent (Alaska Cab)
- Holliday, Sarah
- Kebschull, Dani (Access Alaska)
- Knudsen, Jamie (Section of Public Health Nursing - Kenai)
- Lyon, Kevin (KPBSD)
- Madison, Jennifer (Change 4 the Kenai & Kenai Peninsula Reentry Coalition)

- Marks, Karin (Homer Economic Dev. Advisory Comm./Board of KPEDD)
- Martin Tichenor, Karen (Soldotna UMC)
- McKinley, Amanda (Kenai Public Health)
- Meyer, Greg (Kenai Peninsula Food Bank)
- Micciche, Peter (Kenai Peninsula Borough Mayor)
- Moskios, Sierra (REC Room & Kachemak Bay Family Planning Clinic)
- Navarre, Tim (Kenai Peninsula Foundation)
- Netherland, Lucas
- Parsons, Bradley (Southern Kenai Peninsula Transit Coalition & Independent Living Center, Homer)
- Piersee, Astrea (Kenai Senior Center)
- Piltz, Beth (BUMPS)
- Randleas, Jennifer
- Reinhart, Lisa (Alaska Mobility Coalition)
- Reinhart, Patrick (Governor's Council on Disabilities and Special Education & the Alaska Mobility Coalition)
- Rohr, Leslie (Kenai Peninsula Love INC)
- Romain, Kathy (Kenai Senior Center)
- Schultz, Jessica (Central Area Rural Transit System, Inc.)
- Silk, Tonya (Nikiski Shelter of Hope)
- Smith, Cheri (The LeeShore Center)
- Struffert, Abby (Alaska Breast and Cervical Screening Assistance Program, Southcentral Consulting)
- Stuart, Jodi (CARTS Board President)
- Swazer, Kenneth (Community Outreach Coordinator for Ideal Option, a Kenai MAT clinic)
- Taylor, Eric (Alaska Dept. of Transportation & Public Facilities - Division of Planning & Program Development)
- Williams, Darrel (Ninilchik Village Tribe)
- Wiste, Gina (Ninilchik Village Tribe)



2

PROGRAM

10:00 AM: Welcome Comments & Introductions

Denali Daniels welcomed participants, and invited Kenai Peninsula Borough Mayor Peter Micciche to provide opening remarks.

Peter Micciche, Borough Mayor, shared opening comments. Mayor Micciche discussed the challenges community members face that come

from a lack of transportation services. He expressed his support in identifying these obstacles and implementing creative solutions to overcome them.

10:30 AM: Transportation Speakers

There were several speakers from Kenai Peninsula organizations and funding agencies who shared ideas and current operations regarding transportation opportunities. A summary of each speaker's presentation is included below.

- **Cassidi Cameron, Special Projects Manager - KPEDD Transportation Survey**
- Kenai Peninsula Economic Development District (KPEDD) is a private, non-government resource focused on responsible and sustainable economic development for the Kenai Peninsula region. Cassidi shared KPEDD's 5-year strategic plan goals, and within those were specific focus areas of housing, transportation, and childcare. Additionally, Cassidi shared the survey results from 308 respondents. The biggest transportation barriers that were indicated were the price of gas and car insurance, the cost of a vehicle, being without a driver's license, and a medical or physical condition. 29.6% of respondents stated they would use or do currently use public transportation daily, with another 29.6% of respondents indicating they would use transportation weekly.
- **Darrel Williams, Resource and Environment Director - Ninilchik Village Tribe (BUMPS)**
- The Ninilchik Traditional Council operates Basic Unified Multi-Path Service, or BUMPS, which is a fixed-route transportation option from Homer to Kenai that is open to the public and offered three days per week. The cost is \$10.00 per round trip, and \$7.00 per one way trip. BUMPS' goals for transit transportation are increasing access to commerce, increasing access to health care and education, and increasing public safety

by providing an alternative transportation option.

- **Chelsea Hendriks, Tribal Programs Director & Brandi Bell, Elders and Transportation Manager, Kenaitze Indian Tribe**
- The Kenaitze Indian Tribe is planning to start a fixed route transit system, the Kahtnu Area Transit. Kahtnu is the Dena'ina word for the Kenai River. Kenaitze Indian Tribe has contracted with R&M Consultants to assist with the planning of Kahtnu Area Transit Route. R&M will assist in planning the following areas: developing route schedules, recommending bus stops and locations based on public and stakeholder input, rider fees, identifying transit software for payment, and preparing an expansion plan.
- **Joyanna Geisler, Executive Director - Independent Living Center**
- ILC coordinates and provides services for people and families with disabilities. Back in 1997, Brent and Joyanna started a supportive transportation program using vouchers, which has since been replicated in Homer and Seward. Individuals who are eligible for services can purchase vouchers for a certain amount of money, depending on the community the cost and limit that the voucher is good for varies. In Seward we contract with two cab companies. This is funded by the Alaska Mental Health Trust and those funds run through the DOT; they are called "purchase of service" dollars. They are part of the community services grant program that comes out every October. Funds are available to nonprofits, Tribes, and public transit. For many years, ILC has been the only entity that has applied for these grants - It is a lengthy and onerous application process. For the current year, FY23, the central peninsula was granted \$90K, Seward was granted \$25K, and Homer was granted \$60K. The funding has a match requirement of 20% match, which can be acquired from the purchase-for-service dollars. The program cost is significantly

more than the grants. Riders July through February: Central Peninsula had 194 registered, Homer had 150, and Seward had 76 people. 5183 one-way rides for the Central Peninsula, Homer had 3212, and Seward had 3050 rides. It's not the answer for everyone, it works well for the folks that need it. The four cab companies we contract with are community minded. People can go anywhere they want to go - medical or otherwise. Vouchers roll over month to month but expire at the end of the fiscal year. An individual is limited to purchasing 25 vouchers per month, i.e. 12 round trips. It isn't enough but it is a band-aid.

- **Brent Hibbert – Alaska Cab, member of Borough Assembly**

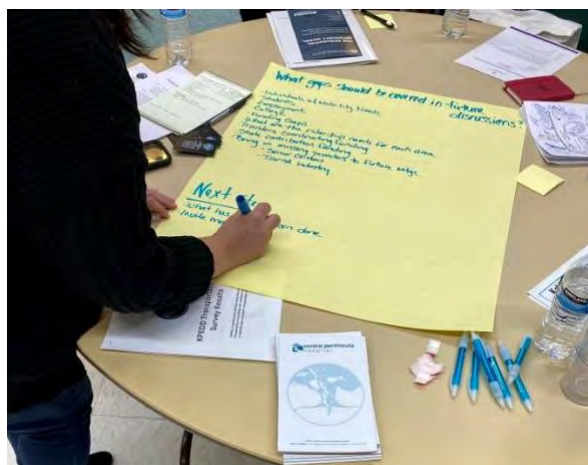
- Generally serve the central peninsula, do get to Seward. Received grant for wheelchair accessible van. We have 26 drivers, 6 dispatchers, 2 office staff. Will drive 200 miles this year, 180 tires, 80 break jobs. Average 400 trips per day, 144,000 per year. Drivers will do 7,300 shifts, use 93,000 gallons of fuel. Of those 400 trips, 100 will be medical, 16 wheelchair accessible. Vehicles don't cover all the need. We have been providing transportation for CARTS since they started in 2000. 40% of our rides are "accounts" including Medicaid/Medicare, vouchers, VA, etc., the rest is cash. We have a computerized, GPS-enabled dispatching software that can dispatch other entities.

- **Kevin Lyon, Director of Planning & Operations – KPBSD**

- District operates two transportation operations, one is home to school and school to home, operated by First Student. We transport approximately 3849 students per day, approximately 3310 miles. Provide transportation from Nikiski to Homer, from Kenai to Sterling, and Moose Pass to Seward. Some of our smaller communities that don't have transportation in, some roads are not conducive to buses. 63 buses doing this, down from 67 routes - slightly longer ride times. We have a fixed amount from the

state of Alaska \$1011 per student who is not enrolled in connections. With rising fuel costs we have needed to supplement from our general fund. On that general fund we also run 45 general education buses and 16 special education buses that go door to door. Also covers students in transition and OCS shuttles

- Our 2nd operation is activity travel - 22 drivers, 5 of whom are part time. Like others, we have had a difficult time staffing. Need folks to pass CDL requirements and routine testing. Employment costs rising with inflation has meant consolidated routes. Longer ride times have more frequent student trouble on the ride



as well as on arrival. These activity travel covers Homer to Fairbanks and everywhere in between. We are the first vehicles on the road other than DOT plowing at 3AM - they know our routes. It would help if they had 50 more plow trucks.

- **Frani Guttin – Southern Kenai Peninsula Transit Coalition**

- The survey was put together by a group of us, the results are awesome to see. There is a lot of talk about the survey because we showcased the survey in a lot of places, like Rotary Health Fair, Anchor Point and Homer Community Resource Connect events. Frani worked with youth at Nine Star, ages 16-24, on education and employment. One of the dilemmas we'd have is, how does

someone work at Land's End at the end of the spit for \$14/hour with a \$15 cab ride there. Talked to Joyanna, who has a lot of history about transportation in the Homer area. Our group formed and determined that we needed more people and needed to hear from the whole borough - hence the survey. Focused on the southern Kenai Peninsula. BUMPS is a huge asset for us down here, though it is limited to 3 days per week, and only 9AM-3PM, so not a full shift. 479 jobs were left open in Homer last summer. People are out of work for lack of transportation - but this is for everyone. People who are elderly, disabled, have a DUI, a seizure disorder, etc.

- o Our coalition is applying for a grant on Friday for up to \$10K from the American Public Transportation Association. With that, we would be able to host a community forum in our local community of Homer. We'll continue surveys, collect 30 informant interviews, and we are hopeful that this continued information gathered will together be a complete statement of need for DOT planning funds.

- **Eric Taylor – State of Alaska, Department of Transportation & Public Facilities**

- o Presentation on Bipartisan Infrastructure Law, One Year In Transit. Opportunity for communities to expand their funding base. DOT has partnered with the Alaska Municipal League to connect with various opportunities for federal funding. The Hub can be used to find funding:
<https://www.transportation.gov/bipartisan->

Current Activities & Routes:

- CARTS: Provides door to door demand responsive service in CARTS service area including the cities of Kenai & Soldotna, communities of Funny River, Sterling, Kasilof, Nikiski & all points in between. This is 5 days a week and 24 hours a day.

[infrastructure-law/key-notices-funding-opportunity](#)

- o FTA Apportioned Programs: 5311 Rural formula had a 30% state apportionment increase over FAST, and in FY23 there is \$10.9M available for subrecipient grants. The 5310 Enhanced Mobility formula also had a 30% increase over FAST, and has \$270K available for non-MPO subrecipient grants. The 5339 Bus and Bus facilities formula had an apportionment increase from \$3.5M (FAST) to
- o Multimodal statewide long range transportation plan (LRTP) is being finalized. Also looking at regional, area, and corridor plans. Goals of LRTP include: Safety, mobility and access, economic vitality, state of good repair, resiliency, sustainability, strategic partners, stewardship of the transportation system, performance-based management, and transportation innovation.
- o Working with regional planning organizations. Primary contact for division of planning and program development is Joselyn Biloon, Kenai Area Planner: 269-0508

12:00 PM: Networking & Map Project

Participants were shown a map that was broken down by geographic and census area and they were invited to share ideas regarding transportation options. Participants used coral-colored sticky notes for "Current Routes and Activities" and blue-colored sticky notes for "Gaps". Participants wrote down their ideas, then posted the sticky notes along the map. The following responses were given:

- Kenai Senior Center: Monday-Thursday 9:15 AM-3:30 PM, transportation by appointment for seniors over 60. The area for this includes South Miller Loop in Nikiski to Kenai, K-Beach from Cannery to Gaswell, and Kenai to the middle of Soldotna.

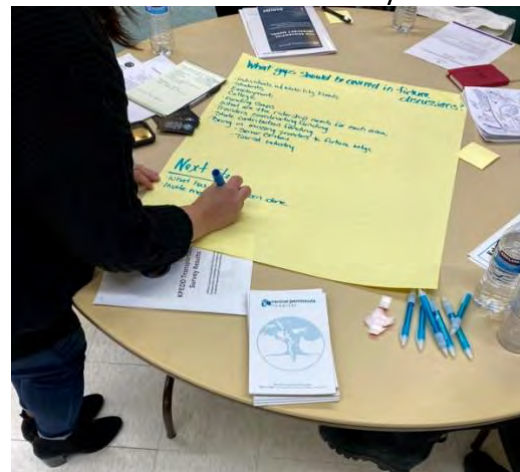
- TNT Taxi Service is a certified Medicaid provider, and offers transportation serving from Homer to Anchorage, and Seward.
- BUMPS transportation serves Homer, Anchor Point, Happy Valley, Ninilchik, Clam Gulch, Kasilof, Soldotna, Kenai, on a direct route.

Map Gaps & Needs:

- A fixed route is needed from the Central Peninsula to the East End of Homer.
- TNT Taxi Service shared that they do not have access to a wheelchair van, and that there are limited providers between Homer and Soldotna.
- Can we all use the same bus stops?
- Central Dispatch
- Kenaitze's transportation program needs a 12-15 passenger van.
- DOT maintenance for roads and sidewalks
- Funny River, Kasilof, and K-Beach are without transportation options.

12:30PM: TABLE DISCUSSIONS: SOLUTIONS & NEXT STEPS

One important activity of the day was the discussion that occurred in table groups and Zoom breakout rooms regarding gaps and solutions. Participants were asked to discuss, write down, and share their thoughts in response to the following questions, "What gaps should we cover in future discussions?" and "Next Steps". Participants had the opportunity to share their thoughts and ideas transparently, while collaborating with one another to create authentic and creative solutions for their community.



