Agenda

ADA Advisory Board Regular Meeting

Thursday, August 14, 2025 at 4:30 PM
Cowles Council Chambers City Hall In-Person & via Zoom Webinar

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

Zoom Webinar ID: 998 6324 0301 Password: 404451
https://cityofhomer.zoom.us
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 4:30 P.M.

APPROVAL OF THE AGENDA

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA The Public is invited to comment on items not scheduled for Public Hearing. **(**3 Minute Time limit)

RECONSIDERATION

VISITORS/PRESENTATION(S)

A. City of Homer Capital Improvement Plan 2026-2031 & Legislative Priorities FY27 (*Refer to* **NEW BUSINESS, Item A.**)

Jenny Carroll, Special Projects & Communications Coordinator

APPROVAL OF THE MINUTES

A. Unapproved Meeting Minutes for the Regular Meeting on June 12, 2025

REPORT(S)

A. Staff Report

PUBLIC HEARING(S)

PENDING BUSINESS

NEW BUSINESS

A. Capital Improvement Plan Project Discussion & Recommendation

Memorandum from Special Projects & Communications Coordinator as backup.
Memorandum from Public Works Director as backup.

B. Capital Improvement Plan New Project Discussion & Recommendation

Memorandum from ADA Coordinator as backup.

INFORMATIONAL MATERIALS

A. Appointments to the ADA Advisory Board

B. Annual Calendar 2025

C. Approved Bylaws

COMMENTS OF THE AUDIENCE The public is invited to comment on any topic. (3 Minute Time Limit)

COMMENTS OF THE STAFF

COMMENTS OF THE BOARD

ADJOURNMENT

Next Regular Meeting is **Thursday, September 11, 2025 at 4:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar

CALL TO ORDER

Session 24-02 a Regular Meeting of the ADA Advisory Board was called to order by Chair Christine Thorsrud at 4:03 p.m. on June 12th, 2025 from the Cowles Council Chambers, City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

PRESENT: BOARD MEMBERS PARSONS, THORSRUD, O'BRIEN, LEPLEY, SAFRA, CASE

STAFF: CITY CLERK/ADA COORDINATOR KRAUSE
DEPUTY CITY CLERK I APPEL

AGENDA APPROVAL

LEPLEY/CASE MOVED TO APPROVE THE AGENDA

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA (3 Minute Time limit)

RECONSIDERATION

VISITORS/PRESENTATIONS

APPROVAL OF THE MINUTES

A. Unapproved Special Meeting Minutes for May 08, 2025

CASE/LEPLEY MOVED TO APPROVE THE MINUTES FOR MAY 08, 2025

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

STAFF & COUNCIL REPORT(S)/COMMITTEE REPORT(S)

A. ADA Coordinator's Report- Staff Report

Chair Thorsrud introduced the item and deferred to ADA Coordinator Krause.

Ms. Krause provided a verbal report on the following:

- Passed test for ADA Coordinator Certification
- Suggested an extension on the RFI for Harbor Project

PUBLIC HEARING(S)

PENDING BUSINESS

A. Review of Bylaws

Chair Thorsrud introduced the topic and deferred to ADA Coordinator Krause to open discussion. The Board had brief discussion regarding the additions and changes in the bylaws.

CASE/SAFRA MOVED TO FORWARD THE RECOMMENDED CHANGES TO THE BYLAWS TO CITY COUNCIL FOR FINAL APPROVAL: 2025 MEETING CALENDAR, UPDATED MEETING TIME, AND ADDITION OF VERBIAGE TO OPEN A STUDENT REPRESENTATIVE POSITION.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

NEW BUSINESS

A. ADA CIP Project Discussion

Chair Thorsrud introduced the item and deferred to ADA Coordinator Krause to explain the topic. Ms. Krause provided insight. The Board then discussed the CIP list projects including the following

- City Hall
- Fishing Lagoon
- Parking and pavement at City Facilities
- Complying with ADA requirements
- Disability Tourism

INFORMATIONAL MATERIALS

A. 2025 ADA Calendar

Chair Thorsrud introduced the informational item. Chair Thorsrud facilitated discussion on the materials.

COMMENTS OF THE AUDIENCE

COMMENTS OF COUNCIL

Council Member Parsons noted July is Disability Month. ILC is holding a Community event with a barbeque on July 26th.

COMMENTS OF THE STAFF

Deputy City Clerk Appel stated it's been a pleasure to clerk for this Board.

COMMENTS OF THE BOARD

Board Member Lepley mentioned the extension of the RFI and how he agrees it's a good idea.

Board Member Case thanked the Clerk's Office.

Board Member Parsons thanked ADA Coordinator Krause for having such a hands on approach for creating the agenda.

Board Member O'Brien stated that seeing things slowly increment towards long time goals is really cool.

Board Member Safra thanked the staff and said she would see the Board in August.

Chair Thorsrud expressed her excitement for a Student Representative. She also reminded the Board of the new meeting time starting in August.

ADJOURNMENT

There being no further business to come before the Board, Chair Thorsrud adjourned the meeting at 5:00 p.m. The next regular meeting is Thursday, August 14th, 2025 at 4:30 p.m. All meetings are scheduled to be held in City Hall Conference Room located upstairs at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

_____
ASHLEY APPEL, DEPUTY CITY CLERK I

Approved:_____

CC-25-xxx

MEMORANDUM

ADA Advisory Board Review and Recommendations on the Draft 2026-2031 Capital Improvement Plan

Item Type: Action Memorandum

Prepared For: City of Homer ADA Advisory Board

Date: August 5, 2025

From: Jenny Carroll, Special Projects and Communications Coordinator

Through: Melissa Jacobsen, City Manager

I. Issue: The purpose of this Memorandum is to present the City's draft 2026-31 CIP for review and recommendations by the ADA Advisory Board.

II. Background: The CIP is the City's six-year Economic Development document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of $50,000 for City projects) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State Legislators, and, if eligible, to our Federal Legislators and appropriate agencies so they have the information necessary to make funding decisions. The CIP also positions capital projects for potential grant funding and for consideration in the City's biennial budget process.

Projects in the CIP are organized in four sections:

1) Legislative Priority Projects are a short list of high-priority City of Homer projects which are selected by City Council for promotion to State representatives for capital funding assistance, as well as for priority consideration for Federal appropriations process.
2) Mid-range projects which may be initiated within the next six years;
3) Long range projects; and
4) A section for State and local non-profit projects that benefit the Homer community.

New projects being proposed for inclusion in the FY27 CIP are in a separate document, appended to the draft CIP. They require City Council approval before they are added to the CIP.

Creation of the draft CIP is an iterative process; it incorporates input from City staff, Commissions, Boards and the public throughout the summer months before the CIP goes to the City Council for a worksession September 8, 2025. This is the ADA Advisory Board's opportunity to provide input.

III. Action Items:

- **Review the draft 2026-2031 CIP in your packet.** The draft CIP is a work in progress. Substantive updates and/or recommended changes from last year's CIP (to date) are indicated in red font.

- **Discuss and provide input on specific changes or updates you would recommend for current or new projects to ADA Advisory Board staff liaison Renee Krause.** Any new project to be recommended for the CIP should be developed with assistance from the Public Works Department and/or relevant department.

- **Be prepared to take the following actions at your August 14, 2025 meeting:**

1) Pass a motion naming **three projects** the Board recommends to City Council for inclusion in the Legislative Priority section, and prioritize them #1, #2, and #3.
   - Any ***City*** project in the CIP is eligible.
   - As a reminder, projects selected by Council as Legislative Priorities receive priority consideration for Federal appropriation requests. The City may submit up to five projects, provided each meets the specific eligibility criteria established by federal appropriations committees. To qualify for Federal appropriations, projects must also demonstrate broad public impact, include at least conceptual designs with an established budget, and show that the City and potentially the State have already invested in or committed matching funds to support the project. Legislative Priority projects are also prioritized for submission to our State legislators to be considered for State capital funding through Designated Legislative Grants. However, due to ongoing State budget constraints, minimal discretionary capital funding is expected in the FY27 State budget.

2) Additionally, the Board may choose to pass motion(s) that:
    - Support or oppose projects proposed to be added or removed from the CIP.
        - New proposed projects are included in a separate document included at the end of the draft CIP in your packet.
        - Two projects (Bayview Park Restoration, Phase 2 and Homer Public Library Sliding Security Gate) have been funded and will be removed from the CIP. A third project, the A-Frame Water Transmission Line Replacement, has been awarded funds and will be moved to the funded section should City Council approve the funds.
        - The Public Works Director recommends removing the Slope Stability & Erosion Mitigation Program. Information about the Slope Stability and Erosion Mitigation Program recommendation is provided in an attached memo.
        - The Special Projects Coordinator recommends returning the Homer All Ages & Abilities Pedestrian Pathway to the CIP for the reason listed in the CIP.
    - Recommend a new project for inclusion in the CIP, accompanied by a project description.

I will share your recommendations with City Council at their September 8 CIP worksession. The CIP will remain a draft document City Council formally adopts the CIP via Resolution scheduled for their September 22, 2025 regular meeting.

CC-25-xxx

MEMORANDUM

Memorandum proposing Removal of Slope Stability & Erosion Mitigation Program from the City of Homer Capital Improvement Plan 2026 - 2031.

Item Type: Informational Memorandum

Prepared For: Mayor Lord, City Council and City Council Advisory Commissions

Date: July 21, 2025

From: Daniel Kort, Public Works Director

Through: Melissa Jacobsen, City Manager

Summary:
The Public Works Department is proposing the removal of Slope Stability & Erosion Mitigation Program from the City of Homer's Capital Improvement Plan for 2026 through 2031.

Discussion Topics:
The Slope Stability & Erosion Mitigation Program from previous Capital Improvement Plans was a combination of four separate but related projects. The relationship of these projects is they all aim to provide some sort of stormwater treatment at sites around the City. The status of each of these separate projects has changed over the years and each of these efforts were worked on as separate projects. For simplification, a status update and justification for removal for each of these individual projects is provided.

1. Kachemak Peatland (Sponge) Wetland Treatment System – The project was originally proposed to include stormwater treatment using conventional settling ponds, and a few constructed treatment tanks containing a Lemella Plate Clarifier to conduct sediment removal prior to the water entering a natural wetland complex for tertiary treatment. The original cost projection for this project in the NOAA grant application was for between $2M to $4M. This cost estimate included land acquisition as well as the design and construction of the wetland treatment system and stormwater conveyance structures.

   The Conceptual Design of the wetland treatment system (including stormwater conveyance structures) was estimated to cost approximately $10M in 2025 dollars, and the cost is expected to increase as the design is completed prior to construction. Costs to secure the property required to build infrastructure had increased beyond preliminary estimates as well. The City Council has chosen to place the stormwater treatment portion of the project "on the shelf" for the time being while continuing the efforts to purchase wetland for conservation using NOAA grant money via Resolution 24-124(S). The land being purchase with NOAA grant money cannot be used for land containing any stormwater treatment or conveyance infrastructure, therefore without the purchase of

land using City funds, there is no practical way to construct the stormwater treatment structures at this time.

2. Baycrest Storm Drain Conveyance and Treatment System – The Conceptual Design of this project uses a combination of private property and Sterling Highway ROW to install the conveyance system; stormwater retention basins; and power generating turbines. This project would be very difficult to secure necessary access to private property and State ROW for the required infrastructure. The proposed concept of generating power from this stormwater is both expensive and unorthodox use of the technology and is likely to foul due to environmental obstructions and litter. The City does not have a Stormwater Utility to pay for the operation and maintenance of this system, nor does the City employ staff with the skills of operating a power generating facility. There has not been a cost estimate to construct this project, however based off of recent projects bid, I estimate the conceptual design created could cost approximately $5M to $7M based off the length of pipe and proposed infrastructure in the conceptual design.

   Additionally, Public Works had evaluated the proposed power generating turbines proposed for this project, that were also planned for a watermain project. We discovered that the turbines require a minimum base flow to generate power, and do not generate additional power when the turbines are spun faster. Therefore, once the turbines are spinning, they generate no additional power with additional flow. In the case of the water main project, we calculated the projected revenue from the power generated versus the cost to construct and operate and discovered that the unit did not generate any revenue, and unplanned maintenance could have meant it could have cost the City money to generate a minimal amount of power. Understanding that Homer only receives 20 to 24 inches of precipitation annually, we are fairly confident that this proposed application of turbines would result in similar economics, meaning it will not generate any revenue, but rather may cost the City money to own and operate. A theoretical example of this calculation; if the project cost $5M to construct, and the turbines generated $50K of power annually, it would take 100-years to break even ignoring inflation and replacement of failed infrastructure over the life of the project. To my knowledge, this project lost traction prior to my arrival of working with the City.

