



Agenda

City Council Special Meeting

Monday, June 02, 2025 at 5:00 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 922 2201 3235 Password: 411958

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 5:00 P.M.

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

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

NEW BUSINESS

a. Homer Harbor Expansion Locally Preferred Plan

Discussion Presentation by HDR - Ronny McPherson

COMMENTS OF THE AUDIENCE

ADJOURNMENT

Next Regular Meeting is Monday, June 9, 2025 at 6:00 p.m., Committee of the Whole at 5:00 p.m. A Worksession at 4:00 p.m. A Joint Worksession with the Planning Commission on the Draft Comprehensive Plan is Wednesday, June 11, 2025 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



MEMORANDUM

City Council Special Meeting – Homer Harbor Expansion Locally Preferred Plan

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: May 29, 2025
From: Melissa Jacobsen, City Manager

Background: Over the last two years the City has worked with HDR, serving as the City's representative, in collaboration with the U.S. Army Corps of Engineers (USACE) on a General Investigation. The study addresses solutions to overcrowding in Homer Harbor and the resulting navigational delays and safety issues. The USACE study has produced four alternatives. All proposed alternatives include a new harbor basin that will serve large vessels at a minimum, and potentially accommodate other vessel classes to reduce or eliminate rafting and harbor stall waitlists. While each alternative is represented by a different size harbor, it is important to note that the basis of each alternative is really based on varying size fleets. Depending on which alternative (fleet) is decided, the actual harbor size, configuration, depth and other aspects are likely to change as the study progresses and as other post-study phases of the project begin.

On Friday May 16th Port Director Bryan Hawkins and Special Projects and Communications Coordinator Jenny Carroll and I traveled to Anchorage and met with our partners from the USACE and HDR staff for a study update and to discuss next steps, including USACE's work being done to determine a Tentatively Selected Plan (TSP). Of the USACE's multiple alternatives (from no build to a modeled growth scenario over the next 50 years) we learned that the USACE is likely to recommend either Alternative 1B (Immediate Needs) or Alternative 2 (Immediate Needs +) based on the feasibility analysis.

Alternative 1B accommodates large vessels currently at System 5 and vessels up to 250 feet that use the Deep Water Dock, which would free up space for small vessel moorage in the existing harbor but provides minimal relief for the current and expanding stall waitlist. Alternative 2 includes the same large vessel capacity as 1B but adds 4 acres to accommodate 304 smaller class vessels, eliminating the harbor's current stall waitlist entirely.

USACE Decision Process and City Options: The USACE will recommend the plan with the highest Total Net Benefits after finalizing benefits and rough order magnitude cost estimates. However, the City has the option to endorse a Locally Preferred Plan (LPP), though this would require the City to cover any additional costs beyond the USACE-recommended plan.

The purpose of this Special Meeting is to share information that expands on this summary memo and request City Council guidance on which vessel fleet should be served by the new harbor design (which equates to the selected alternative or TSP). If USACE selects Alternative 1B as the TSP (serving only large vessels), does Council want Administration to advocate for Alternative 2 as Homer's Locally Preferred Plan to serve a larger fleet that

includes smaller vessels? This decision would require the City to cover additional costs beyond the USACE-recommended plan.

HDR representative Ronny McPherson will attend to provide additional details and answer questions about the alternatives and their cost implications.