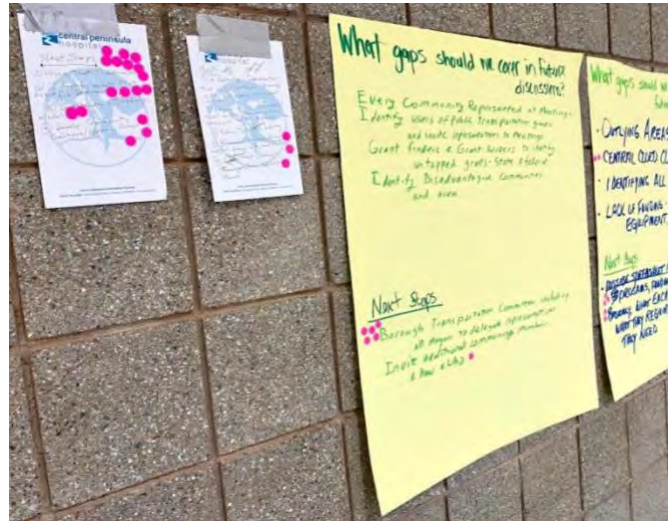
GROUP	GAPS TO COVER	NEXT STEPS
Group One	● A centralized coordinator that could coordinate Borough-wide and serve as a grant writer ● There is no successful model on the Peninsula that can work and can be duplicated ● Public input forum is lacking ● Financial contribution/support from the City and Borough ● Implement a Borough Transportation Advisory Board	● Hire that coordinator ● Identify models that might fit the Kenai Peninsula ● Investigate a brokerage model ● Develop community coalitions/advisory groups

Group Two	● Every community represented at meetings ● Identify users of public transportation groups and invite representatives to meetings ● Grant finders & grant writers to identify untapped state and federal grants ● Identify disadvantaged communities and areas	● Borough Transportation Committee including all Mayors to delegate representatives ● Invite additional community members and identify “how” and “who”
Group Three	● Outlying areas ● Central coordinator clearing house ● Identifying all players ● Lack of funding ● Lack of equipment	● Describe spreadsheet idea: ○ Programs, funding, and restrictions ○ What each does, what they require, and what they need
Group Four	● Consolidate agency locations ● K-Beach road ● Coordinated funding requests ● Communication between transportation providers ● Bus stops – where and who could provide a “hub”?	● Change tax codes ● Additional meetings – divide into groups with different perspectives ● Central dispatch
Group Five	● Individuals with mobility needs ● Students ● Employment ● College ● Funding gaps ● What are the ridership needs for each area? ● Providers coordinating funding ● State contribution funding ● Bring in missing providers to future meetings ○ Senior Centers ○ Tourist Industry	● What has already been done? ● Invite more community members to the discussion ● User/Rider involvement ● Sales tax?
Group Six: Online Breakout	● We see low to mid-level workers unable to afford cab rides to work. It is especially hard to find workers on the Homer Spit. ● Seward not mentioned ● Teenagers who want to stay in town can’t because there is only their school bus as transportation, leaving after school. Unable to keep jobs or	● I never imagined one thing would cover all needs but interconnected programs ● Local transit operators, then connect them with something like BUMPs ● tie in more local groups like Talkeetna sunshine transit - Kim Schlosser ● Small fuel tax, toll bridge ● Alaska bus line or other private entities could ask for a portion of 5311 funding (Formula

	participate in afterschool activities that increase protective factors - even though they would like to. • Homer is treated like the end of the line with no options other than taxi vouchers. Which are important but don't solve • CARTS availability is limited - no same day rides • hitchhiking is a common mode of transportation - people walking on unsafe roads • not very many applicants for the Human Services Grant transportation grant program this last go around. Lost opportunity for projects, especially gap fillers	Grants for Rural Areas), IF they expanded beyond the summer months to year-round service • Resource regarding braiding funds: https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-04/ccam-federal-fund-braiding-guide-june-2020.pdf • a borough based fuel tax, with a percentage dedicated to roads and to transit systems • National RTAP has resources for planning: https://www.nationalrtap.org/
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1:45PM: WRAP UP: VOTING ACTIVITY

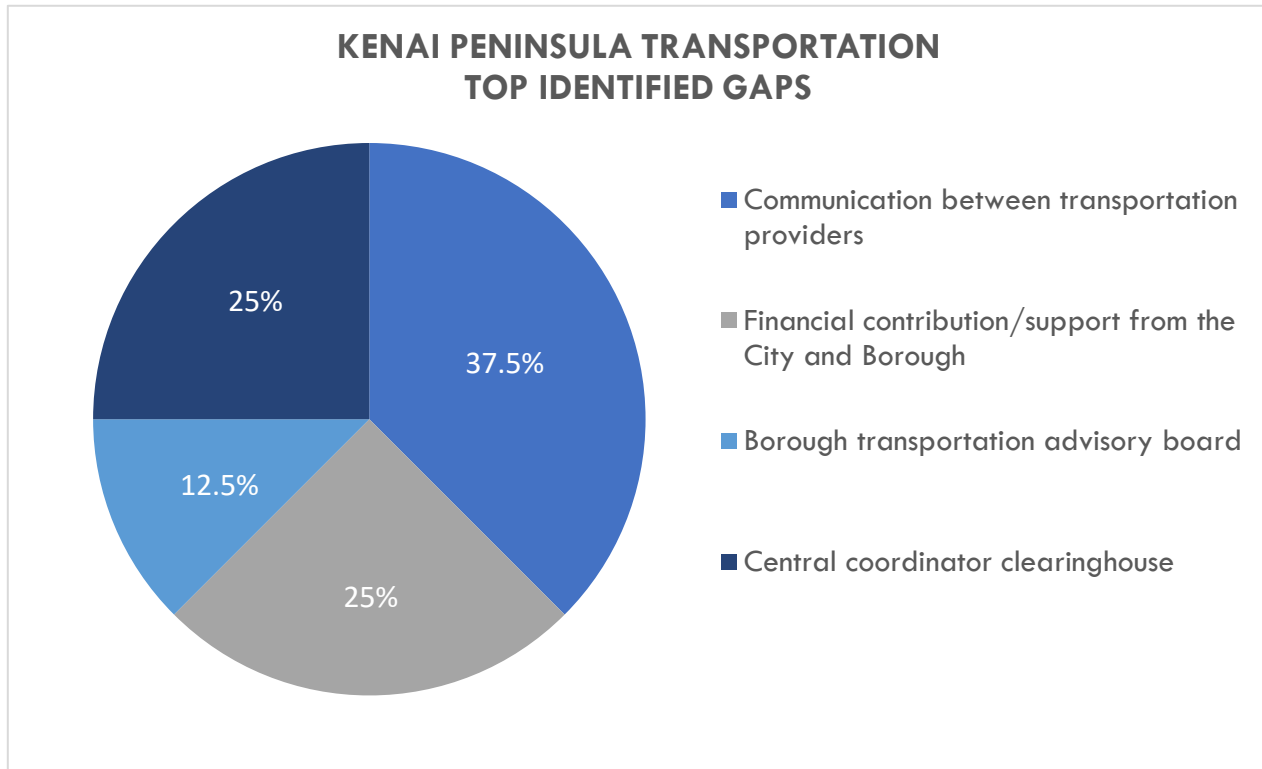
Participants were invited to use sticky dots to place next to their top three ideas they resonated with. Zoom participants were able to vote through the chat. This activity provided a space for people to share what they think is helpful, or common needs they see. This gives us a “pulse” regarding how people are feeling and provides valuable qualitative data to use when moving forward. Based on the amount of sticky dot votes by each idea, the top ideas and themes are displayed below. In total, there were 76 sticky dot votes, including votes from people attending via Zoom.



VOTE TALLY ON GAPS AND NEXT STEPS:

<i>What gaps should we cover in future discussions?</i>
Financial contribution/support from the City and Borough 2
Implement a Borough Transportation Advisory Board 1
Central coordinator clearing house 2
Communication between transportation providers 3
<i>Next Steps:</i>
Hire that coordinator 8
Identify models that might fit the Kenai Peninsula 4
Investigate a brokerage model 2
Develop community coalitions/advisory groups 3
Borough Transportation Committee including all Mayors to delegate representatives 5
Invite additional community members and identify “how” and “who” 1
Spreadsheet idea: Programs, funding, and restrictions 3
What each does, what they require, and what they need 2
Change tax codes 4
Additional meetings – divide into groups with different perspectives 3
Central dispatch 10
What has already been done? 1
Invite more community members to the discussion 12
User/Rider involvement 5
Sales tax? 5
Identify models that might fit the Kenai Peninsula (3 of 4 who voted noted this)
Zoom additions (did not get voted on in the room):
-Boroughwide transportation committee/planning
-Help find public and private grants, and tax support of community transit
-Document what has been done

The following percentages were calculated based on total number of dots. This is one indicator of what was important in the room and virtually at this discussion.



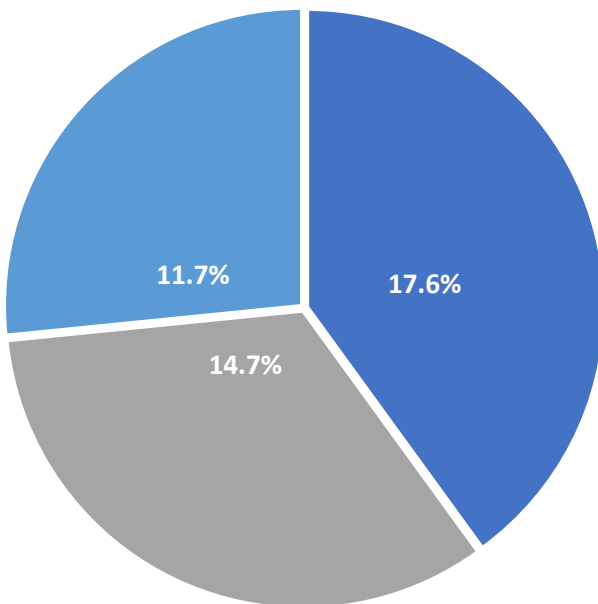
TOP 3 KENAI PENINSULA TRANSPORTATION

OTHER KENAI PENINSULA TRANSPORTATION NEXT STEPS:

- Continue to meet:
Follow up with 2 hour meeting in June
and 4 hour meeting in September,
get more community members
involved throughout the Borough

- Central Dispatch

- Hire that Coordinator



Sales Tax?

Identifying models that might fit Kenai Peninsula

Investigating Background model

Develop Community coalitions/advisory groups.

Borough Committee: Mayors & representatives

Additional community members "how" and
"who"

Spreadsheet idea: Programs, funding,
restrictions

Change tax codes.

What has been done?

User/Rider Involvement

Community Transportation Needs Assessment Homer, Alaska and Surrounding Communities

Prepared by: Southern Kenai Peninsula Transit Coalition
August 2023



Acknowledgments

The Southern Kenai Peninsula Transit Coalition (SKPTC), Independent Living Center (ILC), and Alaska Mobility Coalition (AMC) thank the American Public Transportation Association (APTA) for their support in making this study possible. SKPTC particularly thanks the community of Homer and surrounding communities for contributing to this Community Transportation Needs Assessment. Numerous area individuals, businesses, and organizations devoted considerable time to this effort.

Introduction

The City of Homer is the largest city on the southern Kenai Peninsula and serves nearby communities as a central hub for goods and services. While within city limits, Homer has a population of about 5,700, an estimated 12,200 individuals reside within a 15-mile radius of downtown Homer. Nearby communities connected by the Sterling Highway and East End Road include Anchor Point, Diamond Ridge, Ninilchik, Happy Valley, Kachemak City, Kachemak Selo, Voznesenka, Razdolna, Nikolaevsk, and Fritz Creek. Homer also provides goods and services to communities across Kachemak Bay, including Halibut Cove, Seldovia, Nanwalek, and Port Graham. Residents access Homer via public ferries and private boats as well. With the arrival of seasonal residents and visitors during the summer tourist season, the community also experiences significant increases in vehicular traffic. Homer is the southernmost community connected to the contiguous Alaska highway system and part of the Alaska Marine Highway (AMH).

Currently, Homer has no year-round, accessible public transit that meets community transportation needs. Homer's lone connection to a year-round public transit system is the Ninilchik-based Basic Unified Multi-Path Service (BUMPS) bus, which serves Homer 3 days per week. The BUMPS bus travels roundtrip connecting Homer to Ninilchik, Soldotna, and Kenai, and communities along the route. The service stops at major retail outlets in each community. BUMPS is operated by the Ninilchik Traditional Council.

Project Background

Area transit advocates have been meeting since September of 2022 with a common goal to mitigate barriers created by limited transportation options for area residents. Their concerns centered on workforce transportation options, individuals experiencing transportation barriers, younger residents gaining access to local programming and job training, and developing strategies for an area transit system. This Community Transportation Needs Assessment is a foundational document to capture community transportation needs and recommend potential future pathways and transit options.

Project Team

The Southern Kenai Peninsula Transit Coalition (SKPTC) grew out of early area-related conversations surrounding the realities of transportation barriers within the community. Often those initial discussions focused on the Kenai Peninsula, while a subset of local advocates remained focused on Homer and its surrounding communities. Our assessment is focused on communities south of Ninilchik, Alaska with a particular focus on the Homer area. Individuals from the Independent Living Center (ILC) and Alaska Mobility Coalition (AMC) were tasked with conducting stakeholder and community outreach to determine community transportation needs and perspectives, with future transit possibilities in mind.

Purpose of Report

We will detail the steps we took to assess needs, summarize key findings, and share lessons learned. The aim is to develop a sustainable, affordable, accessible, environmentally friendly, and inclusive community transit system in the Southern Kenai Peninsula region of Alaska.

Methods

The primary methodology utilized for this project included in-person interviews and written correspondence with 30 significant stakeholders in the region. Common questions for each stakeholder focused on their past and current transportation issues, plans to address emerging concerns, and potential solutions from their perspective. In addition, SKPTC facilitated a community forum to gather additional information regarding transportation needs and potential solutions. We distributed individual surveys to learn more about current transportation choices and potential transit ridership and engaged in ongoing community discussions with public transit in mind.

Timeline

- Late May to Early-June, 2023
 - SKPTC APTA grant subcommittee meetings.
 - Identified Community Stakeholders and defined the Scope of the Project.
 - Representatives include members from ILC, Alaska Mobility Coalition, SKPTC, and the Governor's Council on Disabilities and Special Education.
- Mid-June to Early-August, 2023
 - SKPTC APTA grant researchers began outreach and information gathering with community stakeholders.
 - Listened and surveyed individual patrons of the Homer Food Pantry.
 - Analyzed early information and adjusted.
- Mid-August, 2023
 - Continued outreach and information gathering with stakeholders.
 - Planned for upcoming community forum.
- Drafted initial Needs Assessment.
- Late-August, 2023
 - SKPTC partnered with Homer's "Project Drawdown" for a community transportation needs and solutions event with twenty-five (25) attendees.
 - SKPTC hosted a coalition meeting with long-term Transit Working Group members with seven (7) attendees.
 - Outcomes included reinstating monthly SKPTC meetings and committing to search for transit planning grant opportunities.
 - Completed draft of Needs Assessment.