3. Beluga Lake Wetland Treatment System – This project included the purchase of an 8-acre parcel of commercial property at the southern end of Ben Walters Lane. The property planned for purchase is vacant and prime commercial property with approximately 600-ft of frontage on Beluga Lake. The former Public Works Director had the property appraised and was in negotiation with the property owner for the purchase of this land. The property was valued at approximately $1M, at which point I understand that the former Public Works Director decided the purchase price was too high and the project was abandoned.

4. Beluga Slough Wetland Treatment System – This project included the design and construction of a stormwater treatment system using Lemella plates in a below ground vault to increase sediment removal from stormwater. Quite honestly, there isn't any "Green Infrastructure" or nature based treatment that was proposed with the construction of this concrete vault containing the Lemella plates. Regardless of my thoughts on that matter, the project was awarded an Alaska Department of Environmental Conservation (ADEC) grant through their Alaska Clean Water Actions (ACWA) Grant program.

   The former Public Works Director had initiated the design of this treatment system, with an original project cost estimate of $260,488 for design and construction in legislation and the ACWA Grant application. Project funding was made up of $153,307 of ACWA Grant funding and $107,181 of City of Homer funds. The City completed the design, and bid the construction using the combination of grant and city funding. The overall project cost (design and construction) ended up being $592,572, exceeding the grant portion of the funding by $439,265 which would have had to be paid by the City. The Public Works Department had requested additional funding of $360,000 in order to award the construction project. The Ordinance 24-67 for the additional funding failed and the project was shelved for a later date or reconsideration for a more cost effective conventional design if determined necessary.

   Additionally, the grant required preliminary stormwater quality data be collected pre and post-construction as a requirement of the grant. This data would be used to evaluate system performance and confirmation that the post-construction water quality improved. The pre-construction samples were very clean and similar to what you would expect post treatment water quality to be. It is likely there would be a negligible difference between pre and post-construction samples after the stormwater treatment system was brought online.

   Unused grant funds were later approved for the purchase of a hydroseeder to mitigate particulate entering stormwater after routine ditch clearing maintenance operations. This device will likely have a greater overall impact to improving stormwater quality throughout the City of Homer than the originally proposed treatment system would have for the Beluga Slough.

Recommendations:

The Public Works Department recommends that the Slope Stability and Erosion Mitigation project be removed from the CIP. This isn't to say that the Slope Stability and Erosion Mitigation efforts will be discontinued within the City of Homer, but rather just these four project efforts. If the Council finds it necessary to keep the Kachemak Peatlands project open to facilitate the purchase of lands using NOAA grants, the Public Works Department takes no objection with the understanding that no HART Roads money is obligated towards stormwater treatment at this time.

September XX, 2025

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2025 through 2030 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2026-2031 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

The City updates the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Melissa Jacobsen
City Manager

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Funded Projects from the 2025-2030 Capital Improvement Plan

The City of Homer is pleased to report that funding for the following projects has been secured:

- **Bayview Park Restoration, Phase 2** will be completed in-house with $20,000 City of Homer funds.
- **Homer Public Library Sliding Security Gate** - $30,000 appropriated in the City's FY2026 Capital Budget.

Introduction to the Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. A capital expenditure is a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Provide a written description and justification for projects submitted for State funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a general target construction schedule. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, however, such inclusion does not indicate that the City intends to provide funding for the project. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of $50,000 for City projects and $25,000 for those proposed by non-profit organizations.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The six-year plan is updated annually in accordance with a planning schedule approved by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, City Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Is the project specifically recommended in other City of Homer long-range plans?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Is the project strongly supported by one or more City advisory bodies?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.

Integration of the CIP With Comprehensive Plan Goals

This page will be updated after adoption of the new Comprehensive Plan.

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/ business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.

List will be updated according toCity Council final selections and

Legislative Request FY2027

after their adoption of the CIP in September 2025.

City of Homer FY2027 State & Federal Legislative Priorities approved by Homer City Council Resolution 25-XXX

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
4. Slope Stability & Erosion Mitigation Program
5. City Hall ADA Accessibility Project
6. Karen Hornaday Park Improvements
7. Homer Spit Coastal Erosion Mitigation
8. A-Frame Water Transmission Line Replacement
9. New Public Works Building

FY 2027 - DRAFT Document

1. Homer Harbor Expansion

Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer's existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer's current small boat harbor, meet moorage demands of the marine transportation sector on which 130 non-road connected Alaskan communities, and regional industries, the Port of Alaska and internationally significant commercial fisheries depend. Its design could have the potential to advance national security interests and be a backup port for marine transportation and cargo handling which is critical for Alaska's resilience and recovery in the event a major disaster disables the Port of Alaska. Centrally located in the Gulf of Alaska, Homer's Port is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance.

Currently, large vessels are moored at System 4 and System 5 transient floats in Homer's Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska's marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska's marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project will also help meet long-term Federal goals, including the US Coast Guard's mooring needs for Search & Rescue and Arctic Security missions, tranquil moorage for the USCG Aspen, turn-around moorge for the new fast response cutters and other assets deployed for Arctic security. It also supports national objectives of seafood competitiveness, energy independence, and given its proximity to Nikiski, the Alaska LNG project.

Plans & Progress: In 2019, the City of Homer and USACE completed a preliminary feasibility study utilizing a Section 22 Planning Assistance to States grant. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) in March 2023. The GI is anticipated to reach a tentatively selected plan in June 2025, a draft feasibility report for public comment in September 2025 and conclude with a Chief's Report and recommendation early in 2027. If recommended, Phase 2, Project Engineering and Design (PED), would commence in FY28. Costs for the PED phase are shared 90% Federal, 10% Local Sponsors. Securing state and local match funding is critical for leveraging Federal funds.

Phase I: GI Study: $4,154,093.00 (funding complete)

Phase II: Project Engineering & Design: $6,000,000

FY26 State Request for Phase 2: $ 300,000

FY26 Federal Request for Phase 2: $5,400,000

City of Homer Match: $ 300,000

Port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor to relieve large vessel congestion in the small boat harbor, shown below.

Funding Secured	Federal Share	City Share	State Match
	$ 2,077,047	$1,038,524	$1,038,523
FY23-24 Confirmed	$ 1,249,999	$1,038,524	$ 750,000
FY25	$ 827,048	-	$ 288,523

FY 2027 - DRAFT Document

2. Multi-Use Community Recreation Center

Project Description & Benefit: This project secures land, designs and constructs a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development and quality of life of Homer's residents, businesses and visitors. This project is the first phase in designing and constructing a multi-use community center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. The community has long prioritized the need for indoor municipal recreational and community space, especially considering the ongoing challenges of operating in the local schools and the city's aging and defunct HERC facility. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community's high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for instructional programs, safe walking/running, dedicated space for youth and possible emergency shelter as priority features. Preliminary data and feedback from the 2024 Comprehensive Plan rewrite shows continued strong community support for an indoor recreation facility.

Plans & Progress: In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the HERC facility. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended $49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center.

A 2023 hazmat report of the City-owned facilities at the HERC campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. In 2024, the City Council appropriated a total of $1,300,000 towards the project. In 2025, a working group, including two Council Champions, reviewed and identified potential locations for a community center, preferably centrally located. While no facility design or footprint has been developed to date, these are significant steps to move the initiative forward. Subsequent steps will include finalizing scope and design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

Total Project Cost: $16,050,000

FY25 Phase 1: Land Purchase $ 700,000
FY26 Phase 2: Final Design & Feasibility Study $350,000
FY27 Phase 3: Construction $15,000,000

FY26 State Request:
Phase 1 & 2 $ 400,000

FY26 Federal Request:
Phase 3 $14,350,000

City of Homer Match: $ 1,300,000

Funding Secured	FY24/25
City of Homer funds	$ 400,000
Gas Line Fund	$ 900,000

The City of Unalaska's Community Center is an example of a centrally located, widely used recreation facility by both residents and visitors.

FY 2027 - DRAFT Document

3. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1

Project Description & Benefit: The project replaces Systems 1 and 4 and their adjoining gangways in Homer Harbor. These float systems were constructed by the State of Alaska in 1964 for the original Homer Harbor and transferred to City ownership in 1999 with extensive deferred maintenance. Despite having completed major upgrades to harbor assets in the past ten years and increased maintenance expenditures, the City has been unable to keep pace with infrastructure deterioration.

Systems 1 and 4 range in age from 37 to 60 years old, are in serious to critical condition, do not meet current design or safety standards and will soon face load restrictions or decommissioning. Demand for moorage and regional freight movement has increased such that the harbor already cannot meet demand. Together, these float systems moor 503 of the 920 vessels the Harbor accommodates and they offer 4,100 linear feet of transient moorage for vessels up to 75 feet long. Decommissioning will displace vessels and create hardship for regional transportation networks that depend on safe and efficient operations at the Harbor, including the Seldovia Fast Ferry Kachemak Explorer for passenger and freight loading, 130 remote worksites and non-road connected communities throughout southcentral and western Alaska, and the commercial fishing fleet.

Major maintenance (added flotation to the main and stall floats and replacing timber piles and decking) has allowed continued use of these floats. But at over thirty years beyond their engineered life expectancy, the systems exhibit critical loss of structural capacity. A 2022 Harbor Condition Survey rated the systems in serious and critical condition, non-compliant with design, fire protection and safety standards and will soon face load restrictions or decommissioning.

Demand for moorage and regional freight movement has increased such that the harbor already cannot meet system demands. The loss of floats in Systems 1 and 4 will have a ripple effect, slow the entire harbor operations, and contribute to delayed shipments. Closing even one finger on a float, either for additional repairs or permanently, means that affected vessels have to raft, hot-berth, move to transient moorage, or most likely be displaced entirely from the facility. System-wide closure would affect 336 vessels for System 1 and 167 vessels for System 4, over half of the harbor's stall capacity. Decommissioning an entire system would increase harbor congestion and operational delays related to rafting and tidal draft constraints, cost the harbor and vessel operators time and fuel. A sudden float system failure that causes vessel damage is a life/safety concern and would likely cost a fisherman an entire season, disrupt freight delivery schedules, and block access to critical floats and services.

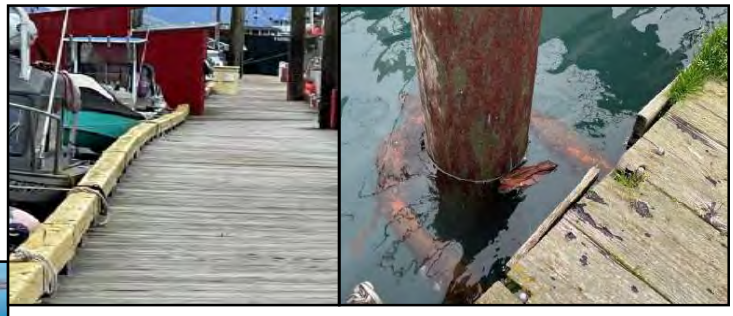
Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023 that identified critical float replacement needs including upgrades to shore power, fire suppression and potable water systems. Alaska Harbors Consulting provided 30% design drawings and a cost estimate in 2024. Phase 1 is design, engineering and permitting to bring the project to construction ready status. Phase 2 is System 4 construction and Phase 3 is System 1 construction.

Partial Phase 1 funding has been secured through a 2024 Denali Commission grant. A $250,000 FY26 Community Project Funding request by Congressman Begich to the Transportation, Housing and Urban Development Appropriations Subcommittee for the design phase was included in the House Appropriations Bill. The City is seeking a FY25 Port Infrastructure Development Program grant for System 4 construction subsidy funds and proposes to utilize a revenue bond and/or TIFIA loan funds to meet match requirements.

Total Project Cost: $60,240,898

Phase 1: Design & Permitting $ 2,205,000
FY24 Denali Commission grant: $ 1,100,000 (confirmed)
FY26 Federal Request: $ 250,000 (pending)

Phase 2: System 4 Replacment: $23,000,000



The warped Headwalk Float AAA (above) shows a failure in the structural members below the deck and lack of floatation. Low freeboard results in accelerated corrosion of the submerged pile collar and decaying connections to the float. Decking has rot and hardware connections protrude through it.

Systems 4 and 1 moor 503 vessels, over half the harbor's capacity.

FY 2027 - DRAFT Document

~~4. Slope Stability & Erosion Mitigation Program~~

Project Description & Benefit: Instability of steep slopes and coastal bluffs present hazards to Homer's natural and built environment. Their instability is due in large part to the movement of both surface water and ground water. When these waters combine, they saturate the soil, which makes the soil particles "slippery" and creates potential for slumping. The annual freeze-thaw cycle exacerbates erosional loss. An increase of impervious surfaces due to commercial and residential development also contributes to coastal erosion. When storm water quickly exits developed areas, discharge events down gradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Erosional impacts include homes that have slid down steep slopes, forcing abandonment. Roads have failed, and with them water, sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer's only road connection to the rest of mainland Alaska and Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer's regionally active Port and Harbor facility on the Homer Spit.

The Slope Stability Program utilizes nature based and low impact development techniques to mitigate erosional damage and protect water quality.