Homer Harbor Expansion City Council Locally Preferred Plan Discussion

Monday, June 2, 2025



Alternatives Update

Alternatives Update

USACE TSP Analysis

Cost Share Implication

LPP Discussion and Next Steps

Preliminary Alternative 1A

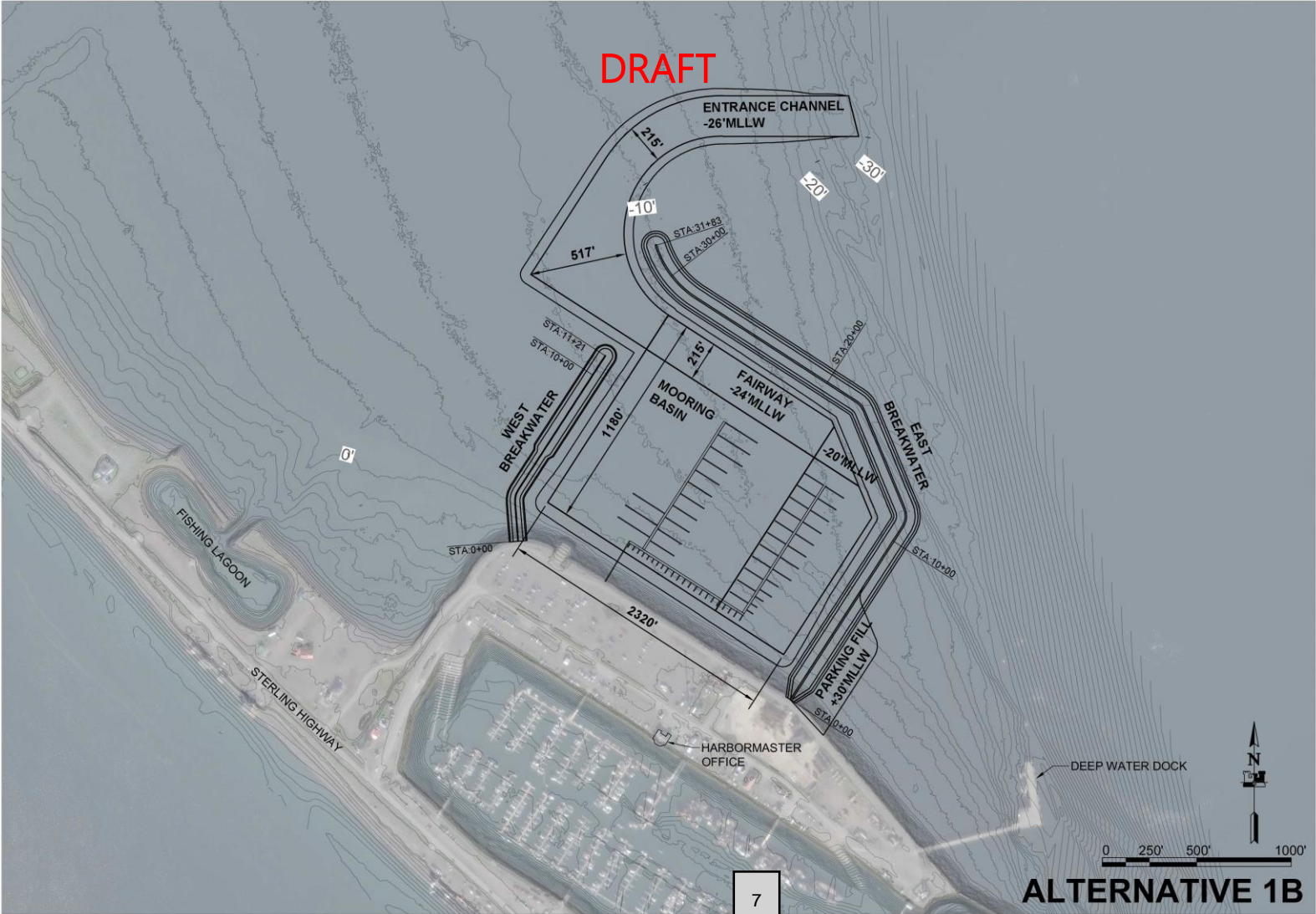


**HOMER
NAVIGATION
IMPROVEMENTS**

Alt 1A	
Number of Vessels Accommodated	64
Harbor Basin Size (Acres)	17
Parking (Acres)	1
Total Harbor Footprint (Acres)	66
Total Length of Breakwaters (Feet)	3,200
Armor Rock (Cubic Yards)	94,000
Dredging (Cubic Yards)	1,030,000