Stakeholder Interviews and Feedback

SKPTC researchers gathered feedback from 30 community stakeholders during the summer of 2023. Stakeholders were initially contacted by phone, introduced to the project, and offered avenues for participation. Feedback was collected through in-person, phone, or written communication when requested. Common questions for each stakeholder included current transportation issues they experience or observe, plans to address transportation-related issues, and what an effective transportation solution might look like from their perspective.

APTA Stakeholder Participant List

- Homer Public Library
- Homer Food Pantry
- Seldovia Village Tribe
- East End Cottages
- Hospice of Homer
- South Peninsula Behavioral Health Services
- City of Homer Port and Harbor
- Anchor Point Senior Center
- Kachemak Bay Family Planning Clinic's The REC Room
- SMLS Restaurants Inc dba Kenai Peninsula McDonald's
- Save-U-More
- South Peninsula Athletic and Recreational Committee (SPARC)
- Homer Aspen Suites Hotel
- Anchor Point Food Pantry
- City of Homer City Manager
- Homer Flex High School
- Homer Chamber of Commerce & Visitor Center
- Kenai Peninsula Housing Initiative
- City of Homer Economic Development Director
- City of Homer Public Works
- City of Homer Planning Commission Member
- Small Business Owner and Economic Development Commission Member
- Land's End Resort
- South Peninsula Hospital
- Land's End Acquisition Corporation
- South Peninsula Hospital Home Health
- Finn's Pizza - Homer Spit Boardwalk
- KOA Campground and former Homer Trolley
- Safeway
- Small Business Owner, LoopERide e-Bikes and Loopy Lupine paper products

Outreach and Events

Transportation Issues and Solutions Community Event

SKPTC, along with local non-profit Project Drawdown, helped host a community gathering focused on community transportation issues and solutions. The event was hosted from 5:30 p.m. to 8:30 p.m. at the Kachemak Bay Campus on August 23rd. SKPTC member was a featured speaker at the event and presented the current transit-related findings, led a group discussion and Q&A session, and oversaw a break-out group.

25 attendees participated in the event, including representatives from:

- Small Businesses,
- City of Homer Staff: Economic Development, Public Works, Parks & Recreation,
- Project Drawdown Steering Committee Members (local non-profit),
- City Council Member,
- Bicycle Advocates,
- Alaska Commission on Aging,
- The Governor's Council on Disabilities and Special Education,
- Kenai Peninsula School District Staff,
- Local Residents.

Homer Food Pantry Listening Session

The Homer Food Pantry invited SKPTC to join regular programming on August 7th, from 11:30 a.m. to 2:00 p.m. SKPTC members conducted, listened, and noted informal and individualized conversations with Homer Food Pantry patrons and volunteers. Roughly 20 participants completed a paper survey on their current transportation practices and potential transit usage.

Potential User Surveys

SKPTC collected 37 additional surveys to augment ongoing Peninsula-wide efforts to understand residents' current transportation choices and gauge future interest in transit usage. SKPTC also identified and analyzed area-specific responses from that previous effort. Total surveys specific to the Southern Kenai Peninsula now number 176 responses from the 343 surveys collected across Kenai Peninsula communities.

SKPTC Meetings

Along with grant-related SKPTC subcommittee meetings throughout the summer, SKPTC hosted a general discussion on August 28th and discussed needs assessment findings, a potential Department of Transportation "Reconnecting Communities and Neighborhoods" grant opportunity, reinstatement of regularly scheduled monthly SKPTC meetings, and next steps for

transit efforts on the southern Kenai Peninsula. Seven attendees participated in the meeting, with representatives from:

- Homer Economic Development Commission
- MAPP (Mobilizing for Action through Planning and Partnerships)
- KPEDD (Kenai Peninsula Economic Development District)
- The Governor's Council on Disability and Special Education
- Independent Living Center
- Alaska Mobility Coalition

Regular monthly meetings were set for the last Thursday of each month, at 1pm, at the Kachemak Bay Campus—the next SKPTC meeting will be on September 28th.

Kenai Peninsula Homelessness Coalition: Transportation Committee Meeting

SKPTC members participated in a Transportation Committee meeting hosted by the Kenai Peninsula Homelessness Coalition on August 22, 2023. Updates included recent Transit-related happenings across the Kenai Peninsula Borough and local updates from various community representatives. The Department of Transportation "Reconnecting Communities and Neighborhoods" grant opportunity was also discussed, with particular interest in including the Southern Peninsula in the application due September 29, 2023.

Participants included representatives from:

- Kenai Peninsula Homelessness Coalition Board Members
- Kenai Food Bank
- Central Area Rural Transit System (CARTS)
- Seward Community Health Center
- Kenai Senior Center
- Soldotna Independent Living Center
- Alaska Cab
- Nikiski Shelter of Hope

Results

All stakeholders we consulted shared a need for increased transportation options serving the community in some form. However, what that transportation solution might look like and who it best fits was varied. (See Appendix A).

Housing and Transportation

Stakeholders pointed to a lack of affordable housing contributing to transportation challenges. Multiple stakeholders pointed to Homer's workforce needing to move farther away from town in search of affordable housing, increasing transportation costs and feasibility. Stakeholders also point to the lack of density in the study area as a transportation challenge. Alternative transportation options, such as walking and cycling, are challenging and impossible for some residents when covering the longer distances typical for the community. Of note, only 2 survey respondents of the 176 analyzed indicated that they didn't drive because: "No need, I can access everything I need without a car." Most area residents need a personal vehicle to access goods, services, and employment opportunities.

Young Adults

Agencies that work with young adults pointed to a lack of transportation options as a community issue affecting youth opportunities and community engagement. Stakeholder comments highlight a lack of after-school transit options as a reason many high school and middle school students miss out on after-school opportunities. Many area youths depend on the school bus to transport them home, which does not allow them any flexibility for additional after-school activities. The lack of transportation options in Homer for youth and young adults is a significant barrier to educational, occupational, and social opportunities.

Seniors and Individuals with Disabilities

Multiple stakeholders remarked on the need for more transportation options for seniors and individuals with disabilities, stressing the importance a door-to-door transit system would offer to their numerous patrons with mobility concerns. Others noted minimal options for an accessible taxi. Our data shows a significant aging population in Homer. Roughly 33% of survey respondents indicated that they were 60 or older. Similarly, 20% of respondents stated that they were retired or semi-retired. The most recent 2021 U.S. Census data confirms Homer's aging population, with 28.6% of residents 60 years and older. Stakeholders also noted that a lack of reliable transportation options makes getting to appointments difficult and leads to social isolation.

Economic Gap

Paper survey responses indicate that 15% of area residents do not have access to a car, and 16% do not have a valid driver's license. For those survey respondents who did not drive, cost

was the number one barrier (22), followed by a medical/physical condition (11). Stakeholders also noted the heavy reliance on Taxi services in the community and shared that their cost can be prohibitive, even when subsidized. Multiple stakeholders shared that their organization provides taxi vouchers to assist individuals in getting to their programs and services. The Independent Living Center (ILC) and the Homer Food Pantry also provide vouchers for the community. For fiscal year 2022, the ILC voucher program logged 5,846 passenger trips, with an operating budget of over \$78,000. Likewise, in 2021, the Homer Food Pantry distributed over \$5,000 in free taxi vouchers and over \$30,000 in gas vouchers to area residents. The organization recently suspended its gas voucher program when the costs became prohibitive.

Seasonal Congestion and Parking

Many stakeholders pointed to seasonal high traffic volumes and roadway congestion as reasons to support a seasonal shuttle connecting the Homer Spit to Downtown Homer. Parking issues on the Spit were also cited by many stakeholders, pointing to a shuttle system as a potential solution. Many stakeholders also pointed out that the Spit is a place of social and recreational opportunities that are important for many residents who experience transportation challenges.

Conclusion: Fixed Route or Demand Response or *Something* In-Between

Before the APTA grant supported community needs study, SKPTC was focused primarily on a fixed transit route system for the southern Kenai Peninsula region. This original vision included three loops with a central hub connecting the three routes.

- In-Town Loop: connects residents from their neighborhoods to central Homer's shopping areas, medical district, social service offices, senior housing, recreation, local schools, and Old Town.
- Community Connector Route: extends from Homer to the west, at least to Anchor Point; east to at least Fritz Creek. Discussion included extending service from Ninilchik to Razdolna.
- Seasonal Service: shuttles connecting Homer's downtown and the Spit.

However, most stakeholders in this study made clear that a fixed route system would not effectively serve the area population most in need of transportation services. Stakeholders highlighted the door-to-door needs of a significant portion of the population, particularly seniors and individuals with disabilities. Stakeholders also highlighted the need for demand response, particularly with winter weather exposure and vulnerable populations in mind. Stakeholders also pointed out that the area's low-density housing has many residents living a considerable distance from significant travel corridors where likely stop locations would be.

Many stakeholders shared that the transportation challenges in Homer and surrounding communities should be addressed with a multi-pronged approach, identifying problems and seeking solutions. Recommendations included:

- Employer-subsidized VanPools from outlying communities to their places of work.
- An early-evening school bus route so area youth can participate in afternoon community programs and services.
- A hybrid bus/Uber model with elements of a fixed route combined with on-demand.
- A subsidized seasonal spit shuttle with a Downtown loop.
- More subsidized Taxi Voucher programs.
- Smaller vehicles operating as an on-demand ride share.

Appendix A: Stakeholder Feedback

Common themes to the feedback we received includes access to services by youth and students, accessibility for seniors, winter and weather, flexibility, door-to-door, on-demand, stopping location issues, geographic, local, and cultural challenges, cost, impact on taxis, parking, housing, shuttle to and from the Homer Spit and community support.

Directly quoted from stakeholder interviews and field notes:

Medical/Service Provider stakeholders shared:

- "Patients have difficulty getting to a clinic if they don't have reliable transportation or any transportation."
- "We pay for a taxi if it is the patient's only way to get care."
- "The second issue is our patients who don't own vehicles and need transportation."
- "We work with patients with a variety of mobility needs – some are confined to their homes due to immobility, some don't have Medicaid and can't afford cabs to medical appointments."

On Area Youth and the Student Population concerns:

- "Most youth are not able to stay at the program due to having to catch the bus home."
- "If teens and youth and adults could access our services it would increase communal health and wellbeing."
- "Some of our youth participants are limited by the lack of transportation to after school activities."
- "Provide transportation for students who do not make the school bus in the morning or who have to stay in town after school."

Accessibility and Seniors:

- "Many residents also have severe mobility issues, so a door-to-door service would be very important."
- "I have seen the need for a bus or ride system for elderly and handicapped, especially for wheelchair service. Most of the time there is not a handicapped cab available."

- "Lack of any organized transportation for seniors needing to get to appointments."
- "Seniors would be able to get out and go places where as before they were reliant on others to bring them."
- "What if our system in Homer started with a design that we base on the everyday needs of seniors, for example, and service their needs as an approach?"
- "Kids and elderly are our most frequent users."

Winter Weather:

- "Employees would greatly appreciate this option during winter time especially."
- "60 % of 86 clients struggle with transportation over the year and need increases in the winter."
- "Talk in town is usually about seasonal transit needs; but needs to be discussed for area residents and year round, including winter."

Flexible, On-Demand Door-to-door Service:

- "Ideally, a call-to-order vehicle that holds passengers would have a social benefit."
- "There are many mobility-challenged individuals in the community, so accessibility is a must."
- "Since our geographic area is widespread, the taxi service seems to be the best option, as it's not only serving a specific route."
- "It seems to always loop around back to the taxi solution, which has worked well for us over the years."
- "Perhaps a small fleet of manageable smaller buses."
- "A taxi bus system would be best, but I don't think that is feasible."
- "What if the City of Homer owned a fleet of vehicles and ran it like a subsidized City-owned "Uber?" Since we know that demand and response taxis are our most efficient option."
- "Many residents also have severe mobility issues, so a door-to-door service would be very important."

Stop Locations:

- "Not sure if Homer and Anchor Point has the population and demand for a regularly scheduled bus service with stops between Anchor Point, Homer and East End Road."
- "Coming from a central point in Anchor Point, for example, still requires people to get to the bus stop."
- "Three routes: In-town loop for local residents including all the major business districts. Periphery route including at least Anchor Point to at least Fritz Creek. Seasonal to the Spit."
- "It would be ideal to have a bus that goes from Fritz Creek to Homer city, stopping as needed along the way."

- "Regarding Anchor Point to Fritz Creek, I would challenge whether people need it or we think they need it."
- "Anchor Point Gas Station, Ninilchik Three Bears, Fritz Creek, McNeil Canyon, Chevron, The gas station on top of Bay Crest, Clam Gulch, AP Post Office, Homer Post Office, Safeway or Library, Hospital, The Top and Bottom of the Spit, Hornady Park, just to name a few!"
- "Ideally, Anchor Point to Fritz Creek. It needs to include Kachemak City. Workforce focused."
- "Being out here on the East End, I see little need for transit. I can see modeling a system after the privately run Trolley being well used."
- "The 'last mile' continues to get longer in all the communities."

Geographic concerns:

- "Homer is challenging. It's too spread out and doesn't have the population density to support a traditional transit system."
- "The reality of the challenges here. Geographic reality is really tough."
- "Given the widespread nature of our communities, and that people live in such a wide geographic area with varying degrees of maintained roads, it is a challenge."
- "To imagine what the system would look like to be effective is messy because of challenges like distance and mobility issues, so route needs are all over."
- "The Southern Kenai Peninsula, with considerable distance from house to house, doesn't lend itself to the traditional model."

Local and Cultural concerns:

- "My concern is the pushback and challenges to get it in place."
- "Just the overall idea of getting this going is great, but daunting."
- "The variables in our community make the logistics time-consuming and challenging to sustain."
- "Overlapping jurisdictions, Homer's culture, and habits are challenges. If you have snazzy buses, you still have to get people out of their cars."
- "The cultural shift that needs to happen. Getting people to change their set ways."
- "There is a lot working against transit in Homer. Independent Alaskans by nature. Visitors with resources to provide their own transportation. Realities of privately owned drop locations. Post-COVID realities in the change of lifestyles. Lack of local funding and support. Transportation is an emotional and politically charged issue, and that's a challenge in Homer."
- "Homer can be reluctant to change."

Cost and Affordability:

- "Most taxi drivers are great with our residents, but the cost is too much for many to afford."