After studying how these waters collectively affect steep slopes and coastline erosion, the City developed innovative mitigation plans for four projects. Together they form the City's Green Infrastructure Slope Stability & Erosion Mitigation Program. They include (1) Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that protects private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) Baycrest Storm Drain Conveyance and Treatment System protects the state-owned Sterling Highway and downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) Beluga Lake and (4) Beluga Slough Wetland Treatment Systems also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and Sterling Highway. They also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds. Together, these projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.

Plans & Progress: The Kachemak Sponge and Beluga Slough systems are Phase 1 and are underway. The City completed preliminary water quality, flow rate and peatland data collection. Design work and initial appraisals of peatlands to be acquired for the Kachemak Sponge project is complete. Federal IIJA funds from a FY23 NOAA grant will assist with peatlands acquisition. The City also secured a FY23-25 Alaska Clean Water Act grant for the Beluga Slough Storm Water Treatment System.

Project Cost (Phase 1): $5,028,791)

Kachemak Drive Wetland Treatment System: $4,388,791

Beluga Slough & Bishops Beach Stormwater Treatment Systems: $ 690,000

Total Phase 1 Cost: $5,028,791

Funding Secured	Prior to July '23	FY24/25
COH Data Collect	$ 180,000	-
Kachemak Sponge		
NOAA IIJA grant	$1,171,410	-
COH HART Road	-	$418,000
	$ 11,866	$ 141,441
	$ 81,313	-
	$ 25,896	-

The Public Works Director recommends removal of the Slope Stability & Erosion Mitigation Program from the CIP. The project covers a wide array of separate project efforts and each project status has changed. A memo from Public Works Director Kort provides a status update and reasons for recommending this project be removed from the CIP.

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5. City Hall ADA Accessibility Project

Project Description & Benefit: The Americans with Disabilities Act (ADA) Title II mandates that all State and local governments provide accessible and usable facilities for people with disabilities, embodying the fundamental principles of equal opportunity, integration, and inclusion. However, Homer City Hall—a cornerstone of civic engagement and an Early Voting Site for early and absentee-in-person voting for municipal, borough and State elections—currently falls short of these standards.

This project addresses critical equity and justice concerns by ensuring equal access to civic participation for all citizens, regardless of their physical abilities. By regrading the parking lot cross slope and addressing access barriers at both entrances, this project tackles Priority Level 1 issues identified in the City's Facilities Transition Plan and reflects the City's commitment to.accessibility.

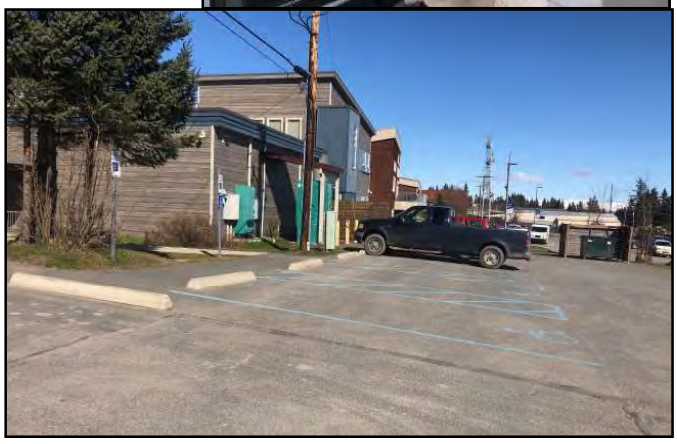
The urgency of this project is further underscored by a 2024 US Department of Justice letter to the State of Alaska citing ADA compliance violations in various State of Alaska voting locations. The letter specifically noted problems with the steep grade of Homer City Hall's handicap parking spaces and the absence of an accessible path from public sidewalks to the polling entry doors.By addressing these concerns, this project helps the City and State comply with legal requirements and affirms our shared dedication to equitable voting access.

City Hall back entrance improvements to be completed include:

- regrade parking lot to correct accessible parking spaces and exterior ramp cross slopes that exceed 1:48 ratio;
- design and construct accessible pathway from public sidewalk on Pioneer Avenue to back entrance door;
- install ADA push button, automatic swing door. that complies with ADA opening force ranges. An automatic, push
- button door is a universal solution for people of all ages and abilities.

Front entrance improvements to be completed include:

- reconfigure ramp cross slope to meet standard;
- replace grate to meet opening requirement;
- reconfigure curb ramp to provide a level, 36" long landing
- alter/replace handrails to meet ramp width requirements.



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed.

Plans & Progress: In 2022, the City completed the design for a new City Hall front entrance ramp to bring it into ADA compliance. An FY25 Capital Budget adjustment allocated funds to help address ramp reconfiguration. Public Works has developed a conceptual design and cost estimate of back entrance improvements.

The project will proceed in phases, beginning with the first two.

Phase I: Design & Construct Back Ramp/Door	$ 100,000
Phase II: Parking lot regrade	$ 400,000
Phase III: Construct front entrance ramp	$ 200,000
Phase IV: Design & Construct Pathway	$ 600,000

Total Project Cost: $1,300,000

Schedule: Phase I and II: 2026-2027

Phase I & II Project Cost: $500,000

Ramp and entrance design: $ 47,400 (COH funds)
Construction: $ 120,600 (COH funds)

FY26 State Capital Request: $ 332,000 (Construction)

Funding Secured	Prior to July '23	FY24/25
Design ADA City Hall Ramp		
General Fund CARMA	$14,400	
General Fund		$23,000

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6. Karen Hornaday Park Improvements

Project Description & Benefit: Karen Hornaday Park is Homer's largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park's eastern boundary. The park hosts an estimated 92,000 user days each year. This includes Little League participants and spectators, plus general use park visitors and attendees of small gatherings and large events that reserved the park annually, such as reunions, the Scottish Highland Games festival and concerts.

An updated Karen Hornaday Park Master Plan is near final draft stage after park evaluation, community input and first draft review. The site plan will include two high priority park needs to improve safety and provide accessibility: entry road and parking improvements and a public restroom facility. Presently, much of the parking requires crossing the entry road to get to the play area, which can be dangerous for children.

An ADA accessible public restroom facility remains a high priority. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. Its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The City acquired an ADA mobile restroom trailer to address immediate accessibility need, but the need for a sustainable long-term solution remains.

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer's premier public park. The first step of the current project is to finalize the new Park Master Plan, followed by restroom construction.

Project Cost (Phase 1): $1,080,000

Master Plan Update: $ 50,000 (Completed)
Water Sewer Utility Extension: $ 530,000 (Completed)
Restroom Construction: $ 500,000

FY26 State Capital Request: $500,000
(City of Homer Match: $580,000)

Permanent public restroom facilities and safe, accessible pedestrian access for the many park users are lacking in the park.

Funding Secured	FY24	FY25
Park Master Plan		
COH General CARMA	$ 50,000	-
Public Restrooms		
COH HAWSP	$ 10,000	$150,000
COH GF Balance	$ 20,000	$350,000

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7. Homer Spit Coastal Erosion Mitigation

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOT&PF) work cooperatively with the Army Corps of Engineers (USACE) and the City of Homer to design, permit and implement a long term erosion mitigation and maintenance plan to mitigate and stabilize erosion conditions on the Homer Spit. This project is needed to protect critical infrastructure on the Homer Spit.

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat. While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT&PF armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder. A November 17, 2024 storm surge event eroded a significant amount of public and private property, damaged businesses, undercut the revetment wall and collapsed one lane of Alaska Highway 1, prompting a local disaster declaration, a State of Alaska Declaration of Disaster Emergency and over $3M State investment in temporary repairs and protection measures.

Erosional damage on the Spit is threatening the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway. The road is also an essential tsunami evacuation route. If left unchecked, erosion will ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska, including the commercial fishing industry, the marine trades, supply shipping and tourism. Erosion is actively undermining public recreational facilities and private commercial enterprises to the point that properties have been abandoned or condemned. A coordinated, long-term maintenance plan is needed.

Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. In 2019 HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. The study strongly encouraged coupling any mitigation measures with a beach renourishment program and sediment management plan for long term viability of the Spit. HDR provided an updated preliminary technical memo in 2025 outlining concepts for various erosion mitigation alternatives to protect the Sterling Highway ROW for a longer-term design duration.

The project would be best served by engaging the USACE, either through re-authorization of work under the Homer Spit Revetment General Investigation (GI), or approval for an independent investigation under Section 203 of the Water & Resources Develoment Act. The State of Alaska Department of Transportation programmed $1.5M for erosion mitigaton planning and design in the 2024-27 Statewide Transportation Improvement Program. The City is working with ADOT&PF to utilize these funds, potentially to provide information for use in a GI. Another objective is to seek USACE authorization to implement the Dredged Material Management Plan.

Example of recent active erosion on the Homer Spit.

USACE General Investigation: $3,000,000

FY252-6 State Planning Funds: $1,500,000 (confirmed)

FY27 Federal Request $ 500,000

City of Homer Match $ 300,000

8 Contact Mayor Rachel Lord or Melissa Jac , City Manager at 235-8121

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8. A-Frame Water Transmission Line Replacement

Project Description and Benefit: This project rectifies a vulnerability in the City's drinking water infrastructure to safeguard our clean drinking water supply in support of the life, health and safety of Homer's 5,531 residents. It replaces approximately 1,200 linear feet of existing 8-inch cast iron drinking water supply line in Homer's water utility system. The 58-year old section of line is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage due to slope failure or seismic activity. To avoid waterline failure, the project completes design, and replaces the existing 8-inch line with 10-inch high density polyethylene transmission water main. Design engineering includes anchors to anchor the line to subsurface material to prevent movement in the event of slope subsidence.

This supply line is the only line transmitting water to the west side of Homer. It serves hundreds of customers, South Peninsula Hospital, several health clinics Homer's medical district, the senior center, its assisted living and independent senior housing, and two schools. Loss of this line, our sole drinking water link, would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to severe, but repairable seismic damage to the supply line) has serious consequences. The expedient availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water are additional challenges/concerns.

Replacing the cast iron pipe with HPDE pipe protects this critical water utility infrastructure from seismic damage, and significantly mitigates potential life, health and public safety losses associated with a major earthquake event. Loss of supply in the area's sole drinking water supply line would have a devastating impact on overall public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply or smaller ruptures that could compromise water quality, the obsolete cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure that assures the life, health and safety of Homer's 5,522 residents and additional residents in surrounding unincorporated areas who rely on the water system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution approximately doubles during the summer months (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry**.**

Plans & Progress: Replacing this water line has been on the Utility Department's Capital Improvement Program for several years. A conceptual cost estimate has been completed and will proceed in two phases, design and construction. The project is on the Alaska Department of Environmental Conservation's Intended Use Plan for a State Revolving Loan with100% principal forgiveness. A $973,686 FY26 Community Project Funding request by Congressman Begich to the House Interior and Environment appropriations subcommittee was included in the House Appropriations Bill. The project has also been added to Alaska's Clean Drinking Water Revolving Loan Fund for $1,331,882 with 100% principle forgiveness

Total Project Cost: $1,298,491

Design: $ 250,000

Construction: $1,048,491

FY26: Federal Appropriation Pending**:** $973,868

City of Homer Match: $324,623

This project will likely move to the funded section, pending City Council approval of an award of State Revolving Loan Funds from the Department of Environmental Conservation for final design and construction with 100%

Replacing the water transmission line is critical for the life, health and safety of residents who rely on the system for delivery of residential and commercial potable water.

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9. New Public Works Facility

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. The current mechanic shops are too small to accommodate the city's large equipment and are out of space to house any new machinery. Due to lack of space the building maintenance shop was relocated to a derelict building off site will soon need a new location. Additionally, Homer's new Tsunami Inundation Map shows the potential risk of a 30' high wave to move through the Public Works complex. Public Works and associated heavy equipment are critical infrastructure for response and recovery activities before, during and after a disaster.

To help evaluate the risks to Public Works of personal injury and property damage from a tsunami and recommend possible mitigation options, Homer City Council appointed a Public Works Campus Task Force in 2020. The Task Force confirmed risks to the public works campus and additionally identified that the facility is suffering from obsolescence due to growth and technological changes over time. After evaluating different mitigation strategies (including creating tsunami resistant seawalls or perimeter mounds and constructing tsunami resistant buildings in same location), the Task Force advised relocating the mission critical portions of the Public Works campus (administration, building maintenance, City fueling station, rolling stock, piping, culverts, mechanics shop, motor pool shop and other essential equipment and materials) to a new location to mitigate loss and damage during a tsunami event and to provide for long-term sustainability.

A needs assessment estimated that the new facility would require a 4.6 acre site and ideally be compatible with adjacent land uses. In 2023, the City purchased an 8.63 acre parcel in the East End Mixed use Zone District. The campus will be designed and sized to provide for current and future administrative, customer support and city facilities maintenance personnel, including road, building, water, sewer, and motor pool; and equipment/materials storage

The existing Public Works site could be converted into public summer use open space (adjacent to the animal shelter, Beluga Slough, and conservation land) and provide space for environmentally sensitive snow storage in the winter.