Preliminary Alternative 1B

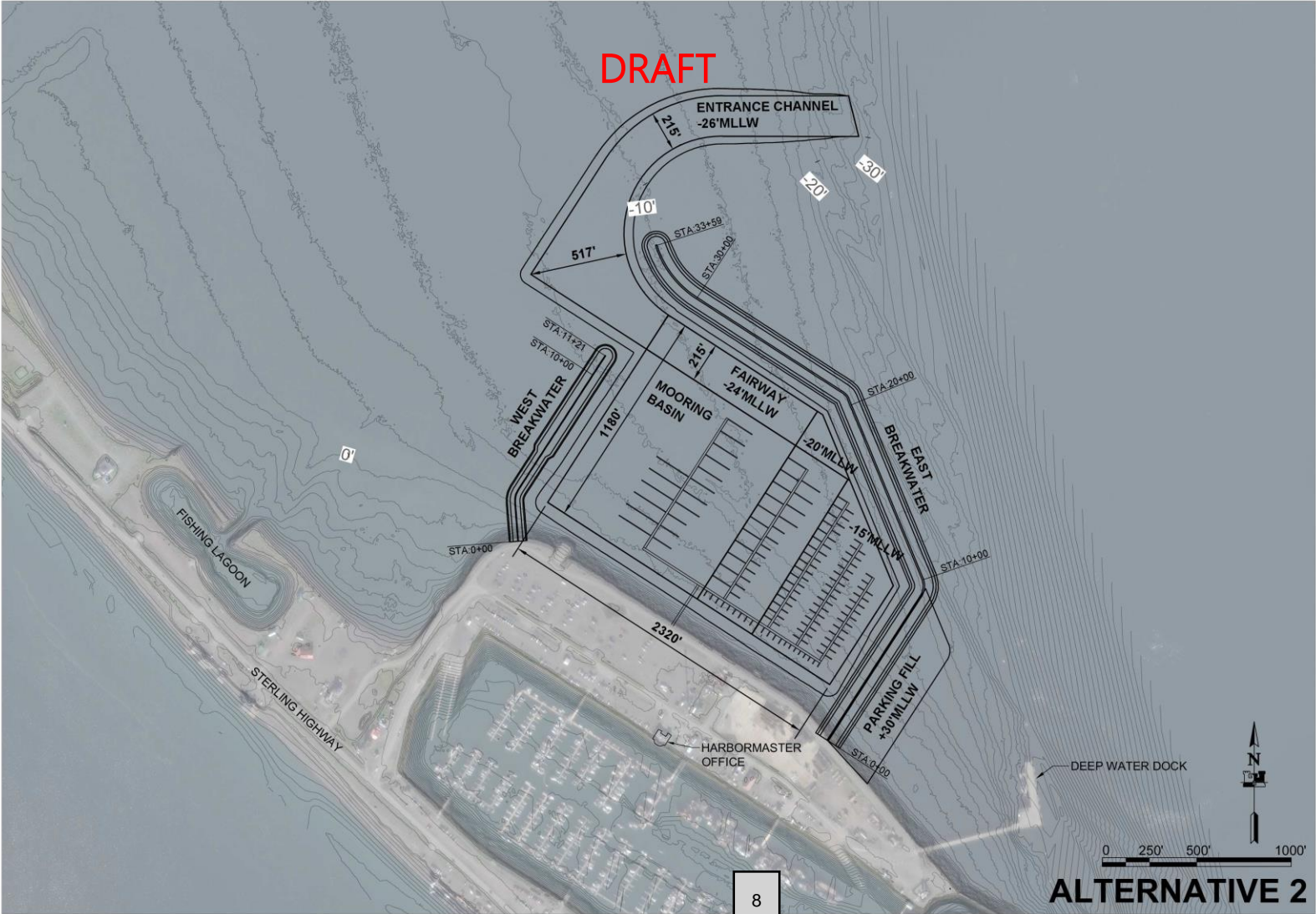


HOMER NAVIGATION IMPROVEMENTS

Alt 1B	
Number of Vessels Accommodated	116
Harbor Basin Size (Acres)	39
Parking (Acres)	3
Total Harbor Footprint (Acres)	93
Total Length of Breakwaters (Feet)	4,300
Armor Rock (Cubic Yards)	112,000
Dredging (Cubic Yards)	1,330,000



Preliminary Alternative 2



HOMER
NAVIGATION
IMPROVEMENTS

Alt 2	
Number of Vessels Accommodated	304
Harbor Basin Size (Acres)	43
Parking (Acres)	6
Total Harbor Footprint (Acres)	102
Total Length of Breakwaters (Feet)	4,500
Armor Rock (Cubic Yards)	118,000
Dredging (Cubic Yards)	1,310,000



Preliminary Alternative 3



HOMER NAVIGATION IMPROVEMENTS

Alt 3	
Number of Vessels Accommodated	779
Harbor Basin Size (Acres)	59
Parking (Acres)	13
Total Harbor Footprint (Acres)	137
Total Length of Breakwaters (Feet)	5,800
Armor Rock (Cubic Yards)	146,000
Dredging (Cubic Yards)	1,520,000





USACE Tentatively Selected Plan Analysis

Alternatives Update

USACE TSP Analysis

Cost Share Implication

LPP Discussion and Next Steps

Plan Identification



National Economic Development (NED) Plan

- Reasonably maximizes net NED benefits consistent with protecting the Nations environment
- It is selected by net benefits, not the benefits ratio.
- Benefits must be higher than costs for a plan to be justified.