- "Fuel costs are also a barrier. Younger people are disadvantaged and don't have the resources to make living/working in Homer feasible."
- "Cost is a significant issue with hourly wages and housing costs in mind."
- "Not everyone has reliable and safe transportation."
- "Clients have a difficult time making it to the pantry."

Taxi Services:

- "We provide taxi vouchers for those in need."
- "We periodically pay for taxi vouchers for clients who need to get to and from their appointments."
- "We provide cab vouchers for students in need."
- "We pay for a taxi if it is the patient's only way to get care."
- "We do have several employees that rely on taxi cabs or walking to get back and forth to work."
- "The only form of public transportation we have right now are the taxi companies and many people do not want/can't afford them."
- "Most [residents] rely on taxis, but cost can be prohibitive even with subsidized vouchers."
- "There is lots of reliance on taxis in Homer."

Parking:

- "Every year we are seeing more long term parked vehicles on the Homer Spit which is reducing the availability of short term parking."
- "We have limited parking and often surpass availability."
- "We have limited parking."
- "Parking around Homer during our peak summer season is very challenging and we have very limited options to expand parking options."
- "We joke: "Do not go out to lunch!" or you'll lose your parking space. We have no overflow area."
- "Homer has limited public parking. Almost non-existent. Except for the Spit, which has its own parking issues."
- "Public parking lots need to happen so people can park once and walk."
- "The number one issue is not enough staff and patient parking."

Spit Shuttle:

- "We believe that planning for and developing an off Spit park and ride option would be a valuable long term improvement for the City, Borough and State."
- "There's the reality of Spit service needed in Summer."
- "Getting people to and from the Spit and reducing vehicle traffic would benefit those inclined."

- "Homer needs a reliable and affordable mass transit system around town to help keep cars from having to find parking on the Spit."
- "The Spit needs a summer shuttle. HAS to have one."
- "Our community could use seasonal connections between downtown and the Spit."
- "During [summer] months we could use a Transportation System that would bring employees from downtown Homer out to the Homer Spit."

Housing:

- "The reality of housing means that many individuals who want to work simply can't get to work. Housing reality is a driver for a lot of transportation needs."
- "Since housing supply is tight in Homer many of our workers have to find places to live in Anchor Point or farther out East End Rd."
- "We have unfilled staff positions directly related to housing issues."
- "The housing issue has exploded in Homer of late. In my 13 years, it has never been anywhere near this bad. The current waitlist for just in Homer is over 40 households for 51 currently occupied units."
- "Housing is a major barrier and potential/current staff are living farther from town."
- "Housing has forced staff to make challenging decisions, including relocating."
- "Housing is a HUGE ISSUE and the labor force needs reliable transportation."
- "Housing shortage is a root cause that transportation can help mitigate."
- "Fifteen people either resigned or didn't take jobs because of housing."
- "Staff are moving farther out from town, so getting to work can be a challenge."
- "Biggest concern is when seeking staff from outside as housing and transportation concerns are a big consideration."

Positive Reinforcement, 9 stakeholders interviewed said::

- "Anything would be phenomenal!"
- "Keep at it!"
- "The need for transit is so important."
- "Absolutely 100000000%."
- "Please make this happen, please reach out and thank you."
- "It would be wonderful!"
- "It would help tremendously for our team members that don't have vehicles and our guests that arrive on a motor coach."
- "A mass transit system is the only real viable option to relieve our traffic congestion."
- "Transportation is a very high concern for our Chamber members. So our organization would be very interested in working on solutions to bring more options to Homer."

Appendix B: Paper Survey Data Points

176 total surveys have been submitted from the Southern Kenai Peninsula region, with 343 surveys for the entire Kenai Peninsula.

Specific to the 176 Southern Kenai Peninsula survey findings (communities south of Ninilchik):

- 33% of respondents indicated that they were 60 years or older.
- 20% of respondents indicated that they were retired.
- 13% of respondents indicated that they or a family member use a mobility aid.
- 84% of respondents indicated that they had a valid driver's license.
- 16% of respondents indicated that they do not have a valid driver's license.
- 85% of respondents indicated that they had access to a car.
- 15% of respondents indicated that they do not have access to a car.
- 26% of respondents indicated that they would "never" use public transportation.
- 90% of respondents indicated that they have a cell and/or smartphone
- 91% of respondents indicated that they have access to the internet.

Addendum: Rural Alaska-Specific Transit Examples from Southcentral Alaska

Several communities in southcentral Alaska can serve as models for various transit options, including seasonal shuttles, fixed route systems, microtransit (on-demand rideshare), or a hybrid of the three.

Model for Homer Spit / Central Business District Shuttle

- **Glacier Valley Transit: The Girdwood Shuttle**
 - *Seward Highway to Downtown Girdwood and Area Resorts.*
 - Very similar route configuration to Homer's CBD and Spit needs.
 - Out and back service with in-town loop connections (approx 13mi loop)
 - Free Service. Flex Route upon request. Hourly service. Seasonal.
 - <https://glaciervalleytransit.com/route-mapschedule/>

Model of In-Town / Out-of-Town / Hybrid:

- **Soaring Eagle Transit:**
 - *Multiple routes, including Copper River Basin and beyond.*
 - Gulkana Village Council operates Soaring Eagle Transit.
 - Delivers a fixed-route, demand response, and call-out service.
 - Daily serves Copper River Basin: Glennallen to Copper Center.
 - 3-days/week service to Anchorage and Valdez (reservation required)
 - <https://gulkanacouncil.org/programs/transit/>

- **Sunshine Transit:**
 - Serves Talkeetna, Trapper Creek, Willow, Wasilla, Caswell, and Houston: "Accessible Transportation for Everyone!"
 - Multiple fixed routes with flex upon advanced request.
 - Free fare, with per-mile fees for Specialized Services.
 - Focal destinations can change by the day of the week.
 - <https://sunshinetransit.org/>

- **Valley Transit:**
 - *Mat-Su Valley to Anchorage.*
 - Commuter-focused and accessible; fixed route and demand response
 - Nine zones: Houston, Big Lake, Meadow Lakes, Knik Goose Bay, Fairview, Port MacKenzie, Wasilla, Palmer, and Butte
 - Free Fridays for Seniors and Youth
 - <http://www.valleytransitak.org/>

- **CARTS:**
 - *Central Area Rural Transit System*
 - Weekdays, no weekends.
 - Door-to-door service
 - Serves Soldotna, Kenai, Funny River, Kasilof, Nikiski, Sterling
 - Advanced registration and scheduling are required.
 - <https://ridecartsak.org/>

- **KATS: Kodiak Area Transit Service:**
 - Fixed and Dial-A-Ride: M-F, 6:30am-6:30pm; Weekends 10am-3pm
 - Work, shopping, medical, education, counseling, and social services.
 - Senior Citizens of Kodiak administers, contracts with First Student, Inc.
 - Advanced registration and scheduling are required.
 - <https://katsbus.org/>

- **BUMPS:**
 - "Basic Unified Multi-Path Service."
 - M/W/F with one round trip/day; major retail outlets as stops.
 - Loop from Ninilchik-AP-Homer-AP-Ninilchick-Soldotna-Kenai and return.
 - Operated by the Ninilchik Traditional Council.
 - <https://www.ninilchiktribe-nsn.gov/>
 - Often provides unofficial stops upon rider requests and driver discretion; we noted their requests to stop within Homer as Safeway, Ulmer's, the Medical District, Pioneer Ave (near Salvation Army), Ocean Drive, the Homer Airport, and The Spit.

THIS DOCUMENT IS AVAILABLE UPON REQUEST.

Independent Living Center

265 E Pioneer Ave #201

PO Box 2474

Homer, AK 99603

(907) 235-7911

Introduced by:	Mayor
Date:	06/18/24
Action:	Enacted
Vote:	9 Yes, 0 No, 0 Absent

**KENAI PENINSULA BOROUGH
RESOLUTION 2024-028**

**A RESOLUTION SUPPORTING THE KENAI PENINSULA COORDINATED PUBLIC
TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN TO BE SUBMITTED TO
THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC
FACILITIES**

- WHEREAS,** the Federal Transit Administration defines a “coordinated public transit-human service transportation plan” as a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.”; and
- WHEREAS,** the *FY 2025 Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan* (“Plan”) is a community-driven initiative aimed at assessing existing transportation services and unmet needs within all regions of the Kenai Peninsula; and
- WHEREAS,** the updated Plan focuses on the needs of vulnerable and older residents, which is crucial for qualifying for Federal Transit Administration (“FTA”) and Alaska Mental Health Trust funding facilitated through the Department of Transportation and Public Facilities (DOT&PF) Alaska Community Transit Office (ACT); and
- WHEREAS,** the Alaska Department of Transportation and Public Facilities requires any human service transit projects funded by the Alaska Mental Health Trust to also be included in the Plan; and
- WHEREAS,** the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities; and
- WHEREAS,** the Alaska Mental Health Trust provides grants to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries; namely, Alaskans who experience mental illness, developmental disabilities, chronic alcoholism with psychosis, or Alzheimer's disease and related dementia through funding for operating assistance, purchase of services, capital and coordinated transportation system planning; and

WHEREAS, from 2019-2022, representatives from various agencies and organizations, as well as members of the general public, came together for five prioritization meetings; and

WHEREAS, in 2023 and 2024, representatives from various agencies and organizations, as well as members of the general public, gathered for two meetings to discuss transportation “Gaps and Solutions”; and

WHEREAS, on March 23, 2023 and April 16, 2024, a total of 106 community members came together and discussed transportation gaps and solutions within the area, the meeting participants represented transportation service providers, community support organizations, Tribal entities, Borough and City government officials, and residents of the Kenai Peninsula; and

WHEREAS, to be eligible for federal and state transit funding the Alaska Department of Transportation and Public Facilities requires the plan and project priority list be supported by a local governing body;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the Kenai Peninsula Borough Assembly supports the community-led June 2024 update of its *FY 2025 Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan*.

SECTION 2. That this resolution is effective immediately.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 18TH DAY OF JUNE, 2024.


Brent Johnson, Assembly President

ATTEST:


Michele Turner, CMC, Borough Clerk



Yes: Cooper, Cox, Ecklund, Elam, Hibbert, Ribbens, Tunseth, Tupper, Johnson
No: None
Absent: None

Introduced by: Tunseth
Date: 11/18/25
Action:
Vote:

**KENAI PENINSULA BOROUGH
RESOLUTION 2025-043**

**A RESOLUTION CONFIRMING APPOINTMENTS TO NON-BOROUGH
BOARDS**

WHEREAS, it is the duty of the Assembly President to make certain appointments and/or nominations to various borough and non-borough boards, commissions and committees; and

WHEREAS, the Borough Assembly's adopted Rules of Procedure (Resolution 96-020) require Assembly confirmation of all appointments to non-borough committees and boards by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the appointments listed below are confirmed as follows:

Kenai Peninsula Economic Development District
Lenora (Len) Niesen, term to expire with office

Kenai River Special Management Area Advisory Board
Dale Eicher, term to expire with office

SECTION 2. That this resolution takes effect immediately upon its adoption.

**ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS
18TH DAY OF NOVEMBER, 2025.**

Ryan Tunseth, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Introduced by:	Mayor
Date:	11/18/25
Hearing:	12/02/25
Action:	
Vote:	

**KENAI PENINSULA BOROUGH
ORDINANCE 2025-19-18**

**AN ORDINANCE ADDING TWO FULL-TIME 911 PUBLIC SAFETY
DISPATCH I POSITIONS TO THE CLASSIFIED SERVICE AND
APPROPRIATING FUNDS FOR THE POSITIONS**

WHEREAS, Resolution 2025-038 authorized Mayor Micciche to execute Agreements with the State of Alaska for E911 Dispatch Services in Southeast Alaska; and

WHEREAS, the State is paying KPB to provide the dispatch services in Southeast Alaska; and

WHEREAS, the payments from the State to the KPB for dispatch services covers the cost of the two positions added by this ordinance; and

WHEREAS, the KPB's Soldotna Public Safety Communications Center is currently short on staffing and with the additional services we have contracted to provide Southeast Alaska, the two additional positions are critical to their ability to continue to provide top-grade public safety and dispatch services;

NOW, THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That this is a non-code ordinance.

SECTION 2. That the two full-time dispatcher positions are hereby added to the classified service and funds in the amount of \$271,000 are appropriated from the 911 Communications Special Revenue Fund, fund balance to the following accounts:

100.11233.00000.40110	Regular Wages	\$ 153,460
100.11233.00000.40210	FICA	13,179
100.11233.00000.40221	PERS	35,008
100.11233.00000.40321	Health Insurance	56,000
100.11233.00000.40322	Life Insurance	207
100.11233.00000.40410	Leave	13,146
		\$ 271,000

SECTION 3. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances will not be affected.

SECTION 4. That this ordinance shall be effective immediately.

**ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS * DAY
OF *, 2025.**

Ryan Tunseth, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough

Soldotna Public Safety Communications Center

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*
Brandi Harbaugh, Finance Director *BT*

FROM: Tammy Goggia-Cockrell, 911 Emergency Communications Coordinator *tg*

DATE: November 6, 2025

RE: Ordinance 2025-19-18, Adding Two Full-Time 911 Public Safety Dispatch I Positions to the Classified Service and Appropriating Funds for the Positions (Mayor)

The Kenai Peninsula Borough (KPB) operates the multi-agency 911 dispatch center known as the Soldotna Public Safety Communications Center (SPSCC). SPSCC provides emergency dispatch services to participating agencies and assesses service fees pursuant to memoranda of agreement with each responding entity. Currently, SPSCC delivers public safety emergency dispatch services to various federal, state, local, and non-profit organizations operating within the.

The State of Alaska Department of Public Safety (DPS) Northern Dispatch Center in Fairbanks currently provides dispatch support for DPS Detachments C and D. Due to recent and significant staffing shortages at the Northern Dispatch Center, DPS has requested that SPSCC assume E911 dispatch responsibilities for agencies located within A Detachment South in Southeast Alaska.

Resolution 2025-038 authorized Mayor Micciche to enter into agreements with the State of Alaska for the provision of E911 dispatch services in Southeast Alaska. Under the executed agreement, the State reimburses the KPB for 911 dispatch services, calls for service, and specialized service fees associated with SPSCC's provision of 911 services to Southeast Alaska. The reimbursement structure does not include a credit or offset for the 911 surcharge, as the KPB does not collect a 911 surcharge for that geographic area.

The ordinance appropriates the revenue received from the State of Alaska DPS for the Southeast Alaska region to fund two full-time Public Safety Dispatch I positions. These positions are required to support the assumption of service for A Detachment South and to ensure sufficient staffing and resources to provide these expanded public safety services.