Plans & Progress: This project is envisioned to proceed through three phases, beginning with property acquisition, which was completed in 2023. The second phase is design and cost estimating, which is necessary to understand actual funding needs. The third phase is completing finalizing design and permitting, and construction.

Phase 2 Total Project Cost: $978,500

Schedule: 2027

2023: Property Acquisition	$	600,000 (completed)
2027 Conceptual Design	$	150,000
2028: Facility Design	$	828,500
FY27 State Request:	**$**	**828,500**
City of Homer 15% match:	$	150,000

The City of Homer Public Works department's equipment and fleet and personnel have outgrown the current facility, which is also located in a tsunami inundation zone.

Funding Secured	FY24	FY25
Property Acquisition		
COH Land Reserves	$ 600,000	-

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Mid-Range Projects

Part 2: Mid-Range Projects

FY 2027 - DRAFT Document

ADA Transition Projects

FY 2027 - DRAFT Document

Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen's needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

Plans & Progress: The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the high water level. The floating portion of the dock and the gangway would be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

Total Project Cost: $ 1,019,813

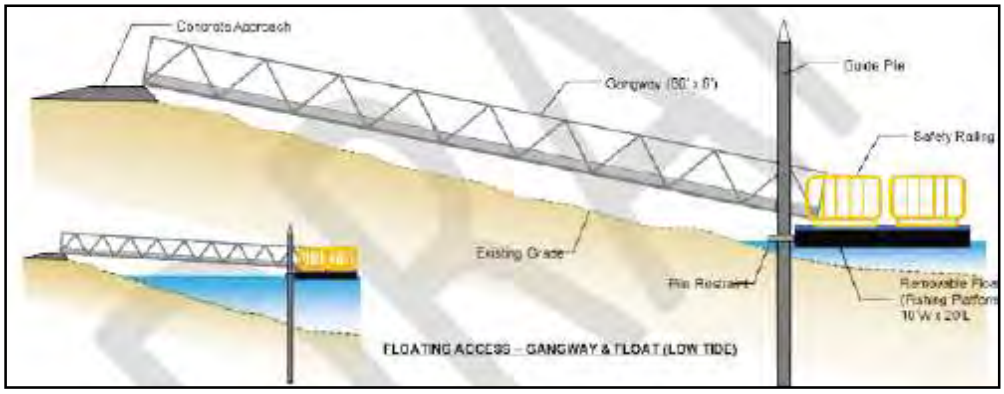
Concept Design $ 18,813 (Completed 2022)

Final Design $ 91,000

Construction $ 910,000

Schedule: Final Design 2027
Construction 2029

Priority Level: 2



A concept design of a removable gangway and floating fishing platform to restore ADA angler access to the Nick Dudiak Fishing Lagoon.

FY 2027 - DRAFT Document

Removing Parking and Pavement Accessibility Barriers at City Facilities

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers at City facilities:

- Regrade exterior ramp cross slopes that exceed 1:48 ratio at the Fire Hall, Homer Public Library, and the Public Works building;
- Firm ground surface through compaction or paving and even surface levels at Load and Launch Ramp staging area
- cross slopes that exceed 1:48 ratio on paved lots.

Plans & Progress: City staff assisted the ADA Advisory Board during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

Total Project Cost: $385,600

Phase 1: Harbor Accessible Parking, completed $49,100

Phase 2: Facility Parking Lot Cross Slopes & Surface Levels: $336,500

Schedule: 2026

Priority Level: 1

While inaccessibility issues in these Port & Harbor parking spaces have been remedied, it provides an example of spaces needing to be paved with an even path of travel.

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Parks, Art, Recreation & Culture

FY 2027 - DRAFT Document

This project is complete and will be removed from the CIP.

~~Bayview Park Restoration, Phase 2~~

FY 2027 - DRAFT Document

Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street in the heart of Homer intended to serve preschool age children and their families. The park, the only park in Homer dedicated to serve preschool age children, has been largely undeveloped since its formation.

This project transforms Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes two phases. Phase 1 of the project was completed in fall 2025 and included:

- finalizing the park's site plan and specifications after gathering community input;
- paving Bayview Park parking area and providing ADA parking and accessible park pathways;
- installing inclusive playground equipment, natural playground features and rubber tile safety surfacing under the playground equipment.

Phase 2 replaces the rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads. Due to the wood's deterioration, public works staff cannot repair some parts of the fence.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lost and access into the park can be built.

The City worked with a landscape architect to develop a park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements. A donation by the Kachemak Bay Rotary Club also helped procure new playground equipment and an accessible picnic table was donated by Sprout Family Services.

Bayview Park, dedicated to serve pre-school age children and their families is undeveloped. A more practical chain length fence will also be needed to keep young children out of roads and ditches.

Total Project Cost: $190,000

Phase 1: $139,330 (Funding complete 2023)

Phase 2: Replace perimeter fence. $50,670

The final phase of this project (fencing) will be completed in-house with an FY26 capital budget allocation.

Schedule: 2026

Priority Level: 1

Funding Secured	Prior to July '23	FY24	FY26
Design & install features			
KBay Rotary	$ 12,000	-	
HEC Round 2 Grant	$ 74,916	-	
Drainage/Parking			
COH HART Roads	-	$ 32,000	
Accessible Pathways			
COH HART Trails	-	$ 20,314	
Fence Replacement			$20,000

Jack Gist Park Improvements

Project Description & Benefit: Jack Gist Park was founded in 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. Park development took place on top of a retired landfill that was capped. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for soft ball fields. It also features a disc golf course. Changes in usage patterns, deferred maintenance, and adjacent residential development have highlighted the need for various improvements within the Park. The need for these improvements and the impacts of deferred maintenance will only continue to grow as the residential density increases in the neighborhood around the park.

The park hosts numerous softball tournaments annually, and disc golfers. Improvements for the health and safety of park users includes a public restroom facility, irrigation for field turf maintenance and remediation of drainage issues that have led to poor quality athletic turf. Drainage improvements are also needed address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

The parking lot for the park was improved and expanded in the summer of 2024, allowing for substantially more parking, delineated parking spots and improved drainage. Utilities were brought into the park to serve a temporary trailer-style ADA bathroom with the intention of replacing this bathroom with a future brick and mortar bathroom in the future.

Plans & Progress: .Phase 1 has been completed via capital funds approved in the City's FY23 and FY24-25 budget. Drainage work, expanded parking (for 70 vehicles), and electrical service extension to the mobile restroom site and adjacent light pole were completed in 2024 and 2025. Water and sewer have been installed to the site of a temporary trailer restroom and a future public restroom. Constructing a permanent public restroom facility is Phase 2 of the plan. Hose bibs are planned to be located adjacent to the new bathroom will provide irrigation for the fields via surface hoses during dry spells and to assist in turf maintenance activites.

Project Cost: $840,000

Phase 1: $240,000 (completed)
Phase 2: Restroom cost estimate: $600,000

Schedule: 2023-2028

Priority Level: 1

One of the softball fields at Jack Gist Park.

Funding Secured	Prior to July '23	FY24/25
Utiity Extension		
COH HAWSP	$ 42,500	-
General Fund Fund Balance		$ 57,000
Drainage/Parking		
COH General Fund	-	$ 95,000
Site Prep	-	
COH General Fund		$ 22,500

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Reber Trail Extension to Soundview Avenue

Project Description and Benefit: The Reber Trail, completed in 2009, is a .38 mile trail connecting the west end of Fairview Avenue to Reber Road off West Hill through a series of switchbacks. This project extends the trail by 750-800 feet by creating a route from the base of Reber Trail on Fairview, along a ridge and down to Soundview Avenue.

Securing the legal easements necessary preserves access to non-motorized travel opportunites. Completion of this project will improve non-motorized transportation options for residents on the west side of Homer. The extension provides more direct trail connectivity to walkers and hikers from the Soundview, Shelley Avenue and West Homer Elementary area, avoiding a detour to either West Hill Road or Mullikin Steet. It also allows residents in the vicinity of Reber Road on West Hill (Alpine Way, Wythe Way, Miller, Highland Drive, Bell Avenue and above) to more easily access Soundview Avenue and West Homer Elementary School via a beautiful nature trail, rather using the much more circuitous and hazardous route down West Hill Road.

Plans & Progress: The trail is envisioned to be designed as a Level 1 (Backcountry) to Level 3 (Semi-improved) trail, as described in the City's Trail Manual Design Criteria - an informal trail with natural surfaces. Development would progress in two phases. Phase one requires easement acquistion, survey and trail design. Phase 2 is construction.

Total Project Cost: $310,000

Phase 1: Easement acquisition, survey and design: $60,000
Phase 2: Construction: $250,000

Schedule: 2026 - 2028

Priority Level:

Map of potential corridor for trail extension. Please note: map is only for illustrative purposes as no design work has been done.

FY 2027 - DRAFT Document

Port and Harbor

Large Vessel Haul Out Repair Facility

Project Description & Benefit: This project constructs safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel elsewhere to perform annually required maintenance and repairs, which could otherwise be completed here in Homer. The new facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include six work sites with water, electrical pedestals, lighting, and security fencing and cameras. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer large vessels the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer. Phase 2 completed design and permitting utilizing $255,000 in State Legislative Grant funds and $42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.

Total Project Cost: $5,297,626

2019: Phase 2 Engineering/Permitting/Geotechnical/Design: $297,626 (Design completed June 2020).

2025: Phase 3 Construction: $5,000,000 (Project is shovel ready.)

Schedule: 2027

Priority Level: 3

Three vessels hauled out for repairs on Homer Spit Lot TR 1 A.

FY 2027 - DRAFT Document

Harbor Ramp 8 Public Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: $412,000

Schedule: 2028

Priority Level: 3

Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.

FY 2027 - DRAFT Document

Homer Harbor Dredging

Project Description and Benefit: Due to sediment infiltration, Homer's small boat harbor is in need of dredging to restore design depth. The US Corps of Engineers is authorized as part of their mission to maintain the navigable channel from the harbor entrance all the way to the load and launch ramp. However, all the rest of the harbor is a local responsibility.

The dredged materials can be used to renourish beaches on the west side of the Homer Spit, where erosional damage is actively undermining the State-owned Sterling Highway. Recreational properties and commercial properties are impacted to the point that properties have been abandoned or condemned. Beach renourishing will follow the US Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

Plans & Progress: A multi-beam survey of the harbor basin was completed by a certified Marine surveyor to ascertain the quantities of dredged material that would need to be removed to get the basin back to the original depths.

Phase 2 will create a request for proposals to solicit bids for dredging the harbor, once the material calculations have been completed. Depending on the results of the calculations and bids, the City may need to prioritize efforts to focus on specific areas of concern first.

Total Project Cost: $980,000 (estimate only)

Phase 1: $25,000 (Complete)

Phase 2: Dredging: $955,000

Schedule: 2023-24

Priority Level: 1

A dredge in Homer Harbor during the US Corps of Engineer's annual dredging of the harbor's navigable channel.

Funding Secured	Prior to July '23	FY24/25
Harbor Survey	-	$ 25,000

FY 2027 - DRAFT Document

Homer Harbor Security Cameras: Ramp 1-5 Access Points

Project Description and Benefit: This project will expand and enhance coverage capabilities of Homer Harbor's current security camera system. The Port and Harbor Advisory Commission and staff have a long term goal of installing cameras on the west side of the basin at the access points to Ramp 1 through Ramp 5. Expanding the current camera system allows harbor officers to keep a monitored eye on these heavily trafficked areas.

Over the years, security cameras have come to play an ever increasing role in assisting staff to monitor harbor and vessel security because of the advantages they provide. Cameras allow harbor officers to monitor situations while completing other tasks in the field or while on the radio helping other customers. Quick review of a recorded incident will also help an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provided an element of safety by allowing responding officers to view a situation before arrival; they can also be used to assist in monitoring evacuations from the Spit in the case of a tsunami or other natural disaster without putting officers in harms way.

Plans & Progress: City Council approved a capital budget request of $20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget and a cost estimate obtained. An FY25 mid-biennium budget adjustment made an additional $25,000 available to install camera poles in-house. The final phase is to intall the camera equipment to the poles.

Total Project Cost: $364,000

System Design: $5,728 (completed)
Poles and electrical service: $25,000 (completed)
Equipment Purchase and Installation: $353,272

Schedule: 2025-2026

Priority Level: 1

Schedule: 2025-2027

Priority Level: 1

Security cameras, pictured here, center, allow harbor officers to gain situational awareness before responding to an event, to verify details of recorded events and monitor progress of evacuations or check on inundation during tsunami events.