Total Net Benefits Plan

- Reasonably maximizes net economic benefits including consideration of environmental quality and other social effects.

Least Environmentally Damaging Practicable Alternative

- The least environmentally damaging practicable alternative.
- Required by the Clean Water Act under Section 404

Locally Preferred Plan (LPP) - Optional

- As requested by the non-federal sponsor.
- **Any cost increase compared to the NED plan is entirely the non-federal sponsors responsibility.**





USACE Plan Selection Process

- The district selects a recommended plan from one of the identified plans.
- If any plan other than the NED plan is recommended, the district must seek and exception from the Assistant Secretary of the Army: Civil Works ASA(CW) for approval.
- **The non-federal partner may also request ASA(CW) approval of an LPP.**
- *Navigation Categorical exemption for the National Economic Development plan.* Exemption that provides guidance on constrained plans (physical size or local sponsors financial capability) for navigation projects

Preliminary Alternative Matrix – *Subject to Change*

	National Economic Development				Environmental Quality	Other Social Effects			P&G Criteria
Metrics	Project Total First Cost (Millions)	Avg. Annual Equiv. Benefits (million, includes Rec)	Avg. Annual Equiv. Net Benefits (millions, includes Rec)	BCR	Footprint Acreage (PROXY)	Safety	Regional Freight CE	Regional Freight ICA	Effective (H/M/L)
No Action Alternative	--	--	--	N/A	--		--	--	
Alternative 1a: Large transient vessels								N/A	
Alternative 1b: Transient vessels (NED, Total Net Benefits)									
Alternative 2: Transient and waitlisted vessels									
Alternative 3: Transient, waitlisted, projected future vessels									



Highest (Good) Score



Medium Score

13



Lowest (Poor) Score



Cost Share Implications

Alternatives Update

USACE TSP Analysis

Cost Share Implication

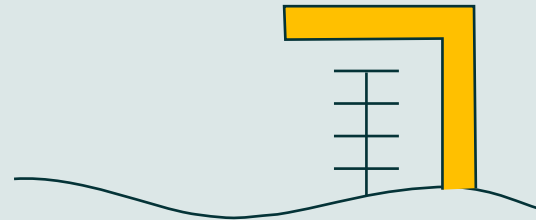
LPP Discussion and Next Steps

Construction Cost Share

Cost Item	Federal Sponsor	Local Sponsor
General Navigation Features	65% to 80%*	35% to 20%*
Local Services Facilities	0%	100%
Locally Preferred Plan (GNF components Above and Beyond the NED Plan)	0%	100%

*10% of Local Sponsor paid over 30 years (i.e., if 80/20 split, 10% is due at time of construction, remaining 10% paid over 30 years)

TSP Examples

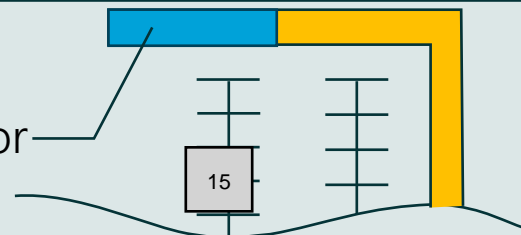


LPP Examples



Local Sponsor

Local Sponsor





Locally Preferred Plan Discussion & Next Steps

Alternatives Update

USACE TSP Analysis

Cost Share Implication

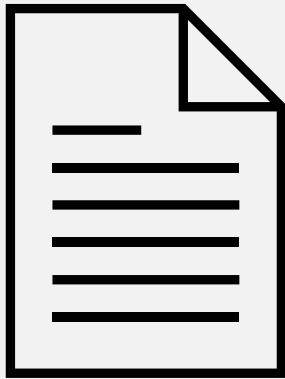
LPP Discussion and Next Steps

Locally Preferred Plan Discussion

- Alternative 2 is estimated to be approximately 10% more expensive than Alternative 1B
- If LPP is desired, it needs to be requested by the Local Sponsor at this time during the General Investigation (TSP Milestone)
- Pros
 - Increased vessel moorage supporting community need
 - Increased opportunity for uplands
 - Not likely to impact approval from USACE District, Division, and Head Quarters
 - Local Services Facilities cost are able to be amortized as funds are available
- Cons
 - Local sponsor responsible for increased cost beyond USACE selected plan (NED Plan)
 - Increased cost by Local sponsor due at time of initial construction

THANK YOU & Please Stay Involved

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