Your consideration is appreciated.

FINANCE DEPARTMENT ACCOUNT / FUNDS VERIFIED

Acct. No. 264.27910 (FB) Amt: \$271,000

By: *CS* Date: 11/5/2025

Introduced by:	Mayor
Date:	09/16/25
Action:	Adopted
Vote:	6 Yes, 0 No, 3 Absent

**KENAI PENINSULA BOROUGH
RESOLUTION 2025-038**

**A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE
AGREEMENTS WITH THE STATE OF ALASKA FOR E911 DISPATCH
SERVICES IN SOUTHEAST ALASKA, AND TO EXECUTE NEW
MEMORANDA OF AGREEMENT WITH ENTITIES UTILIZING
DISPATCH SERVICES IN THE REGION**

WHEREAS, the Kenai Peninsula Borough (KPB) operates the multi-agency E911 dispatch center known as the Soldotna Public Safety Communications Center (SPSCC) and charges all responding entities that use SPSCC a fee for SPSCC services; and

WHEREAS, SPSCC currently provides E911 dispatch services to multiple federal, state, and local governmental and non-profit entities within the Kenai Peninsula Borough; and

WHEREAS, the State of Alaska, Department of Public Safety (DPS) Northern Dispatch Center in Fairbanks dispatches for DPS Detachments C and D, and portions of A Detachment; and

WHEREAS, the DPS Northern Dispatch Center recently has experienced critical staffing shortages and as a result, DPS has requested SPSCC undertake E911 dispatch services responsibilities for the entities operating within DPS A Detachment South in Southeast Alaska;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That pursuant to Alaska Constitution, Article X, Section 13, and AS 29.35.010(13), the Mayor is authorized to execute an intergovernmental agreement with the State of Alaska, Department of Public Safety, recognizing the delegation of the State of Alaska's powers for the provision of E911 dispatch services outside KPB's municipal boundaries to governmental and non-profit agencies in DPS A Detachment South including, but not limited to, those listed below.

SECTION 2. That the Mayor is authorized to execute addenda to any existing memoranda of agreement for the provision of E911 dispatch services to entities in Southeast Alaska presently covered by existing memoranda of agreement for E911 dispatch services within the Kenai Peninsula, including but not limited to:

- State of Alaska, Department of Public Safety
- State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation
- The National Oceanic and Atmospheric Administration, National Marine Service, Office of Law Enforcement
- State of Alaska Department of Transportation & Public Facilities Measurement Standards & Commercial Vehicle Compliance
- State of Alaska, Department of Corrections, Division of Pretrial, Probation, and Parole
- United States Fish and Wildlife Service Office of Law Enforcement
- United States Department of Agriculture, Forest Service

SECTION 3. That the mayor is authorized to execute new memoranda of agreement for the provision of E911 dispatch services substantially similar to the existing agreements with the Kenai Peninsula Borough entities with any entities in Southeast Alaska that are not presently covered by existing memoranda of Agreement.

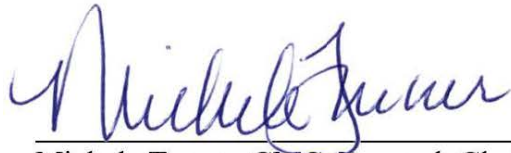
SECTION 4. That this resolution takes effect immediately.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 16TH DAY OF SEPTEMBER, 2025.

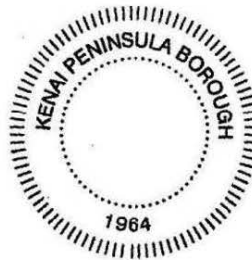


Peter Ribbens, Assembly President

ATTEST:



Michele Turner, CMC, Borough Clerk



Yes: Cox, Cooper, Ecklund, Johnson, Tunseth, Ribbens

No: None

Absent: Baisden, Dunne, Morton

Introduced by:	Mayor
Date:	11/18/25
Hearing:	12/02/25
Action:	
Vote:	

**KENAI PENINSULA BOROUGH
ORDINANCE 2025-19-19**

**AN ORDINANCE ACCEPTING AND APPROPRIATING FUNDING
FROM THE STATE OF ALASKA IN THE AMOUNT OF \$426,303 AND
APPROVING PROJECTS TO BE COMPLETED FOR COMMUNITY
PURPOSES UNDER THE 2025/2026 COMMUNITY ASSISTANCE
PROGRAM**

- WHEREAS,** the Alaska State Legislature has provided funding to municipalities and unincorporated communities through the Community Assistance Program ("Program"); and
- WHEREAS,** AS 29.60.865 requires the assembly of a borough or unified municipality to adopt a resolution identifying those unincorporated communities located within their municipal boundaries that the assembly determines meet the Program eligibility criteria established under AS 29.60.865; and
- WHEREAS,** Resolution 2025-024 certified that 27 unincorporated communities within the Borough are eligible for participation in the Program; and
- WHEREAS,** the Alaska Department of Commerce, Community and Economic Development provided notification of funds in the amount of \$426,303 for the 27 unincorporated communities; and
- WHEREAS,** pursuant to Resolution 2013-022, an administrative fee of two percent of the grant amount will be charged against the grant to cover general administrative costs; and
- WHEREAS,** the \$426,303 less the administrative fee, is to be distributed evenly among the 27 unincorporated communities within the Borough, or may be expended by the Borough on behalf of the communities; and
- WHEREAS,** the Program allows funds to be used for any public purpose at the discretion of the local governing body and as allowed by state statutes and borough code; and
- WHEREAS,** 24 of the 27 unincorporated communities within the Borough have completed the required community public meeting to identify and recommend eligible projects to receive grant funding; and

WHEREAS, the grants administrator will work with the communities of Nanwalek, Razdolna and Ridgeway to identify a qualified entity to assume the fiduciary role on behalf of the communities; and

WHEREAS, the Borough will confirm all eligible entities to receive CAP funds; and

WHEREAS, it is in the best interests of the Borough to approve the amounts allocated for fiscal year 2026 non-profit or tribal entities, projects and award amounts as authorized in Resolution 2025-024 to ensure that the fiscal year 2026 Program funds are used for public purpose;

NOW, THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That this is a non-code ordinance.

SECTION 2. That the Mayor is authorized to accept \$426,303 from the State of Alaska for distribution to eligible communities or for expenditure by the Borough on the community's behalf.

SECTION 3. That the Mayor is authorized to execute any documents deemed necessary to accept and expend the Community Assistance Program funds and to fulfill the intents and purposes of this ordinance.

SECTION 4. That the Mayor will return CAP funds to the State of Alaska for the communities of Nanwalek, Ridgeway and Razdolna if no qualified entity is identified to assume the fiduciary role on behalf of these communities by June 30, 2026.

SECTION 5. That State funds in the amount of \$426,303 are appropriated to account 271.94910.26CAP.49999 for fiscal year 2026.

SECTION 6. That the Mayor is authorized to enter into grant agreements and any other documents necessary with tribal or nonprofit organizations on behalf of the qualified unincorporated communities for public projects that benefit the community as identified in the following chart for fiscal year 2026:

Anchor Point	Anchor Kings Wrestling Club	Scholarships for wrestlers	\$2,211.34
	AP Chamber of Commerce	Beautification and landscaping	\$2,211.34
	AP Food Pantry	Food/utilities	\$2,211.35
	AP Public Library	Flooring replacement	\$2,211.35
	AP Senior Citizens	General operations	\$2,211.35
	AP VFW	Community outreach services	\$2,211.34
	Snomads	Parking and trail improvements	\$2,211.34
Bear Creek	Bear Creek Volunteer Fire and Emergency Services	Response equipment	\$5,979.41
	Seward Iditarod Trail Blazers	Trail repair & maintenance	\$3,000.00
	Seward Nordic Ski Club	Ski trails maintenance	\$6,500.00

Cohoe	MUSKEG Wellness	Home building workshops with natural supplies	\$15,479.41
Cooper Landing	Cooper Landing Community Club	Supports local community programs and operating costs.	\$15,479.41
Crown Point	Moose Pass Volunteer Fire Department	General operations	\$15,479.41
Diamond Ridge	Homer Cycling Club	Trailhead parking and service road improvements	\$2,579.91
	Homer Trails Alliance	Trail projects	\$2,579.90
	Kachemak Emergency Services Member Association	Response equipment	\$2,579.90
	Kachemak Nordic Ski Club	Nordic ski trail maintenance & repairs	\$2,579.90
	Kachemak Ski Club	Rope tow operational costs	\$2,579.90
	Snomads	Parking lot improvements & maintenance	\$2,579.90
Fox River	Homer Cycling Club	Trail development & improvements	\$5,159.81
	Kachemak Nordic Ski Club	Nordic ski trail maintenance & repairs	\$5,159.80
	Snomads	Parking lot and trailhead improvements & maintenance	\$5,159.80
Fritz Creek	Kachemak Emergency Services Member Association	Response equipment	\$5,159.81
	Kachemak Nordic Ski Club	Nordic ski trail maintenance & repairs	\$5,159.80
	McNeil Canyon Elementary School Community Council, Inc	McNeil Canyon trails enhancement	\$5,159.80
Funny River	Funny River Community Association	Operations	\$15,479.41
Hope	Hope Inc.	Hope Sunrise community services	\$15,479.41
Kachemak Selo	The Village of Kachemak Selo	Village street lights, and road repairs	\$15,479.41
Kalifornsky Beach	Bridges/Kenai Local Food Connection	Nutritional services	\$2,211.35
	Kenai Peninsula Animal Lovers Rescue	General operations	\$2,211.34
	Kenai Peninsula Food Bank	Holiday meals	\$2,211.35
	Love, INC	General operations	\$2,211.35
	Pathways Re-entry Center	General operations	\$2,211.34
	Peninsula Spay & Neuter Fund	Voucher program	\$2,211.34
	Tsalteshi Trails	Trails Management	\$2,211.34
Kasilof	Back Country Horsemen of Alaska	Trails maintenance	\$3,000.00
	Kasilof Cohoe Cemetery Association	Spruce Grove Cemetery maintenance	\$6,239.71
	Kasilof Regional Historical Association	Museum Operations	\$6,239.70

Lowell Point	Lowell Point Community Council	Community services and fire dept support	\$15,479.41
Moose Pass	Moose Pass Chamber of Commerce	Community support programs, services	\$15,479.41
Nikiski	Get Thrifty	Building repair & maintenance	\$2,579.90
	Love INC- Kenai Peninsula Shelter of Hope	General operations	\$2,579.90
	Nikiski Community Council	Community services	\$2,579.90
	Nikiski Senior Center	Community services - holiday meals	\$2,579.91
	North Road Pioneers	Preservation project General operations	\$2,579.90
	North Star United Methodist Church	Food Pantry	\$2,579.90
Nikolaevsk	Nikolaevsk Community Council	Water facility operations	\$15,479.41
Ninilchik	Bridges/Saturday Lunch Program	Weekend meals for students	\$3,869.86
	Ninilchik Library	Library Operations	\$3,869.85
	Ninilchik Senior Center	Flooring replacement	\$3,869.85
	Kenai Peninsula Fair Association	Facility repairs	\$3,869.85
Port Graham	Native Village of Port Graham	Emergency Preparedness	\$15,479.41
Primrose	Moose Pass Volunteer Fire Department	Operating expenses, medical supplies	\$15,479.41
Seldovia Village	Seldovia Village Tribe	Emergency response training & surplus fire engine purchase	\$15,479.41
Sterling	Sterling Area Seniors Center	General Operations	\$7,739.71
	Sterling Community Center	General Operations	\$7,739.70
Tyonek	Boys & Girls Club of Alaska	Youth services - general operations	\$15,479.41
Voznesenka	Voznesenka Community Council	Strokya building completion and beautification	\$15,479.41

SECTION 7. That upon identifying an eligible fiduciary and qualifying project within the communities of Nanwalek, Razdolna, and Ridgeway, and upon the respective community's completion of the public meeting requirement to identify and recommend qualifying projects, the mayor is authorized to enter into grant agreements and any other documents necessary with tribal or nonprofit organizations on behalf of the qualified unincorporated communities for public projects that benefit the community as outlined in the following chart for fiscal year 2026:

Nanwalek	Eligible fiduciary to be identified by 6/30/2026 Possible recipient: Nanwalek IRA Council	TBD - project(s) eligibility will be confirmed prior to awarding funds	\$15,479.41
Razdolna	Eligible fiduciary to be identified by 6/30/2026 Possible recipient: Village of Razdolna	TBD - project(s) eligibility will be confirmed prior to awarding funds	\$15,479.41
Ridgeway	Eligible fiduciary to be identified by 6/30/2026 Possible recipient: TBD	TBD - project(s) eligibility will be confirmed prior to awarding funds	\$15,479.41

SECTION 8. That each eligible non-profit or tribal entity, representing an unincorporated community, must enter into a grant agreement with the Borough prior to receipt of any community assistance program funds.

SECTION 9. That due to the length and nature of this project, a community shall forfeit any remaining grant distribution at the end of two consecutive fiscal years if the community has not fulfilled the intent and purpose of its grant agreement.

SECTION 10. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances will not be affected.

SECTION 11. This ordinance shall be effective retroactively to July 1, 2025.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS * DAY OF *, 2025.

Ryan Tunseth, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough
Grants Administrator & Community Liaison

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*
Brandi Harbaugh, Finance Director *BH*

FROM: Heather Geer, Grants Administrator & Community Liaison *HG*

DATE: November 6, 2025

RE: Ordinance 2025-19- 19, Accepting and Appropriating Funding from the State of Alaska in the Amount of \$426,303 and Approving Projects to be Completed for Community Purposes Under the 2025/2026 Community Assistance Program (Mayor)

The Community Assistance Program provides state funding for unincorporated communities to complete public projects or services through nonprofit or tribal entities that agree to be the fiduciary. These funds are provided through the State of Alaska Community Assistance Program.

The Borough is required to annually evaluate the eligibility of unincorporated communities, ensuring that the communities meet the required program regulations as outlined in the Alaska Administrative Code and Alaska Statutes Title 29. Twenty-seven unincorporated communities are eligible to participate in the 2025/2026 Community Assistance Program. Public meetings were either hosted by the Borough or by eligible communities to determine how the funding will be utilized within the community. Twenty-four of the twenty-seven eligible communities have completed the public meeting requirement and have provided their recommendations of the eligible project(s) to be funded. The Grants Administrator & Community Liaison will continue to work with the communities of Nanwalek, Razdolna and Ridgeway to identify eligible entities and public projects to receive their respective community’s funding allocation by June 30, 2026.