Funding Secured	Prior to July '23	FY24/25
Camera System Design		
Port Reserves	$5,728	
Pole Installation		
Port Reserves		$25,000

FY 2027 - DRAFT Document

~~Homer Spit~~ Mariner Park Campground Renovations

Project Description and Benefit: The Mariner Park ~~and Fishing Hole~~ campground is situated at the base of the Homer Spit. Its waterfront location and close proximity to recreational activities and visitor support services make the campground very popular with both Alaskans and out-of-state visitors. It is heavily used in the summer and shoulder seasons.

The campground is pot holed and poor drainage pools rainwater. Sites are poorly marked and without tent pads. Several lack picnic tables and fire rings.

The concept of this renovation project is to greatly improve the camping experience, make it easier to maintain the campgrounds to a higher standard of cleanliness and safety and keep them attractive and competitive. Renovations possibilities include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities.

Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer's overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is in the conceptual design phase and is presently being developed by Port and Harbor staff in collaboration with the Park, Art, Recreation and Culture Advisory Commission.

Total Project Cost: $50,000

Schedule: 2027-2028

Priority Level: 3

Funding Secured	Prior to July '23	FY24/25
Picnic Tables & Campground Items		
Port & Harbor Reserves		$18,000

Mariner Campground at the base of the Homer Spit.

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Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer.

Although the Ice Plant has been maintained very well since being built in 1983, efficiencies may be gained by upgrading certain key components of the plant with current technologies, which may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

Phase 1: $40,000 (Design and engineering study)

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed
2021: Design and engineering for upgrades
2026: Phase 2

Priority: 3

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

FY 2027 - DRAFT Document

Large Vessel Sling Lift, Phase 1

FY 2027 - DRAFT Document

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful.

However, the system works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration.. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger that 150 tons.

A sling lift has been proposed as a possible haulout solution for vessels that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel away. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will consider location and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

Phase 2 will be construction of the support infrastructure after considering the results of the phase one study and acquisition of the sling lift.

Total Project Cost: $65,000 (Phase 1)

Schedule: 2098

Priority Level: 3

An example of a sling lift and and adjacent repair yard area.

Steel Grid Repair/Replacement

Project Description and Benefit: The Steel Grid is a series of benches (steel beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide recedes. Vessel owners are able to do minor repairs and inspections to their vessels hulls while "dry" on the grid and refloat with the incoming tide.

The Steel Grid is one of two tidal grids that the Port and Harbor operates. Because of Kachemak Bay's large tidal exchange, Homer's tidal grids are a useful and inexpensive way for vessel owners to maintain their vessels' hulls.

Homer's Steel Grid was originally built 43 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders kept this grid patched up and going for a good long while, but the steel grid was decommissioned in spring of 2024 after an in-house inspection revealed holes in the supporting structure. Replacement or repair options will be discussed after a engineer's condition evaluation in Phase 1.

Plans & Progress: This project consists of three phases. The first phase is an engineer's inspection and condition report followed by engineering, design and permitting work to be followed by construction.

Total Project Cost:

Phase 1: Engineer's Condition Evaluation: $30,000
Phase 2: Engineering, Design, Permitting and Cost Estimate: TBD
Phase 3: Construction: TBD

Schedule: 2026

Priority Level: 1

A marine vessel utilizing Homer Harbor's steel grid for repairs.

FY 2027 - DRAFT Document

Wood Grid Replacement

Project Description & Benefit: The Wood Grid is a series of benches (in this case wooden beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide resides. Vessel owners are able to do minor repairs and inspections to their vessels hulls while "dry" on the grid and refloat with the incoming tide.

The Wood Grid is one of two tidal grids that the Port and Harbor operates. Because of our large tidal exchange in Kachemak Bay, Homer's tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels' hulls.

Homer's Wood Grid was originally built 50 years ago and accommodates vessels up to 59 feet with a 50-ton limit. Other than the walkway replacement that occurred in 2001, the wood grid has seen very little attention in terms of upgrades since.

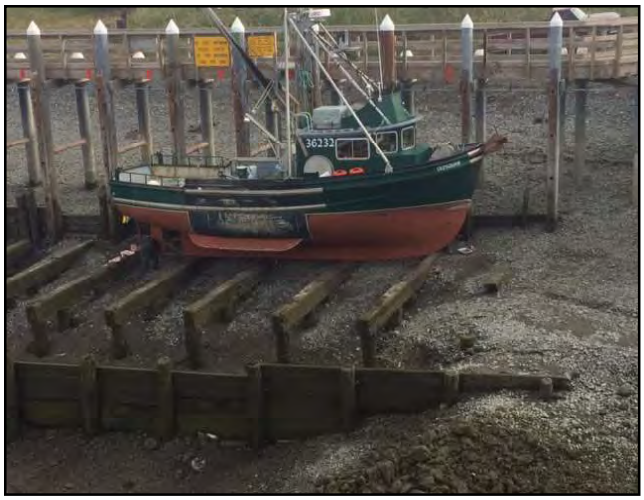
Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually to get under the vessels on the grid to perform repairs. A second issue is with the Wood Grid's retaining walls. Due to age, the upper wall is no longer retaining infill from the bank above and the lower submerged wall has degraded to the point that staff are not able to repair it. Another concern is that the benches and the buried pile that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

Plans & Progress: This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement, including what permitting is required. The second phase would be construction.

Total Project Cost:
Phase 1: Engineering and design: $30,000
Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2026

Priority Level: 2



The Wood Grid in Homer's Port and Harbor was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than replacing the walkway in 2001, the wood grid has seen very little in terms of upgrades since.

FY 2027 - DRAFT Document

Public Safety

FY 2027 - DRAFT Document

Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer's emergency services space needs. Initial plans to correct building and space inadequacies called for co-locating the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion plans for the Fire Department.

In the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets, but nothing was done to address inadequate facility space or increased demands on service requirements.

The current fire station was built in the early 1980's. It has five bays to hold four fire trucks and two ambulances. Vehicles are double-stacked in the bays with barely with enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus, which are longer and wider than the vehicles the bays were originally designed for. Storage, training, parking and apron space are also very limited. Expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

This project resumes the planning/conceptual design process for a new fire station facility that will adequately meet the community's current need for well-prepared, safe, and timely emergency response. It (1) updates the needs assessment to reflect current departmental conditions and needs for a stand-alone Fire Station facility; (2) conducts site feasibility analysis, including the potential to incorporate the former Police Station property into a design at the current site, either through expansion or rebuilding; and (3) conceptual designs and cost estimates.

Plans & Progress: This project can progress in phases. Phase 1 is pre-development and design work.

Total Project Cost: $22,000,000

Phase 1, Design: $ 1,500,000

Construction: $20,500,000

Two examples illustrating the department's need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity.

FY 2027 - DRAFT Document

Fire Department Fleet Management

Project Description & Benefit: To meet the community's fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, two front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus should then be used in a reserve status for an additional ten years and decommissioned once it is 25-years old.

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, Homer Volunteer Fire Department (HVFD) lacks two pieces of equipment critical to safe and effective wildland urban interface fire response in the wildland urban interface. The two priority pieces of equipment are a Type-3 WUI pumper and a Type-6 Brush / Attack unit. In 2022, after 33 years of service, HVFD's single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned.

HVFD presently utilizes a Type-1 structural-only Engine-4 to respond to WUI calls. It is a 42-year old, open cab pumper truck housed on the bluff in HVFD's remote response station. It is not designed for wildland applications and has severe limitations in our WUI coverage area, but we have no other choice. It is too large and heavy to safely negotiate the steep slopes and narrow unimproved roads in the Homer's WUI and mutual aid WUI response areas on the lower Kenai Peninsula. In many cases it cannot get close enough to a residence to initiate fire attack. Its age presents significant safety concerns for responders, including that it is capable of seating only two firefighters in the cab, as we cannot allow firefighters to sit in the open jump seat riding positions.

This purpose of the request is to addresses an urgent need to acquire frontline WUI firefighting apparatus to reduce safety risks to responding personnel and volunteers, improve operational outcomes for our community members, and to better protect against property and critical infrastructure losses. This capability gap was identified in an internal risk assessment and is cited in Homer's All Hazards Mitigation Plan and the Kenai Peninsula Borough Community Wildfire Prevention Plan of 2022

It also reflects the Department's comprehensive approach to wildfire protection, as the Type-3 unit provides robust pumping capacity and crew transport for wildland and structural protection, while the more agile Type-6 unit enables rapid initial attack on remote WUI fires, with both apparatus complementing each other in mutual aid responses and allowing our department to deploy the right resources based on incident complexity, terrain challenges, and staffing availability. These complementary apparatus enable a tiered response system where the Type-6 serves as a rapid scout and initial attack vehicle, while the Type-3 follows with additional water, equipment, and personnel when for escalating incidents or direct structure protection. The combination also allows us to effectively cover multiple incidents simultaneously during high-activity periods.

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. A used ladder truck was purchased in 2023; a quick attack brush truck and replacing Engine 4 are the next two highest priorities.

Total Project Cost: $1,221,412

Type-3 WUI Pumper Unit: $ 756,593
Quick Attack/Brush Truck: $ 584,347

FY27 Federal Request: $1,163,250
City of Homer Match: $ 58,162

Priority Level: 1

HVFD's Brush-1 was a NPFA non-compliant, converted 1990 Ford truck which was decommissioned after it aged out of its functional life span by 17 years.

FY 2027 - DRAFT Document

Public Works Projects

FY 2027 - DRAFT Document

Baycrest Overlook Public Restroom Rebuild

Project Description and Benefit: Baycrest Overlok is a State-owned scenic rest stop on the south side of the Sterling Highway at the crest of a hill offering vistas of Homer, the Homer Spit, Kachemak Bay and lower Cook Inlet. In addition to views, the pull out features parking, trash receptacles, visitor infomormation and restrooms. It is a popular stop for many visitors to Homer

The facility was built by the State of Alaska in 1997. It is owned by the State of Alaska, and managed by the City of Homer as a park through mutual agreement. Prior to construction, the City of Homer requested that the State include a public restroom. As part of a formal agreement between the state of Alaska and the City of Homer to secure a restroom facility on site, the State agreed to build the restroom and the City is responsible for its maintenance, cleaning, repairs, and replacement when the time comes.

At nearly thirty years old, the facility has exceeded it's useful life. The building portion of the restroom is failing and needs to be replaced.

Plans & Progress: This project will demolish the above ground portion of the building, leaving the below ground concrete pit portion of the pit toilet in place and build a new restroom building over the existing pit toilet.

Total Project Cost: $300,000

Schedule: 2027

Priority Level: 3

The public restroom building at the Sterling Highway Baycrest Overlook is structurally compromised and needs to be replaced.

FY 2027 - DRAFT Document

Comprehensive Drainage Management Plan

Project Description and Benefit: Homer's Drainage Management Plan, developed in the early 1980s, includes design criteria and methods for a standardized approach to the construction of drainage facilities based on basin runoff flows. The Plan recommended the use of "natural drainage ways and pre-existing man-made drainage ditches as the most cost-effective way to develop the complete drainage system."

Currently, the City maintains only three miles of storm sewer and associated catch basins that outflow into Kachemak Bay. Otherwise, Homer's stormwater is largely channeled and drained through an open ditch system. Homer's Design Criteria Manual for subdivisions does not currently address on-site stormwater management, with individual developers addressing stormwater on large parcel developments on a case-by-case basis.

Conditions have changed since the early 1980s. Development in Homer has greatly expanded, and with it the size and demand on Homer's drainage system. Stormwater management strategies and tools have also advanced considerably since Homer's plan was developed. They now include a wide variety of gray and green infrastructure technologies, low impact development and behavioral practices, as well as innovative policy strategies (such as drainage districts) that, together, can improve the quality and reduce the velocity and quantity of runoff discharging onto downstream properties or directly to receiving waters.

This project develops a comprehensive regulatory, administrative and operational framework to guide Drainage Management in Homer with the goals of protecting our environment; reducing flooding to protect people and property; reducing demand on public stormwater drainage systems and supporting healthy watersheds. It will:

- Consider and recommend storm water management systems and best management practices including specifications for collection, storage, conveyance and treatment structures;
- Where practical, it will incorporate low impact development and green infrastructure management practices to treat or reduce storm water discharges and urban non-point source runoff to area streams and the critical wildlife habitat of Kachemak Bay;
- Include public input in policy development to better manage runoff and protect downstream properties from the impacts of runoff, pollution prevention and property development best practices.

Plans & Progress: Public works staff are defining drainage basins and completing steps as they are able, but the plan would be for consultants to assist with developing the City-wide plan.

Total Project Cost: $300,000

Goals of the Drainage Management Plan would be protecting the environment; reducing flooding; reducing demand on public stormwater drainage systems; and supporting healthy watersheds. (Photo courtesy of Wisconsin Department of Natural Resources.)

FY 2027 - DRAFT Document

Engineering Study for Homer Public Library Remodel

Project Description and Benefit: Homer Public Library has expanded steadily in line with population growth in the area, from a 600 square foot cabin in the 1950s to a 3,500 square foot building in the 1980s to the current 17,000 square foot facility, which opened in 2006. In the 2018 Homer Comprehensive Plan, staff noted that the new building was projected to meet the community's needs for 20 years, and those projections have proven reasonably accurate. As of 2025, the building has not yet exceeded capacity, but the area population is growing, as is public use of the library.