Funding in the amount of \$426,303 has been awarded to be distributed evenly between the unincorporated communities. Each community is allocated \$15,789 less 2.0 percent administrative cost. The Grants Administrator & Community Liaison will oversee the program.

Your consideration is appreciated.

FINANCE DEPARTMENT FUNDS/ACCOUNT VERIFIED	
Acct. No.	<u>271.94910.26CAP.49999</u>
Amount:	<u>\$ 426,303</u>
By: <i>CH</i>	Date: <u>11/6/2025</u>

Introduced by:	Mayor
Date:	06/03/25
Action:	Adopted as Amended
Vote:	8 Yes, 0 No, 1 Absent

**KENAI PENINSULA BOROUGH
RESOLUTION 2025-024**

**A RESOLUTION APPROVING TWENTY-SEVEN UNINCORPORATED
COMMUNITIES FOR PARTICIPATION IN THE STATE’S FISCAL YEAR
2026 COMMUNITY ASSISTANCE PROGRAM**

WHEREAS, the Community Assistance Program (“CAP”) as governed by AS 29.60.865 and 3 AAC 180.010 require the assembly of a borough or a unified municipality to adopt a resolution identifying those unincorporated communities located within their municipal boundaries that the assembly determines meet the CAP eligibility criteria established under AS 29.60.865, AS 29.60.879, and 3 AAC 180.110; and

WHEREAS, the unincorporated communities have either a Native Village Council or unincorporated non-profit entity within its boundaries that will agree to receive and spend the CAP payment for the public benefit of the unincorporated community; and

WHEREAS, AS 29.60.879(1) defines a community as a place in the borough that is not incorporated as a municipality, that is not a reserve, and in which 25 or more individuals reside as a social unit; and

WHEREAS, at least three of the following required services—fire protection, emergency medical, water and sewer, solid waste management, public road or ice road maintenance, public health, and search and rescue—are generally available to all residents of the unincorporated community and each of the three services, in any combination, are provided by one or more qualifying Native village council or incorporated nonprofit entity or are substantially paid for by residents of the unincorporated community through taxes, charges, or assessments levied or authorized by the KPB; and

WHEREAS, AS 29.60.865(a) requires that eligible Native village councils must be willing to waive immunity from suit for claims arising out of activities of the council related to the payment;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the Assembly hereby determines that the following 27 unincorporated communities and their respective Native village council or incorporated nonprofit entities are eligible for funding under the State’s fiscal year 2026 Community Assistance Program:

<u>Unincorporated Community</u>	<u>Possible Community Recipient</u>
Anchor Point	Anchor Point Public Library Anchor Point Food Pantry Anchor Point Senior Citizens Inc Anchor Kings Wrestling Anchor Point Chamber of Commerce Anchor Point VFW
Bear Creek	Bear Creek Volunteer Fire & EMS Seward Nordic Ski Club
Cohoe	Boys & Girls Club of the Kenai Peninsula MUSKEG Wellness
Cooper Landing	Cooper Landing Community Club Moose Pass Volunteer Fire & EMS (Crown Point Unit)
Crown Point	
Diamond Ridge	Homer Cycling Club Homer Trails Alliance Kachemak Emergency Services Member Association Kachemak Nordic Ski Club Kachemak Ski Club Snomads Inc.
Fritz Creek	Kachemak Nordic Ski Club Kachemak Emergency Services Member Association McNeil Canyon Elementary School Community Council, Inc. Snomads Inc.
Fox River	Snomads Inc.
Funny River	Funny River Chamber of Commerce
Hope	Hope Inc.
Kachemak Selo	Village of Kachemak Selo Water Co., Inc. Bridges dba Kenai Peninsula Local Food Connection
K-Beach	CARTS Kenai Peninsula Animal Lovers Rescue Kenai Peninsula Food Bank Love Inc Peninsula Spay/Neuter Fund Tsalteshi Trails Association Pathways Re-Entry Center
Kasilof	Kasilof Regional Historical Association Kasilof-Cohoe Cemetery Association Backcountry Horsemen of Alaska
Lowell Point	Lowell Point Community Council
Moose Pass	Moose Pass Volunteer Fire Co.

	Moose Pass Chamber of Commerce and Visitor Bureau
Nanwalek	Nanwalek IRA Council
Nikiski	N. Peninsula Com. Council Nikiski Senior Center North Star United Methodist Church
Nikolaevsk	Nikolaevsk, Inc.
Ninilchik	Kenai Peninsula Fair Association Ninilchik Community Library Bridges dba Ninilchik Saturday Lunch Program Ninilchik Senior Citizens
Primrose	Moose Pass Volunteer Fire Co. (Primrose Unit)
Port Graham	Port Graham Village Council
Razdolna	Village of Razdolna, Inc.
Ridgeway	Boys & Girls Club of the Kenai Peninsula
Seldovia	Seldovia Village Tribe
Sterling	Sterling Community Center, Inc. Sterling Area Senior Citizens
Tyonek	Boys & Girls Clubs of Southcentral Alaska
Voznesenka	Voznesenka Community Council, Inc.

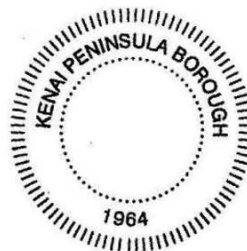
SECTION 2. That this resolution is effective retroactively to June 2, 2025.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 3RD DAY OF JUNE, 2025.

Peter Ribbens, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk



Yes: Baisden, Cooper, Ecklund, Dunne, Johnson, Morton, Tunseth, Ribbens

No: None

Absent: Cox

Introduced by:	Mayor
Date:	03/19/13
Action:	Adopted
Vote:	6 Yes, 0 No, 3 Absent

**KENAI PENINSULA BOROUGH
RESOLUTION 2013-022**

**A RESOLUTION MAKING CHANGES TO THE BOROUGH'S COST ALLOCATION
PLAN FOR CAPITAL PROJECTS**

WHEREAS, Resolution 2006-036 established a cost allocation plan using an indirect rate that charge service areas, grants and capital projects a fee for intergovernmental services that were provided by the borough's General Fund; and

WHEREAS, the services provided include, but are not limited to: processing of payroll, purchasing, accounts payable, cash receipts, cash disbursements, cash management, grant management, real and personal property valuation, tax billing and collection, miscellaneous billing and collection, legal services, and computer support services; and

WHEREAS, the assembly in FY10 eliminated the charge to service areas and the current indirect rate being charged to grants and capital projects is 3.04 percent; and

WHEREAS, for large capital projects and capital equipment purchases, the rate being charged can generate cost recovery in excess of the costs that were incurred; and

WHEREAS, allowing a reduced indirect rate on capital projects and capital equipment is more reflective of the time and cost incurred for these projects;

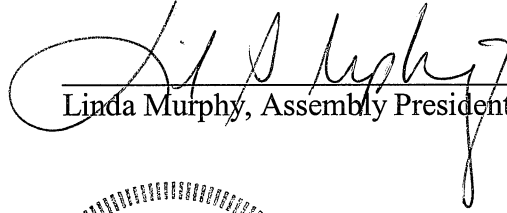
NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. The indirect rate for capital projects less than \$500,000 shall be 2 percent of the project budget and the indirect rate for capital projects \$500,000 or greater shall be 1 percent.

SECTION 2. The indirect rate for capital equipment purchases less than \$500,000 shall be 1 percent of the project budget and the indirect rate for capital equipment purchases \$500,000 or greater shall be 0.5 percent.

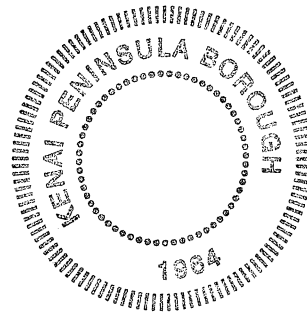
SECTION 3. That this resolution takes effect retroactive to January 1, 2013.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 19TH DAY OF MARCH, 2013.


Linda Murphy, Assembly President

ATTEST:


John Blankenship, MMC, Borough Clerk



Yes: Haggerty, Johnson, Pierce, Smith, Wolf, Smalley
No: None
Absent: McClure, Murphy, Tauriainen

Kenai Peninsula Borough
Assembly

MEMORANDUM

TO: Kenai Peninsula Borough Assembly Members
THRU: Ryan Tunseth, Assembly President
FROM: Michele Turner, Borough Clerk
DATE: October 31, 2025
RE: 2026 Assembly Meeting Schedule

KPB 22.40.010 (A) states in part, "Regular meetings of the assembly shall be held on the first and third Tuesday of each month at 6:00 p.m. in the assembly room of the Borough Administration Building. The assembly shall by resolution or motion, establish the date and place for assembly meetings by approving a calendar for the upcoming year. The assembly shall, at a minimum, schedule at least two meetings per month for six (6) months of each year". The meeting schedule for 2026 is proposed as follows:

MONTH	1ST MEETING	2ND MEETING	COMMENTS
January	6	20	
February	3	17	AML Winter Legislative Conference February 17 - 19
March	17		KPBSD Spring Break March 9 - 13 Only one meeting scheduled
April	7	21 (Seward)	April 21 Budget Work Session #1
May	5	19	May 5 Budget Work Session #2 May 18 - 19 Budget Work Sessions #3 & #4
June	2	16	
July	7		Only one meeting scheduled
August	4 (Homer)	18	
September	1	15	
October	6	20	
November	10		November 3 Election Day Only one meeting scheduled
December	1		AML Annual Conference 2nd week in December Only one meeting scheduled

Kenai Peninsula Borough
Office of the Borough Mayor

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members of the Borough Assembly

FROM: Peter A. Micciche, Borough Mayor 

DATE: November 6, 2025

RE: Appointments to Advisory Planning Commissions

In accordance with KPB 21.02.060, the applicants listed below have been verified as residents within the boundaries to be represented, as well as registered voters within the precincts covered by the commission boundaries.

I hereby submit my recommendations for confirmation by the Assembly.

NIKISKI ADVISORY PLANNING COMMISSION

Kelly M. Brewer

Seat E

Term Expires 09/30/2028

Thank you for your consideration.

Kenai Peninsula Borough
Office of the Borough Clerk

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor *AM*
THRU: Robert Ruffner, Planning Director *RR*
THRU: Michele Turner, Borough Clerk *MT*
FROM: Sue Ellen Essert, Deputy Borough Clerk *SEE*
DATE: November 5, 2025
RE: Advisory Planning Commission Application for Appointment

The notice of vacancy for the Advisory Planning Commission Seats was advertised on July 28, 2025, in the Borough Administration Building, KPB's Facebook page and KPB's website. A copy was also emailed to KPB Planners for posting in the APC community. The application period closed on August 27, 2025. Seats have remained open until filled.

In accordance with KPB 21.02.060, the following applicant has been verified as a resident within the advisory commission boundary in which they are applying, and are a registered voter within the precinct covered by the commission boundaries.

NIKISKI ADVISORY PLANNING COMMISSION

Seat E

Kelly M. Brewer

Thank you.

Kenai Peninsula Borough Planning Department

Advisory Planning Commission Application Submitted 2025-10-19 19:56:42

APC/Seat: Nikiski, Seat E (Term Expires 09/30/2028)

Name Kelly M Brewer	Mobile Phone 9072527219
Home Phone	Work Phone 9072527219
Email dbrewer@acsalaska.net	Date of Birth [REDACTED]
SSN [REDACTED]	Voter #
Residence Address	Mailing Address PO Box 8223 NIKISKI, Alaska 99635
How long have you lived in the area served by this Advisory Planning Commission? 42 years	What knowledge, experience, or expertise will you bring to this board? I would like to renew my seat on the Nikiski APC. I have spent 3 years working on the Nikiski APC and would like to continue as we work toward and complete our community 10-year plan. I have 4 pieces of real estate in Nikiski and an immediate family of seventeen that live (go to school, work and recreate) in Nikiski. I care about the community and its future. Thank you for your consideration- Kelly

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members of the Borough Assembly

FROM: Peter A. Micciche, Borough Mayor 

DATE: November 6, 2025

RE: Appointments to Service Area Boards

In accordance with KPB 16.20.030, Service Area Board members are appointed by the Borough mayor and confirmed by the Assembly. The following appointments are forwarded to the Assembly for consideration and confirmation:

KACHEMAK EMERGENCY SERVICE AREA BOARD

Ashley Vance

Seat D

Term Expires 10/2028

Kenai Peninsula Borough

Office of the Borough Clerk

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor *PAM*
THRU: Michele Turner, Borough Clerk *(MT)*
FROM: Sue Ellen Essert, Deputy Borough Clerk *SEE*
DATE: November 5, 2025
RE: Service Area Board Application for Appointment

The notice of vacancy for service area board seats was advertised on September 26, 2025. The vacancy notice was posted on the Borough's website, in the borough administration building and was provided to the service areas for posting in the community. The application period closed on October 16, 2025.

Pursuant to KPB Title 16, the applicant below has been verified as a registered voter of the Borough and resident of the service area.

Below is the application received and submitted for your consideration. All other service area board seats will remain open until filled.

KACHEMAK EMERGENCY SERVICE AREA BOARD

Seat D

Ashley Vance

Thank you.

Subject: Service Area Appointment Application received

Select One: Kachemak Emergency Service Area Board, Seat D
(Term Expires 10/2028)

Applicant Name: Ashley Vance

Physical Residence Address: 61421 Florence Martin

City: Homer **State:** AK **Zip:** 99603

My Mailing Address is DIFFERENT from my Residence Address

Mailing Address: 818 Smoky Bay Way #366

City: Homer **State:** AK **Zip:** 99603

Email: ashley@matsumail.com

Daytime Phone: 907-744-7019

Voter #

SS # [REDACTED]

Date of Birth: [REDACTED]

I have been a Resident of the Kenai Peninsula Borough for:

Years: 2

Months: 0

I have been a Resident of the selected Service Area for:

Years: 2

Months: 0

What knowledge, experience, or expertise will you bring to this board?

I volunteer at KESA. I have an understanding of EMS/Fire operations and challenges responders face. Teamwork, leadership and communication skills.

APPLICANT CERTIFICATION: I certify that the information in this Application for Appointment is true and complete and that I meet the specific residency and voter registration requirements of this office. I further acknowledge that by typing my initials below I intend to fully sign this document.

Type your initials to sign

AV

Introduced by:	Mayor
Date:	10/28/25
Hearing:	12/02/25
Action:	
Vote:	

**KENAI PENINSULA BOROUGH
ORDINANCE 2025-24**

**AN ORDINANCE AMENDING KPB CHAPTER 10.04 RELATING TO
SOLID WASTE DISPOSAL AND AMENDING KPB 1.24.090 RELATING
TO THE MINOR OFFENSE PENALTY SCHEDULE TO INCLUDE
VIOLATIONS OF KPB CHAPTER 10.04**

WHEREAS, this ordinance amends KPB Code relating to solid waste facilities and solid waste disposal with added definitions, disposal requirements, and providing for a minor offense citation process for improper or illegal dumping of waste and unauthorized entry into solid waste facilities;

NOW, THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That this ordinance amends KPB Code and will be codified.

SECTION 2. That the KPB Code of Ordinances, Chapter 10.04, Solid Waste Disposal, is hereby amended to read as follows:

CHAPTER 10.04. SOLID WASTE DISPOSAL

10.04.005. Applicability.

This chapter applies to all borough-owned solid waste landfills, monofills, and transfer sites.

[10.04.010. DEFINITIONS.

UNLESS OTHERWISE PROVIDED OR THE CONTEXT OTHERWISE REQUIRES:

- (A) "HAZARDOUS WASTE" MEANS WASTE THAT IS CAPABLE OF CAUSING INJURY, DISEASE OR IMPAIRMENT OF HEALTH, OR PROPERTY DAMAGE, INCLUDING BUT NOT LIMITED TO: POISONS, PESTICIDES, ACIDS, CAUSTICS, INFECTIOUS OR PATHOLOGICAL WASTES, RADIOACTIVE MATERIALS, EXPLOSIVE OR HIGHLY FLAMMABLE MATERIALS, OIL AND PETROLEUM PRODUCTS, AND BURNING OR SMOLDERING MATERIALS;

- (B) "INCINERATOR" MEANS ANY EQUIPMENT, DEVICE, OR CONTRIVANCE, EXCLUDING FIREPLACES AND BURN BARRELS, USED FOR THE CONTROLLED THERMAL REDUCTION OF SOLID WASTE;
- (C) "LANDFILL" MEANS A LAND AREA USED FOR THE DISPOSAL OF SOLID WASTE;
- (D) "PUTRESCIBLE WASTE" MEANS MATERIAL CAPABLE OF BEING DECOMPOSED SO AS TO CAUSE NUISANCE OR OBNOXIOUS ODORS;
- (E) "SOLID WASTE" MEANS ALL UNWANTED OR DISCARDED SOLID OR SEMISOLID MATERIAL WHETHER PUTRESCIBLE OR NONPUTRESCIBLE, ORIGINATING FROM ANY SOURCE, INCLUDING BUT NOT LIMITED TO: GARBAGE, PAPER, WOOD, METAL, GLASS, PLASTIC, RUBBER, CLOTH, ASHES, LITTER AND STREET SWEEPINGS, DEWATERED SEWAGE SLUDGE, DEAD ANIMALS, OFFAL, JUNKED VEHICLES AND EQUIPMENT, MATERIAL AND DEBRIS RESULTING FROM CONSTRUCTION OR DEMOLITION PROJECTS, ABANDONED AND DECAYING STRUCTURES, AND HAZARDOUS WASTES.
- (F) "SOLID WASTE DISPOSAL FACILITY" MEANS AN INTERMEDIATE DISPOSAL FACILITY, TRANSFER STATION, LANDFILL, INCINERATOR, COMPOSTING PLANT, RECYCLING OR RECLAMATION FACILITY, OR ANY SITE UTILIZED FOR THE RECOVERY, REDUCTION, CONSOLIDATION, CONVERSION, PROCESSING OR DISPOSAL OF SOLID WASTE.]

10.04.015. Purpose.

The protection of the public health, safety and welfare of the residents and visitors of the borough is the purpose of this chapter. This chapter and any policies or regulations promulgated pursuant to this chapter are intended to:

- (A) Control dumping and disposal of solid waste at such places and in such manner that it will not be a detriment to the health, safety and welfare of the residents of the borough;
- (B) Regulate the storage, collection, and disposal of solid waste for all residences and businesses regardless of the amount of solid waste generated by any particular business or residence, in order to protect the public health, safety and welfare;
- (C) Provide facilities for the proper disposal of solid waste in a cost effective manner;

- (D) Reduce litter and littering; and
- (E) Promote resource recovery, recycling and reuse of solid waste.

10.04.020. Site selection and procurement—Authority and criteria.

The mayor of the Kenai Peninsula Borough, after receiving advice of the planning commission of the borough, shall select and procure sites for solid waste disposal facilities in accordance with a policy of attempting to provide a system whereby in the more densely settled areas no haul of more than 15 miles along a major highway would be required to reach a solid waste disposal facility. The sites may include sites for landfill operations, intermediate disposal facilities, transfer stations, incinerators, composting plants, recycling or reclamation facilities, or any site utilized for the recovery, reduction, consolidation, conversion, processing or disposal of solid waste.

10.04.030. Area and facilities—Establishment and contract authority.

Unless otherwise authorized by the assembly the mayor shall establish disposal areas and construct therein by contract with the lowest responsible bidder such solid waste disposal facilities as may be practical and economically feasible to operate as a unit for the disposition of solid waste.

10.04.040. Services contracts[AREA AND FACILITIES—MAINTENANCE CONTRACT—TERMS AND CONDITIONS—BOND].

The mayor, or designee, may contract, in accordance with KP.B 5.28, to provide for maintenance, disposal, transport or other contract services under terms and conditions approved by the administration. [UNLESS OTHERWISE AUTHORIZED BY THE ASSEMBLY, THE MAYOR SHALL PROVIDE FOR THE MAINTENANCE OF DISPOSAL FACILITIES WITHIN EACH DISPOSAL AREA TO BE EFFECTED BY CONTRACT LET TO THE LOWEST RESPONSIBLE BIDDER UNDER THE FOLLOWING TERMS AND CONDITIONS:

- A. THE PERIOD OF SUCH CONTRACT SHALL BE AT LEAST 1 YEAR.
- B. THE CONTRACTOR MUST AGREE TO ABIDE BY ALL FEDERAL AND STATE LAWS, RULES AND REGULATIONS CONCERNING DISPOSITION OF SOLID WASTE AND MAINTENANCE OF SOLID WASTE DISPOSAL FACILITIES INsofar AS HIS CONTRACT AUTHORITY AND RESPONSIBILITY EXTEND, INCLUDING, WITHOUT BEING LIMITED THERETO, FULL AND COMPLETE COMPLIANCE WITH THE TERMS AND PROVISIONS OF CHAPTER 60 (SOLID WASTE MANAGEMENT) OF TITLE 18 OF THE ALASKA ADMINISTRATIVE CODE.

- C. THE ONLY SOLID WASTES WHICH MAY BE DEPOSITED IN THE FACILITIES PROVIDED FOR IN THIS CHAPTER ARE THOSE SOLID WASTES ORIGINATING OR ARISING FROM THE LANDS WHICH ARE SUBJECT TO TAXATION FOR THE SUPPORT OF THESE FACILITIES OR SUCH NONTAXABLE LANDS AS MAY BE COVERED BY A CONTRACT FOR DISPOSITION BETWEEN THE OWNER OR LESSEE OF SUCH LANDS, OR THE GOVERNMENTAL UNIT RESPONSIBLE FOR SUCH LANDS, AND THE MAYOR OF THE KENAI PENINSULA BOROUGH.
- D. THE CONTRACTOR SHALL COLLECT NO CHARGES FOR THE DISPOSITION OF SOLID WASTES AUTHORIZED TO BE DISPOSED IN THESE FACILITIES AND SHALL NOT ACCEPT FOR DISPOSITION ANY SOLID WASTES NOT AUTHORIZED.
- E. THE CONTRACTOR WILL AGREE TO HOLD THE KENAI PENINSULA BOROUGH HARMLESS FROM ANY LIABILITY CAUSED BY THE MAINTENANCE OF THE DISPOSAL FACILITIES OR ANY OF HIS OPERATIONS IN CONNECTION THEREWITH, SUCH AS, WITHOUT BEING LIMITED THERETO, HAULING OF SUCH WASTES FROM TEMPORARY DISPOSAL FACILITIES TO PERMANENT DISPOSAL FACILITIES, AND WILL PROVIDE SUCH LIABILITY INSURANCE COVERING THE KENAI PENINSULA BOROUGH, AND SUCH EVIDENCE OF SUCH INSURANCE COVERAGE, AS MAY BE REQUIRED BY THE CONTRACT.
- F. THE CONTRACTOR WILL FURNISH TO THE KENAI PENINSULA BOROUGH A PERFORMANCE BOND IN AN AMOUNT REQUIRED BY THE CONTRACT BUT NOT LESS THAN THE ANNUAL PAYMENT UNDER THE CONTRACT.
- G. THE CONTRACTOR WILL BEGIN NO OPERATIONS FOR THE MAINTENANCE OF THE FACILITIES UNDER THE CONTRACT UNTIL THE LIABILITY INSURANCE POLICIES AND PERFORMANCE BONDS REQUIRED HEREIN ARE FURNISHED TO BE KENAI PENINSULA BOROUGH AND APPROVED BY THE BOROUGH ATTORNEY.
- H. THE CONTRACT WILL NOT PROHIBIT THE CONTRACTOR FROM ENTERING INTO PRIVATE CONTRACTS WITH OTHER PARTIES TO HAUL OR TRANSPORT SOLID WASTE TO THE DISPOSAL FACILITIES; PROVIDED, HOWEVER, THAT NO SOLID WASTE MAY BE DEPOSITED AT THE FACILITIES ESTABLISHED HEREUNDER EXCEPT THOSE WHICH ARE AUTHORIZED FOR DISPOSITION THEREIN.

- I. SUCH OTHER PROVISIONS AS THE MAYOR MAY FEEL NECESSARY TO PROVIDE FOR ORDERLY AND ADEQUATE SERVICE TO THE TAXPAYER, PROTECTION TO THE KENAI PENINSULA BOROUGH, AND PRESERVATION OF THE ENVIRONMENT OF THE BOROUGH.]

10.04.050. Contractor may secure other contracts.

Although maintenance contracts will be let separately for each disposal area which may include 1 or more solid waste disposal facilities, a contractor is not prohibited from bidding on, and securing, contracts for the maintenance of solid waste disposal facilities in more than 1 area.

10.04.060. Wastes authorized for disposition—Permitted areas of origin.

Those solid wastes which are authorized for disposition in the facilities established pursuant to this chapter are those solid wastes described in Section 10.04.070 hereunder which originate or arise from:

- (A) Those lands which are taxable by the Kenai Peninsula Borough and lie outside cities and within disposal areas established as provided herein;
- (B) Lands inside cities where the authority of the city to provide for disposition of solid waste has been transferred to the Kenai Peninsula Borough by said city and such transfer has been accepted by the assembly of the borough; and
- (C) Any other lands which may be covered by a contract between the owner or lessee of such lands, or the governmental unit responsible for such lands, and the Kenai Peninsula Borough, and the mayor is authorized to negotiate and enter into such contracts subject to approval by the assembly.

10.04.070. Wastes authorized for disposition—Materials described.

Only the following solid wastes are authorized for disposition in the facilities established pursuant to this chapter:

- (A) Solid wastes as defined herein but specifically excepting solid wastes originating from industrial waste or commercial sources, hauled commercially by Alaska Public Utilities Commission permittees, hazardous wastes, septic tank pumpings, cannery fish wastes, and live animals;
- (B) Those solid wastes excepted in subparagraph A above which the mayor determines would not create a danger to operators or users of the facility or others living or having reason to be in the neighborhood and which, because of lack of volume, nature, or special arrangements provided therefor, would not unduly increase the expense of operation of the facility, but it is specifically provided that Alaska Public Utilities Commission permittees

may deposit in a final disposition facility any wastes which would be authorized if not commercially hauled;

- (C) Those solid wastes not authorized for disposition under subparagraph B above because their disposition would unduly increase the expense of operation of the facility if they are authorized by contract (providing sufficient payment to recompense the borough for such additional expense) between the party or parties responsible for the creation of the waste and Kenai Peninsula Borough, and the mayor is authorized to negotiate and enter into such contracts.

10.04.080. Transfer of powers.

- (A) The transfer of solid waste disposal powers by the city of Soldotna, the city of Kenai, the city of Homer and the city of Seward to the Kenai Peninsula Borough are approved by the Kenai Peninsula Borough insofar as and to the extent that said power is exercised by the borough in the area outside cities pursuant to Chapter 10.04 of the Kenai Peninsula Borough Code and any amendment thereto.
- (B) The transfer of solid waste disposal powers by the city of Seldovia to the Kenai Peninsula Borough is approved by the Kenai Peninsula Borough insofar as and to the extent that said power is exercised by the borough in the area outside cities pursuant to Chapter 10.04 of the Kenai Peninsula Borough Code and any amendment thereto.

10.04.090. Authority of mayor.

The mayor is authorized and directed to provide for the orderly and efficient transfer of said powers and to execute the necessary documents pursuant to Chapter 10.04 of the Kenai Peninsula Borough Code to accomplish the purpose of Section 10.04.080, containing additional provisions deemed necessary in the interest of the Kenai Peninsula Borough.

10.04.100. Grants.

Subject to the appropriation and availability of funds, the borough may provide for grant funding to a utility or energy provider to assist, study, and/or develop solid waste services or facilities or secondary products generated by solid waste activities as provided in this chapter. An applicant seeking funding under this chapter must submit a grant application no later than March 15 of each year on forms provided by the borough.

10.04.110. Waste disposal general requirements.

- (A) Designated disposal area. All users of a borough solid waste facility shall comply with the facility's rules and policies. Only municipal solid waste accepted by the facility may be disposed of at the facility in the area designated for such disposal, unless the facility specifically provides for disposal of other categories of waste as defined in this Code, AS 46.03.900, or 18 AAC 60.990. Failure to comply with facility rules and policies relating to waste disposal constitutes a violation of this chapter.
- (B) Construction and Demolition. All construction and demolition waste generated within the borough must be separated and placed in separate waste containers from that of municipal solid waste, other waste, or disposed of within the area designated for construction and demolition materials.
- (C) Municipal solid waste. Municipal solid waste may only be disposed of in waste container bins, dumpsters, or areas designated for disposal at a landfill or monofill facility. The borough may reject any waste which is judged to be unacceptable for disposal. Hauling or transporting garbage, refuse, rubbish, or solid waste in a vehicle or container in a manner that permits the contents to seep, spill, drop-off, or fall to the public rights-of-way or public areas leading to authorized disposal areas is prohibited. Entry into a disposal container or employee-only area at a landfill, monofill, transfer facility or transfer site is prohibited.
- (D) Non-standard and other waste. Designated waste areas and collection dates may be established by the borough for the disposal of non-standard or hazardous waste including, but not limited to, asbestos containing material, batteries, brush, fluorescent bulbs, junked or abandoned vehicles, recyclable materials, refrigerant containing appliances, scrap metals, used oil, and electronics.