Staff have identified several needs, based on operational impact and competition among patrons for limited resources. Operationally, the library needs increased storage space and office/workspace. Based on use, public use spaces to be considered in the remodel include:

- A larger meeting room. The current meeting room is 19' x 15'6". The multipurpose space should be at least twice as large. This was identified as a long-term priority in the Library's 2019 Strategic Plan.
- A dedicated teen room
- An outdoor covered space, suitable for public programs even in marginal weather. The Friends of Homer Library and some community members have discussed this in conjunction with improvements to the western lot, but it was not considered a high priority for that project. Accessibility improvements, such as signage and bathrooms that are easier to use.

Plans & Progress: Staff has identified specific needs, and some high priority components of the remodel have been prioritized in the Library's 2019 strategic plan, but no design work or planning has been done. Funding is requested for an engineering study to conduct a needs assessment and provide a detailed space analysis, cost estimate, concept design options and, public outreach. The study will provide the basis for determining feasibility of various projects, which could be combined or treated separately.

Total Project Cost:

Engineering Study: $75,000
Construction: TBD

Schedule: 2027

Priority Level: 3

Library usage has increased substantially over the past seventeen years, and with it, the need to remodel to expand both public use and operational spaces within the building.

FY 2027 - DRAFT Document

This project is being returned to the CIP. It is likely this project will not be fully constructed with the FY22-25 TAP award due to cost escalation between estimating and project award by Alaska DOT

Homer All Ages & Abilities Pathway

Project Description and Benefit: This project completes critical sidewalk gaps in Homer's pedestrian network, connecting neighborhoods, Coast Guard housing, and the Senior Center to essential services, businesses, and schools. The project provides safe, year-round access to major destinations including the Public Library, markets, pharmacy, Post Office, banks, recreation areas, hospital, and the medical district. Wayfinding signs and online tools will help residents and visitors navigate the routes, increasing tourism access and economic benefits to the Central Business District.

The Homer All Ages and Abilities Pathway, or HAAP, shown below, consists of two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, then west to Main Street via Herndon and Lee Streets. The south loop intersects at Svedlund and Pioneer Avenue, continues on City-maintained Poopdeck Trail to Hazel Avenue, then south to the Sterling Highway and connects to existing trail from the Visitor Center through Old Town, returning north on Main Street to Lee Street.

Much of the route is already constructed. This project will complete and connect the two loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center, from Herndon Street to Lee Drive to Main Street, and on the State-owned portion of Main Street from Sterling Highway to Ohlson Lane. Enhanced crosswalks with safety features like Rectangular Rapid Flashing Beacons and high-visibility markings are planned for Pioneer Avenue and Sterling Highway crossings. Right of way is secured on the City-owned sections of the sidewalk to be constructed and an environmental checlkist shows no concerns.

Plans & Progress: The City's investment of $1.4M in 2024-2025 to construct Main Street sidewalk from Pioneer Avenue to Fairview completed one major missing portion of the HAAP. Private sector support has included sidewalk construction by the Aspen Hotel in 2019, connecting the Sterling Highway to the Island and Ocean Visitor Center's public trails.

The City completed design for the Svedlund/ Herndon sidewalk segments and applied for and was awarded $3.48M from the Alaska Department of Transportation's (ADOT) FY22-25 Transportation Alternatives Program to complete design and construction. The City is negotiating a Memorandum of Agreement with the State to commit matching funds. Because project costs have escalated since the original cost estimate, a reduced project scope is likely with priority given to Main Street South and Svedlund Street. The project will proceed in phases according to the availability of future TAP funds and/or City or Homer funds.

HAAP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation safety.

Total Project Cost:	$ TBD
Predevelopment:	$ 775,000
Construction:	$ 3,100,000
FY22-25 TAP award	$ 3,486,787
City match:	$ 388,713

Schedule: 2025-2028
Priority Level: 1

FY 2027 - DRAFT Document

Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,0000 square foot commercial building, financial institutions and the Homer Public Library.

Heath Street is a paved road that is showing signs of failing. The vehicle wheel tracks are depressed, almost like ruts in the asphalt. Public Works believe this is being caused by a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed causing soft spots. The condition is getting worse with each freeze-thaw cycle.

Rehabilitation work should include improvements to the curb, gutter and sidewalk, including proper curb cuts to make the sidewalk and street crossings accessible. A flashing beacon, signaled crosswalk is proposed at Hazel Street.

Plans & Progress: The City has completed a storm drain condition survey and final design.

Estimated Project Cost: $1,235,000

Schedule: 2027

Priority Level: 2

Funding Secured	Prior to July '23	FY24/25
Storm Drain Condition Survey & Design	$ 30,136.55	-

Photo showing the beginning of soft spots mid-way down Heath Street.

FY 2027 - DRAFT Document

HERC Hazardous Material Cleanup and Revitalization Plan

Project Description and Benefit: This project initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer's commercial district at the corner of the Sterling Highway and Pioneer Avenue. The project will help create an economically viable reuse plan that will contribute to Homer's overall quality of life and the economic development of Homer's central business district.

The Homer Education and Recreation Complex, or HERC property, houses two former school buildings (built in 1956) that were originally owned by the Kenai Peninsula Borough but were conveyed to City of Homer ownership in 2000 to allow public use of the gym, offices, classrooms and associated restrooms. Over the years a variety of structural and feasibility analyses have been performed at the HERC (a) when the building was called upon to house a new activity, and (b) to assist the City and community in understanding how to more fully and cost effectively utilize the building. However, contamination in the two buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The buildings are in a state of disrepair; the smaller structure the City views as unusable due to potential structural instability. It is only a matter of a years before the larger building can no longer be utilized for recreational programs and for City staff offices, equipment storage and maintenance shop space.

Plans & Progress: In spring 2023, the City contracted with Hazardous Building Materials Consulting, LLC to carry out a limited Hazardous Materials Assessment of HERC 1 (the larger of the two buildings) and a comprehensive assessment of HERC 2 (the smaller of the two buildings) at an investment of $58,349. The results reveal that both buildings contain hazardous materials, as expected due to their age and the prevailing construction materials utilized in the 1950s. Examples include lead paint, asbestos, and materials like paint and varnish that harbor PCBs. These test results hold significant implications for these buildings' demolition (or renovation).

The project will progress in phases; the first is procuring professional services to make a cleanup plan followed by property cleanup activities. In FY25, the Alaska Department of Environmental Conservation will be providing Brownfields Assessment and Cleanup services including additional hazardous materials testing and an Analysis of Brownfields Cleanup Alternatives (ABCA) that summarizes information about the site, cleanup standards, applicable laws, cleanup options and alternatives considered. A clean up plan will be adopted, followed by revitalization planning.

Project Cost: Project clean up cost to be determined after the ABCA report.

Schedule: 2025-2027

Priority Level: 1

One of the two buildings on the HERC site containing hazardous materials.

Funding Secured	Prior to July '23	FY24/25
HERC 2 Clean Up		
General Fund CARMA	$153,000	

FY 2027 - DRAFT Document

Homer Airport Terminal Improvements

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The exterior is showing its age – peeling paint has allowed the weather to penetrate the building's protective siding. Recent efforts to work with a painting contractor has revealed that the siding is no longer paintable or maintainable.

This project will complete repairs and renovations needed for ADA-compliance, energy efficiency, security and resilience. Improvements will benefit the Homer Airport, a regional Airport that provides access to the intrastate air transportation system for all of the Southern Kenai Peninsula and Kachemak Bay region and supports light plane service to several small communities on the south shore of Kachemak Bay which otherwise are only accessed by boat. Aviation plays a critical role in the everyday life of rural Alaska towns; our economy, citizens, businesses, industries, and government agencies depend on aviation, often as a primary mode of transportation for travel, medical services, shipment of goods, and tourism. At times when highways are shut down, the airport facility is a lifeline. Addition of an emergency backup power generator will keep the terminal operational in times of emergency and power outages.

The project also benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer's gateways are the highest priority in Homer's Wayfinding Plan; implementing wayfinding designed for the Airport Terminal helps people get where they want to go and improves the visitor experience.

The AK Department of Transportation and Public Facilities owns the airport and leases space upon which the Homer Airport Terminal sits to the City of Homer. The City is responsible for building maintenance, repair and renovations. The Terminal is a joint use passenger/cargo terminal comprised of a 8,673 SF, single-story building, including 1,200 SF of cargo terminal. The functional areas in the building include departure lounge/security, lobby/waiting area, airline space, baggage claim/bag car unloading, concessions, circulation, and administration/mechanical.

Plans & Progress: The City's FY24-25 capital budget allocated funds to complete two high priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and replacing the sidewalk in front of the terminal. These projects were completed in 2024.

Homer Airport Terminal Cargo entrance

Total Project Cost: $1,632,156

Interior Renovations $378,000
- New ADA family restroom ($ 54,400 completed)
- Current restroom ADA renovation

Fire/Life Safety Systems $189,156
- Replace HVAC and fire alarm systems
- Replace automatic entry doors for security/energy efficiency

Exterior Renovations $1,000,000
- Replace front entry sidewalk ($249,961 complete)
- Provide ADA-compliant parking and access
- Replace exterior siding
- Install wayfinding signage/kiosk

Resilience Measures: $95,000
- Portable backup generator for emergency power

Schedule: 2028

Priority Level: 2

Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	$ 4,400	
COH Construct Gen CARMA	-	$ 50,000
Replace front entry sidewalk	-	
COH Capital Budget		$ 151,246
FY22 Community Assistance		$ 98,715

FY 2027 - DRAFT Document

Homer Public Library Siding Replacement

Project Description and Benefit: The Homer Public Library building opened in September 2006. The concrete siding was relatively new technology at the time, and while it has lasted 17 years, it is now cracked and falling off the building. The City's Building Maintenance division has worked hard to patch and replace missing pieces, but the worsening problem is both an eyesore and a potential path for moisture to enter the building.

The siding covers all four sides of the building, but the damage is worst on the south side, where the wall curves outward and the siding is under tension.

Plans & Progress: Building Maintenance has contacted several vendors for cost estimates and are still awaiting response. The costs below are a best guess, based on experience and the area of the building's façade. Professionals could fully replace the siding in a week or two, weather permitting. If funding and a contract is secured, the project could be done in summer 2024 to protect the facility from water infiltration and damage.

Total Project Cost: $500,000

Schedule: 2026

Priority Level: 1

Examples of damaged and broken siding on the library's south-facing wall (at left) and above the library's back door (at top).

FY 2027 - DRAFT Document

Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the Waste Water Treatment Plant (WWTP) each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and are subject to corrosion.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, the maintenance crew noted excessive wear on the rollers, links and support pin for the flights of belts in both tanks, prompting an emergency replacement.

This project seeks to protect the treatment units and mitigate corrosion in the future by removing the existing coating in the clarifiers and digesters in the WWTP and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It also rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds. One component of the improvements, the WWTP generator transfer switch was replaced in 2024 for $38,000.

Total Project Cost:	$1,903,000
Clarifier Coating Replacement	$1,200,000
Digester Coating Replacement	$ 600,000
Electrical Component Replacements	$ 103,000

Schedule: 2027-28

Priority Level: 2

Digester tanks (above) and Clarifier tank (below) at Homer's Waste Water Treatment Plant.

FY 2027 - DRAFT Document

Parking Lot Drainage Solutions for Homer Public Library

Project Description and Benefit: The public parking lot for the Homer Public Library slopes down to the south, which channels rain and meltwater towards the accessible parking spaces near the building entrance. In accordance with ADA regulations regarding wheelchair access, the parking spaces themselves have a 1% westward gradient, which is sufficient to drain water in the summertime. During winter and spring, the gutters fill with ice and grit and trap pools of standing water, which then freeze overnight and create a slip hazard.

The ice has been a recurring issue since the building opened in 2006. Staff have considered relocating the accessible spaces, but that would put them farther from the building entrance and would still leave the hazard for other patrons.

Plans & Progress: Public Works personnel addressed the issue in July 2023 by creating a drainage channel through the parking lot curb and clearing out obstructions from the drainage ditches. Also, snow removal operations were modified so that plowed berms allowed a gap for drainage. Parks and library staff monitored the drainage through the spring of 2024 and determined that the situation had improved, but the problem remained.

Possible solutions include installing a stormwater catch basin and stormwater piping to convey water to the stormwater collection piping on the property or the piping along Hazel Avenue. Another possible solution is to regrade part of the parking lot to redirect stormwater away from the ADA parking spots and into the below ground stormwater catch basin under the parking lot.

Total Project Cost: $330,000

Design/Engineering:	$ 30,000
Construction	$300,000

Schedule: 2026

Priority Level: 1

Poor drainage across Homer Public Library's sloped parking lot, especially during winter and spring freeze thaw cycles, creates hazardous walking conditions.