10.04.120. Facilities.

- (A) Landfills. The borough maintains a Class I municipal solid waste landfill (MSWLF) and five Class III rural landfills in accordance with Alaska law. The facilities are monitored by video surveillance.
- (B) Monofills/Transfer Facilities. The borough currently operates two monofills and transfer facilities. The facilities are monitored by video surveillance.

- (C) Transfer sites. The borough maintains a number of transfer sites. A list of locations may be found on the borough's website or may be obtained by contacting the borough's solid waste department. Transfer sites are monitored by video surveillance. Except as provided for in KPB 10.04.110(D), the following items may not be disposed of at transfer sites:
- (1) Appliances larger than a standard household toaster oven;
 - (2) Asbestos containing material;
 - (3) Branches or lumber;
 - (4) Commercial solid waste;
 - (5) Construction debris;
 - (6) Dead animals with the exception of double bagged fish waste;
 - (7) Hazardous waste;
 - (8) Honey Buckets;
 - (9) Liquids;
 - (10) Lumber, wood, brush, yard waste;
 - (11) Mattresses;
 - (12) Sewage/Septage;
 - (13) Tires;
 - (14) Vehicles;
 - (15) Wastewater treatment plant sludge;
 - (16) Other items as posted at the site.
- (D) All municipal solid waste or other waste must be disposed of either in an empty dumpster or designated area at the landfill or monofill facility. If a bin is full, it may no longer be used. Disposal of refuse, garbage, or waste on the ground is prohibited and constitutes a violation under this chapter.
- (E) Code violations under this chapter are subject to a minor offense citation. Criminal activity will be reported to law enforcement. Surveillance video will be used to enforce borough code and provided to law enforcement for the purpose of reporting criminal activity. The registered owner of the vehicle identified through video surveillance will be presumed to be the individual who violated code for purposes of this chapter. Borough personnel, or contractors managing a site on behalf of the borough, are authorized to require compliance with borough solid waste rules and state regulations and requirements. Refusal to comply constitutes grounds for removal from the facility. Waste may only be disposed in the area of the facility designated for solid waste or other waste on days and times when such waste disposal is allowed.

10.04.130. Violations—Minor offense citation.

- (A) Citation. Any violation of this chapter is an infraction. The fine for offenses in this title is the fine provided in the minor offense fine schedule found in KPB 1.24.090. If no fine is listed in the fine schedule for an

offense, then the defendant must appear in court and is subject to the fine provided in KPB 1.24.070.

- (B) Littering and improper disposal of municipal solid waste. It is a violation of this chapter to throw, drop, discard, or otherwise dispose of municipal solid waste, other waste or litter at a borough-owned solid waste facility, landfill, or transfer site outside of a designated area or dumpster in accordance with KPB 10.04.110 and KPB 10.04.120. It is a violation of this chapter to throw, drop, discard, or otherwise dispose of municipal solid waste, other waste or litter on public rights-of-way or borough lands unless the item is placed in a receptacle maintained for the deposit of municipal solid waste or other waste.

10.04.140. Entry authorized during designated hours only.

- (A) Designated hours. Entry into the disposal area of any solid waste landfill, monofil, transfer facility or transfer site is only permitted during the designated hours of operation.
- (B) Unlawful entry. It is unlawful to enter or remain in any area of a solid waste facility that is closed to the public, except in the course of employment by the borough or as an authorized agent.

10.04.150. Polluting water prohibited.

Within the borough, it is unlawful for any person to put, dump, place or convey any refuse of any kind anywhere where such disposal will corrupt or impair the water tables, water streams, or water bodies within the borough.

10.04.160. Loitering prohibited.

Borough solid waste facilities are open to the public for the limited and specific purpose of proper waste handling and disposal. Loitering is prohibited.

10.04.170. Damages.

Breaking, damaging, destroying, defacing, or tampering with any container, structure, appurtenance, or equipment which is a part of the borough's solid waste system is prohibited and constitutes a violation under this chapter. Damage to borough-owned equipment will be assessed the full cost of repair or replacement.

10.04.180. Definitions.

Unless otherwise provided or the context otherwise requires:

“Dispose” has the meaning given “disposal” in 42 U.S.C. 6903(3);

"Hazardous waste" means waste that is capable of causing injury, disease or impairment of health, or property damage, including but not limited to: poisons, pesticides, acids, caustics, infectious or pathological wastes, radioactive materials, explosive or highly flammable materials, oil and petroleum products, and burning or smoldering materials;

"Incinerator" means any equipment, device, or contrivance, excluding fireplaces and burn barrels, used for the controlled thermal reduction of solid waste;

"Industrial waste" means a liquid, gaseous, solid, or other waste substance or a combination of them resulting from process of industry, manufacturing trade or business, or from the development of natural resources; however, gravel, sand, mud, or earth taken from its original situs and put through sluice boxes, dredges, or other devices for the washing and recovery of the precious metal contained in them and redeposited in the same watershed from which it came is not industrial waste;

"Municipal solid waste" means waste material

- (1) generated by a household, including a single-family or multi-family residence, and collected and disposed of as part of municipal solid waste collection services; or
- (2) generated by a commercial, industrial, or institutional entity, to the extent that the waste material
 - (i) is essentially the same as waste normally generated by a household;
 - (ii) is collected and disposed of with other municipal solid waste as part of normal municipal solid waste collection services; and
 - (iii) contains a relative quantity of hazardous substances not greater than the relative quantity of hazardous substances contained in waste material generated by a typical single-family household;

"Landfill" means a land area used for the disposal of solid waste;

"Other wastes" means garbage, refuse, decayed wood, sawdust, shavings, bark, trimmings from logging operations, sand, lime cinders, ashes, offal, oil, tar, dyestuffs, acids, chemicals, heat from cooling or other operations, and other substances not sewage or industrial waste which may cause or tend to cause pollution of the waters of the state;

"Putrescible waste" means material capable of being decomposed so as to cause nuisance or obnoxious odors;

"Solid waste" means garbage, refuse, abandoned or other discarded solid or semi-solid material, regardless of whether subject to decomposition, originating from any source and includes all municipal solid waste;

"Solid waste disposal facility" means an intermediate disposal facility, transfer station, landfill, incinerator, composting plant, recycling or reclamation facility, or any site utilized for the recovery, reduction, consolidation, conversion, processing or disposal of solid waste.

SECTION 3. That KPB 1.24.090 is hereby amended to read as follows:

1.24.090. Minor offense penalty schedule.

Section	Offense Title	Fine Amount
KPB 5.12.117(B)	False Representations re: Exemptions on Property Taxes	\$500
KPB 5.12.380(B)	False Representations re: Property Taxes	\$500
KPB 5.18.620(A)	Failure to Timely File Sales Tax Returns or Remit Taxes	\$500
KPB 5.18.630	Failure to Keep Adequate Sales Tax Records	\$500
KPB 5.18.640(A)	Misuse of Resale or Exempt Card	\$500
<u>KPB 10.04.130(B)</u>	<u>Littering and improper disposal of municipal solid waste</u>	<u>\$500</u>
KPB 10.04.140(B)	<u>Unauthorized entry into a solid waste facility</u>	<u>\$500</u>
KPB 10.08.010(A)(1)	Smoking in public building	\$100
KPB 10.08.010(A)(2)	Smoking within 20 feet of public building	\$100
KPB 10.08.010(A)(3)	Smoking within 10 feet of playground	\$100
KPB 10.08.010(A)(4)	Smoking within 50 feet of hospital	\$100
KPB 10.08.010(A)(5)	Smoking inside municipal vehicle	\$100
KPB 10.18.020	Use of Fireworks within the Borough	\$500
KPB 10.18.050	Sale of Fireworks	\$500
KPB 10.20.080	Fail to Report Hazardous Materials	\$750
KPB 11.10.030	Operation of Gambling Establishment or Game of Chance	\$1,000
KPB 12.04.020	Parking in a designated No Parking Area	\$100
KPB 12.04.070	Parking in Manner that Impedes Traffic or Maintenance	\$100
KPB 12.08.020(b)	Abandoned Vehicle on Property not Designated for Vehicle Disposal	\$100
KPB 12.08.030(c)	Abandoned Vehicle on Private Property	\$100
KPB 12.08.040(a)	Junk Vehicle Placed or Remaining on Borough Property or ROW	\$100
KPB 14.40.115	Encroachment without a Permit	\$100

KPB 20.10.030(F)	Sale of subdivision land prior to Final Plat	\$750
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SECTION 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances will not be affected

SECTION 5. That this ordinance shall become effective at 11:59 PM on December 31, 2025.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS * DAY OF * 2025.

Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

Kenai Peninsula Borough

Solid Waste Department

MEMORANDUM

TO: Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Mayor *PM*

FROM: Tom Winkler, Special Assistant to the Mayor Facilities and Operations *TW*
Sean Kelley, Borough Attorney *SK*

DATE: October 16, 2025

RE: Ordinance 2025-24, Amending KPB Chapter 10.04 Relating to Solid Waste Disposal and Amending KPB 1.24.090 Relating to the Minor Offense Penalty Schedule to Include Violations of KPB Chapter 10.04 (Mayor)

KPB Code Chapter 10.04, Solid Waste Disposal, governs solid waste facilities, site selection, and disposal rules. The chapter has not been substantively updated since it was enacted in 1974. As the code currently reads there are no rules against illegal dumping and therefore no penalty for illegal or improper dumping of municipal solid waste. Similarly, there are no prohibitions against unauthorized entry into solid waste facilities after hours and no description of waste that is or is not accepted at facilities. These amendments also empower solid waste staff to enforce the code prohibitions as needed. It is anticipated that more work will be needed on this chapter as the solid waste department undergoes transitions moving forward but in the interim the amendments shown in the ordinance will be a step forward for the KPB Solid Waste Department's ability to maintain and regulate solid facilities, including having the necessary enforcement tools to deter unlawful behavior at such facilities.

Your consideration is appreciated.

Kenai Peninsula Borough

Purchasing & Contracting

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor

THRU: John Hedges, Purchasing & Contracting Director *JH*

FROM: Carmen Vick, Maintenance Foreman *CV*

DATE: October 20, 2025

RE: Authorization to Award a Contract for ITB26-003 Ninilchik School Septic / Leach Field Modifications.

The Purchasing and Contracting Office formally solicited and received bids for the ITB26-003 Ninilchik School Septic / Leach Field Modifications. Bid packets were released on September 15, 2025 and the Invitation to Bid was advertised on Bid Express from September 15 – October 8, 2025.

The project consists of providing all labor and materials to replace an existing (SAS) Soil Absorption System at the Ninilchik School

On the due date of October 8, 2025, five (5) bids were received and reviewed to ensure that all the specifications and delivery schedules were met. The low bid of \$64,400.00 was submitted by Fetterhoff Services, LLC, Homer, Alaska.

Your approval for this bid award is hereby requested. Funding for this project is in account number 400-71100-25NSS-43780.



Peter A. Micciche, Borough Mayor

10/27/2025

Date

FINANCE DEPARTMENT FUNDS VERIFIED	
Acct. No.	400-71100-25NSS-43780
Amount:	\$64,400.00
By: <i>CV</i>	SD for Bk Date: 10/21/2025

NOTES: NA

KENAI PENINSULA BOROUGH PURCHASING & CONTRACTING

BID TAB FOR: ITB26-003 Ninilchik School Septic / Leach Field Modifications

CONTRACTOR	LOCATION	BASE BID
Fetterhoff Services, LLC	Homer, Alaska	\$64,400.00
Paul's Services	Anchor Point, Alaska	\$92,000.00
Gregoire Construction	Homer, Alaska	\$94,898.98
Arno Construction	Homer, Alaska	\$98,863.00
Ak Built Construction & Design, LLC	Eagle River, Alaska	\$435,920.00

DUE DATE: October 8, 2025

KPB OFFICIAL:



John Hedges, Purchasing & Contracting Director

Kenai Peninsula Borough
Purchasing & Contracting

MEMORANDUM

TO: Peter A. Micciche, Borough Mayor

THRU: John Hedges, Purchasing & Contracting Director *JH*

FROM: Tim Scher, Project Manager *TS*

DATE: October 23, 2025

RE: Authorization to Award a Contract to MCG Explore Design for the Soldotna Schools Renovation of the existing Soldotna Preparatory Facility

On September 23, 2024, the Kenai Peninsula Borough Purchasing & Contracting Department formally solicited proposals for RFP25-008 Soldotna Elementary and Soldotna Prep Education Specifications. MCG Explore Design (MCG) was selected as the most qualified responsive proposer, scoring 332 points out of a total of 400 available. Through Resolution 2024-053, the Assembly authorized award of the contract to MCG and the Mayor to execute all documents and make all agreements deemed necessary to complete the project in accordance with Resolution 2024-053 and the contract documents.

Included in the RFP was the potential for the award of the complete design and construction administration contract based on an approved Educational Specification, accepted proposal, and a negotiated cost from MCG Explore Design, Inc.

MCG Explore Design’s proposal includes phased design services for the total renovation of the existing 86,000 square foot Soldotna Preparatory Facility, including construction administration, through the life of the project. The design will be consistent with the educational specification, feasibility study, and other information developed in the delivery of the scope of services included in the previous contract and as approved by the Kenai Peninsula Borough Board of Education and the Kenai Peninsula Borough Assembly.

The negotiated cost for MCG Explore Design, to provide these services is \$3,127,491.00 Your approval for this award is hereby requested.

Funding of this contract will be charged to account number 401-78050-23S01-49311.

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Peter A. Micciche, Borough Mayor

10/27/2025

Date

NOTES: NA

FINANCE DEPARTMENT FUNDS VERIFIED	
Acct. No.	401-78050-23S01-49311
Amount	\$3,127,491.00
By: <i>CJ</i>	<i>SD for B.H.</i> 10/24/2025