FY 2027 - DRAFT Document

Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality.

The project also builds drinking water resilience. The storage tank on the water supply system's west trunk will alleviate a drinking water storage deficiency. Current storage capacity gives Homer only a two-day supply of stored drinking water, creating vulnerability to critical water shortages. A 500-foot trunk line from the new tank will provide domestic water and firefighting capabilities to an unserved area in the city, and the pressure-reducing vault on this line will add system resiliency. The pressure-reducing vault will interconnect the two lines, allowing either trunk to distribute water to the other in the event one is damaged or out-of-service.

First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- Phase 1: was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- Phase 2: consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use and fire flow.

Plans & Progress: Project design was completed in 2014 utilizing $485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and $399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing $1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, $848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work was completed in 2022 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

Total Project Cost: $10,438,214
2014 (Design, Completed): $884,214
2016 Phase 1 Construction(Funded, Completed): $1,980,000
2026-2027 Phase 2 Construction (Funded, Completed): $1,600,000
2028 Phase 3 Construction: $5,974,000

Priority Level: 2

FY 2027 - DRAFT Document

Water Treatment Plant Drying Beds

Project Description and Benefit: This project replaces the one-time-use Drying Beds associated with the Drinking Water Treatment Plant. The residue (fine silts, clays, and other particulate) filtered out of the water entering the Water Treatment plant is discharged into drying beds to dewater the sludge to an acceptable level for disposal at the Borough landfill where material must pass the paint filter test, implying the sludge must be dewatered and not contain any free water

The existing Drying Beds were constructed with a polyethylene liner system for a one-time use . They are nearing their life expectancy, therefore prompting the need for this proposed facility improvement.

Plans & Progress: This project will replace the Drying Beds with a concrete pad Drying Bed Surface that will be reusable, thereby providing the City long-term use and financial benefit.

Total Project Cost: $1,400,000

Design: $ 150,000
Construction: $ 1,250,000

Schedule: 2027

Priority Level: 2

Particulate from the raw water filtration process settles in ponds at the Water Treatment Plant (above) before being removed to dry in beds (below) in preparation for transport to the landfill.

FY 2027 - DRAFT Document

Wayfinding & Streetscape Plan Implementation

Project Description and Benefit: Homer lacks coherent wayfinding for visitors and residents alike to find destinations by vehicle or on foot. The City hired Corvus Design to create a wayfinding plan for the City in 2021, which was adopted in 2022. Recommended improvements include working with the Alaska Department of Transportation (DOT) to revise many Sterling Highway signs, and install themed signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations on benches, trash cans and landscaping which contribute to the small town character of downtown Homer.

Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with the goal to fabricate and install basic bollard style trail marker signs on both ends of five routes. The City will also work with Alaska Department of Transportation (AK DOT) to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future AK DOT road projects in Homer. Goals of phase two is to install 26 wayfinding signs, two gateway signs and an additional ten benches.

Total Project Cost: $277,500

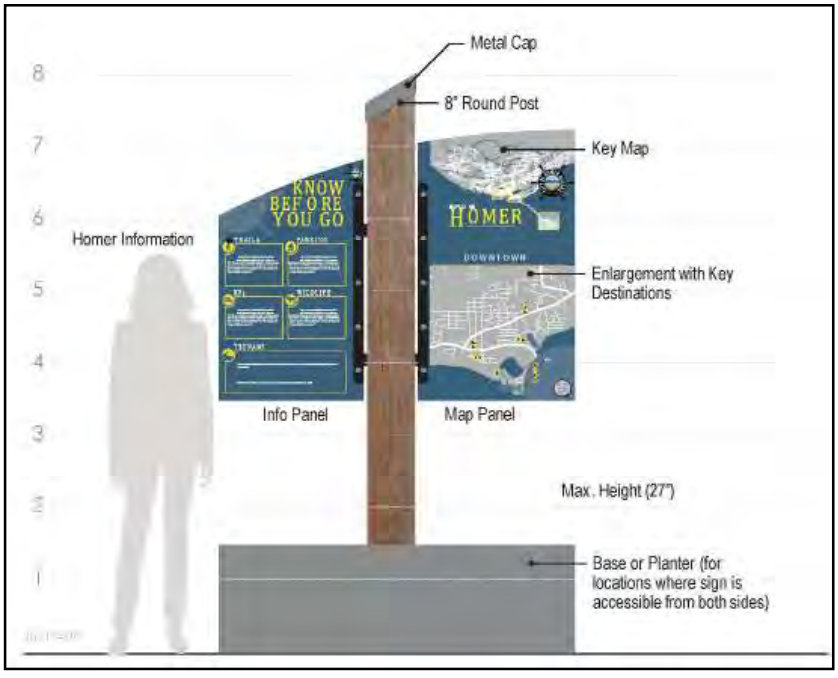
Phase 1: $126,500 ($56,500 secured)

Phase 2: $151,000

Funding Secured	Prior to July '23	FY24/25
Pioneer Avenue banners	$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	$ 50,000

Schedule: Phase 1 2023-2026

Priority Level: 1



Schematic design of wayfinding sign.

FY 2027 - DRAFT Document

State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents.

Transportation projects within City limits:

FY 2027 - DRAFT Document

East Hill Road Bike Lane

Project Description and Benefit: This project would create a bike lane, in conjunction with an Alaska Department of Transportation project to repave East Hill Road.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road.

The project is conceived as one lane for non-motorized traffic on one side of East Hill Road, with separation from the road for safety. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

FY 2027 - DRAFT Document

Kachemak Drive Non-Motorized Pathway

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, winding road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

The road provides access to a state airport with general aviation businesses, light industrial businesses, private residents and connects the Homer Spit to several marine storage and repair businesses, most notably Northern Enterprises, the largest industrial marine storage, repair and boat launch complex on the southern Kenai Peninsula. As a major truck route and commuter route for residents in Kachemak City and other communities further out East End Road, traffic is often heavy, with over 1,500 vehicles daily. Kachemak Drive is also a tsunami evacuation route and is the only alternate route connecting Homer to East End Road should emergencies close the primary west to east Pioneer Avenue route.

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike..

Plans & Progress: The City has long identified this route as a high priority safety issue. When Alaska DOT&PF began scoping a "1R" road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT&PF Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The 2024-27 State Transportation Improvement Plan currently programs funds to reconstruct Kachemak Bay Drive from the Sterling Highway to East End Road. Work includes raising and widening 3.5 miles to improve motorized and non-motorized passage. The State project leverages 100% Federal share by matching FHWA PROTECT formula funds with Surface Transportation Block Grant funds.
ADOT will lead in the process and work with the City to plan forward the long-term needs and plans for ROW access, utilities, drainage, etc. for long-term success on Kachemak Drive.

Bicyclists riding in the right-of-way after turning onto Kachemak Drive from the Homer Spit bicycle path..

FY 2027 - DRAFT Document

Main Street Rehabilitation

Project Description & Benefit: This project restores the existing State-owned portion of Main Street in Homer, Alaska to a state of good repair and modernizes it with a complete street approach.

The concept of the project is two-fold. It rehabilitates storm drains and pavement on 2,600 linear feet of the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane to improve road surface conditions and reduce maintenance and repair costs over the long term.

Main Street, as the name implies, is a primary north-south corridor running from Bayview Avenue (near South Peninsula Hospital) to Ohlson Lane (near Bishops Beach on Kachemak Bay.) It is a busy mixed-use collector, collecting traffic from adjacent neighborhoods and connecting them to Homer's main arterials – Pioneer Avenue and the Sterling Highway, which is part of the state's highway system. The portion of Main Street between Pioneer Avenue and the Sterling Highway is classified as a major collector; the portion south of the Sterling Highway is a minor collector. These sections support both general purpose and residential traffic, as the street is home to many small businesses, single family and multi-family residences, connects to existing trail systems and connects to one of the City's most popular recreation areas, Bishop's Beach.

Main Street road condition has deteriorated over the past several years. The pavement is raveling and the storm drain system needs to be rehabilitated, as it is inadequate and is allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze-thaw cycles. The lower portion particularly, from the Sterling Hwy to Ohlson Lane, is beginning to fail, evidenced by depressed wheel tracks and soft spots in places. The cause of this is a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed. The condition is getting worse with each freeze-thaw cycle. This area is also prone to pothole development also due to the poor drainage, freeze-thaw cycles and small fissures in the road surface that deteriorate over time and with heavy vehicle traffic.

Plans & Progress: Improvements to Main Street first appeared as a priority State improvement project in the City's Capital Improvement Plan in 2006, 17 years ago. The City has held off doing any technical work because it is a State road. In 2022 and 2023, the City conducted extensive and inclusive public engagement soliciting community input on system-wide transportation planning and prioritization and specifically with residents and business owners in the Old Town area of Homer. The quest for improved road and traffic calming began in 2014, which culminated in improvements such as lower speed limits, speed humps and striped pedestrian crosswalks, though no Main Street roadway rehabilitation was included.

State-owned portion of Main Street in Homer, Alaska.

FY 2027 - DRAFT Document

Sterling Highway Milepost 172 Drainage Improvements

FY 2027 - DRAFT Document

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, "To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements...", City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request. A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.

Aerial photo of the area downslope of the outfall from a Sterling Highway beehive collector.

Traffic Control at the Corner of Sterling Highway and Soundview Avenue

Project Description and Benefit: This project a traffic light at the corner of the Sterling Highway and Soundview Ave in Homer.

The West Homer Elementary Site Council has worked with the school administrators and staff, parents, and the Kenai Peninsula Borough School District to increase the safety and efficiency of the school parking lot, especially during the school pick up and drop off times. The school moved the bus loading and unloading zone to behind the school and implemented a new traffic pattern for students arriving and departing to eliminate ·hazardous double drop off and pick up lines of years past and improve the efficiency of bus and parent traffic interaction.

The remaining traffic congestion consists of a bottleneck of cars and busses departing the school due to a required left turn on to the Sterling Highway that crosses the busy northbound lane of traffic. An additional hazard is that northbound traffic is going around cars that are backed up in the northbound lane waiting to turn right onto Soundview Avenue and into the school. The cars waiting to turn left onto the highway from Soundview Avenue are proceeding because it appears northbound traffic is stopped and the drivers are unable to see the cars accelerating and going around the traffic jam. Several near-miss accidents have been witnessed at this location.

The intersection at the highway and Soundview currently has infrastructure that supports a flashing yellow light at the intersection. This stretch of road is overdue to be reworked to provide a proper school zone, turn lanes and cross walks for West Homer Elementary (which opened in 1997). However, in these challenging times with our state budget, the simple solution of regulating traffic turning onto the Sterling Highway with a new traffic light using the existing infrastructure would be a small improvement that will have big impact. Replacing the flashing light with a programmable traffic light that controls north and southbound traffic to allow left turns from Soundview Avenue during school year at arrival and dismissal times would support and improve the changes West Homer Elementary has already made, and most importantly help prevent a tragic incident.

Plans & Progress: A request for a traffic study and solution by the West Homer Elementary Site Council, supported by the Principal and Homer City Council was submitted to the State in early 2019. Currently, the Alaska Department of Transportation has infrastructure in place that operates flashing yellow light. A possible solution is for that existing infrastructure to support a programmable traffic light to provide a green arrow for the left hand turn onto the highway during very predictable heavy traffic times. Other school zone improvements could be planned and implemented during the State's plan for Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian Safety Upgrades.

Students attending West Homer Elementary School walk to buses on the first day of school in 2019. A new traffic system, designed to ease congestion on Soundview Avenue and the Sterling Highway has children boarding buses at the back of the school. (Photo courtesy of Michael Armstrong/Homer News.)

FY 2027 - DRAFT Document

West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

FY 2027 - DRAFT Document

Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

FY 2027 - DRAFT Document

Homer Hockey Association:
Kevin Bell Arena Lighting & Floor Replacement

FY 2027 - DRAFT Document

Project Description and Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs with a yearly budget of $300,000 to $375,000. HHA is seeking financial support to replace six parking lot light poles with fixtures and the interior rubber flooring of the facility. The exterior light poles have been in use since 2005 when the facility opened. Over time, the harsh marine environment has caused corrosion and wind damage to the lights. The parking lot lighting is essential for visibility and safety during the winter months, when the rink provides programming for the general public and school groups. The rubber flooring has also been in place for 20 years. This flooring is installed in the locker rooms and high traffic common areas of the facility. After two decades of high use, the flooring is showing its' age with brittleness of the tiles and thinning of the material.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more almost two decades as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, broomball, curling, hockey for all ages and abilities as well as frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team with includes players from all the secondary schools on the southern Kenai Peninsula.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases.

Plans & Progress: HHA has received quotes of $29,040 for the light purchase and $30,250 for the floor replacement. The repairs will enable the Kevin Bell Arena to remain a safe and well-maintained facility for public recreation. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. With excessive screen time and the rise in childhood obesity, accessible and affordable recreation remains a cornerstone of the mental and physical health of communities everywhere. HHA has done our best to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together to exercise their minds and bodies.

HHA has an active and committed Board of Directors and membership base. The volunteer hours are leveraged by several successful fundraisers, sponsorships and advertising campaigns, grant awards and donations each year. This covers approximately one half of the annual operating and capital expenses. The remaining expenses are covered by user fees. However, repairs of this cost are outside of the scope of our annual operating budget.

Total Project Cost: $59,290

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

~~Homer Senior Citizens Inc. Alzheimer's Unit~~

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the city in the State which will see the second most significant growth in this demographic. Homer Senior Citizens operates a 40-bed assisted living facility. We have had to relocate four seniors from our community due to Alzheimer's disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. Most of our seniors have families remaining in the Homer community.

To maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental, and social capacity supports the dignity of our most vulnerable adults. HSC Alzheimer's Wing has been a strategic priority for the Board of Directors to keep our seniors' home in the community. We will not need a certificate of need for this project.

The Alzheimer's Wing will include fifteen beds and 24/7 care. Additionally, we will include a memory care program to maintain the existing cognitive capacity. Specific features for therapy pool and activities room which will be open to all seniors 55 and older. The activities room will be stage 2 of the project and will incorporate low-impact exercise equipment to maintain senior's physical capacity. This also opens the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups benefiting the entire population of Homer.

We will be holding many fundraising events to secure the match for foundation grants. We have identified three foundations which funds for this type of project are acceptable. One of the priorities for scoring of the grants is Capital Improvement Plan designation.

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

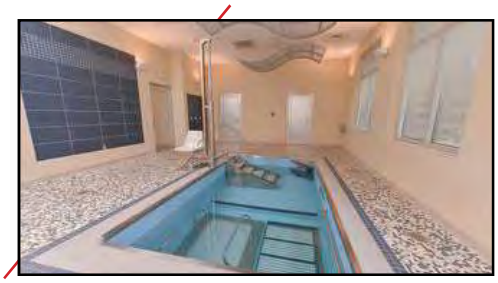
Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately $1,508,600. This does not include contractual arrangements with third party vendors.

We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of $99,550 in fundraising for this valuable project.

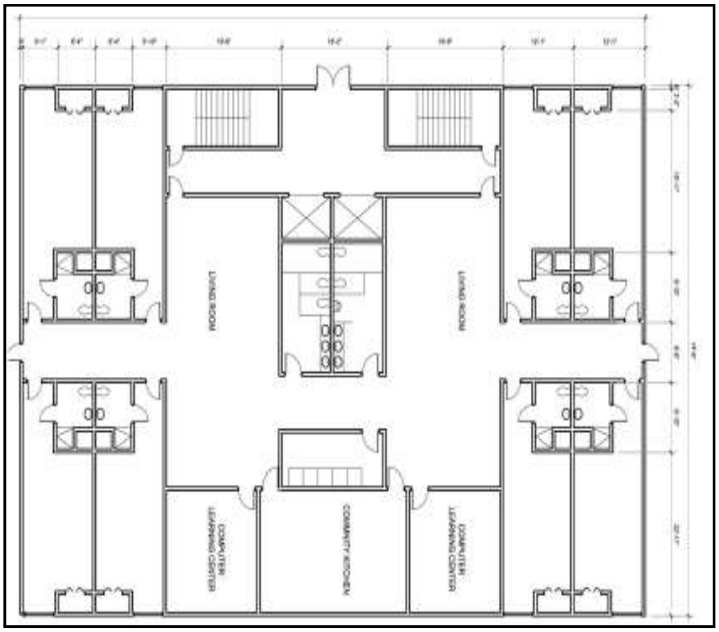
We will be working with the architectural firm to develop a new plan for the wing to be located in The Terrace existing space.

Total Project Cost: $750,000

HSCI'S Executive Directed requested this project be removed from the CIP because they are now focussing on restroation of their current facilities, not new facilities.



Example of a HydroWorx Therapy Pool Room .



FY 2027 - DRAFT Document

Homer Trails Alliance: Diamond Creek Recreation Area Trails

HTA has not yet provided update.

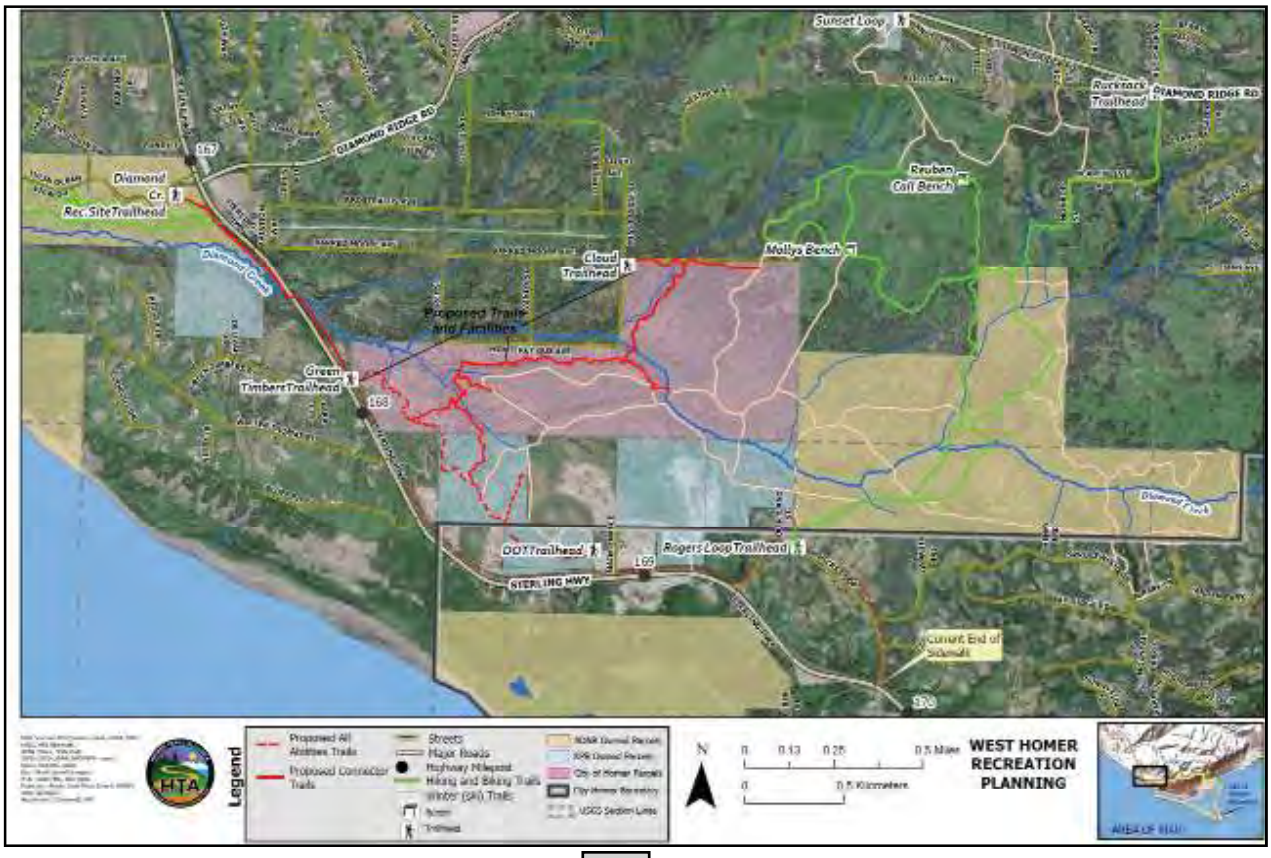
Project Description and Benefit: This project develops summer trails linking the "forested islands" throughout the Diamond Creek Recreation Area (DCRA). These trails are part of the Diamond Creek Recreation Area Resource Management Plan which was prepared by Homer Soil and Water Conservation District and adopted by the City of Homer in 2013.

Recently installed trail counters at the Rogers Loop Trailhead indicate an immense demand for a summer use trail system on the north shore of Kachemak Bay. During peak summer months, 700 hikers per week visit the Baycrest and Homestead trail system via the Rogers Loop Trailhead. During winter months over 1000 skiers and snowshoers per week use this access. The current growth rate of the surrounding residential areas indicates that these numbers are on the rise.

It has been documented that for every $1 spent on trail development, up to $3.40 is returned in benefits. In addition to economic benefits, communities with a robust trail network experience higher levels of physical and mental health, lower healthcare costs, and an overall greater sense of community involvement and well-being.

Plans & Progress: Over 4 miles of proposed trail has been mapped including a mile of all abilities trail linking the southwest corner of the DCRA across from Green Timbers Road at MP 167.9 to the Alaska Department of Transportation Trailhead at Milepost 168.9 of the Sterling Highway. As proposed in the 2013 management plan, trailheads have been designed at two locations along the west border of the DCRA. In 2024, the City of Homer dedicated $25,000 for the preliminary design of a Sterling Highway underpass for the Diamond Creek Trail.

Total Project Cost: $200,000



FY 2027 - DRAFT Document

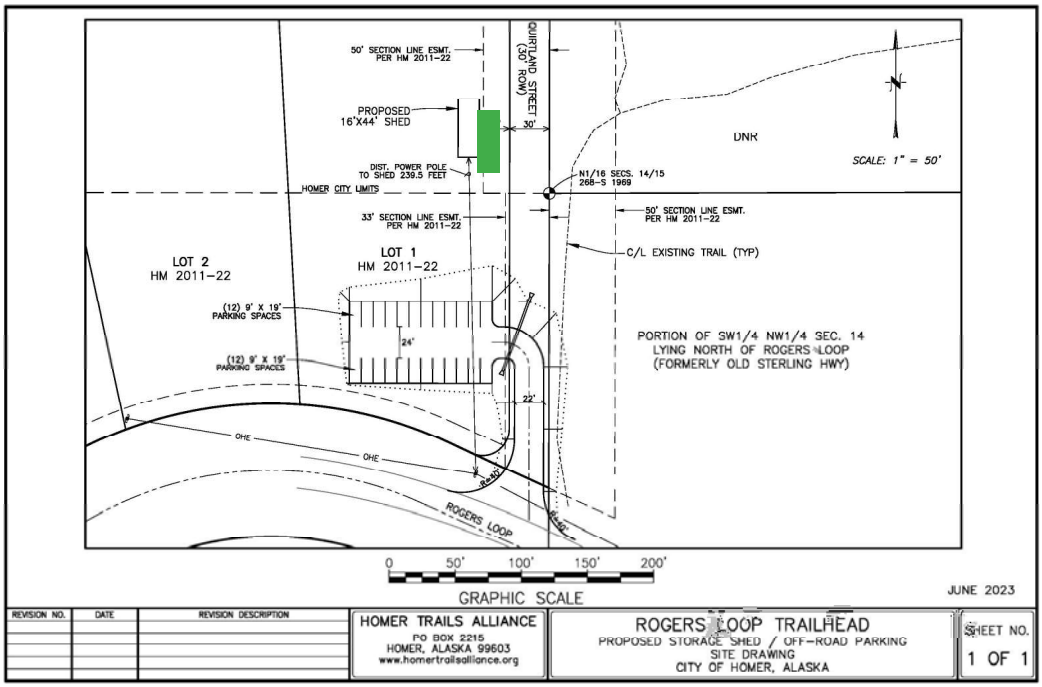
Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

Project Description and Benefit: This project builds 24 foot by 28 foot building on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for Lower Baycrest ski trails. Currently the equipment is kept outdoors at a private home adjacent to the ski trails. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts**.**

The community of Homer benefits by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users. Baycrest is the last of the four KNSC trail systems to have a building for the storage of grooming equipment.

Plans & Progress: The site plan, shed design, and permitting are complete. The helical pile foundation was installed in the fall of 2024 and building construction began in 2025 utilizing volunteer labor, grants and donations. “Rough-in” of the building has been completed. The interior work including insulation, drywall, electrical, flooring, and mechanical is planned for 2026, subject to the ability to raise the necessary funding. The largest single expense remaining will be the electrical power hookup. Homer Electric Association estimates this to cost over $20,000. Kachemak Nordic Ski Club finalized a Recreational Use Agreement with the City of Homer to build and operate the storage shed. Funds are being sought to help offset the cost to extend electrical power to the shed.

Project Cost: To date the KNSC has spent nearly $42,000 on the project and seeks funds to cover electrical service extension.



Location of the storage shed shown in green.

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Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

KSMA has not yet provided update.

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership and rental lease with the Kachemak Shellfish Growers' Coop (KSGC), local aquatic farms are providing jobs for processing, marketing, and shipping live oysters for the half-shell market, and retail sales from KSMA's processing facility. This lease to the Coop also includes a portion of the facility to grow out oyster larvae which has been successfully grown and sold to member farms and farms outside of Kachemak Bay for the last ten years.

To date the small hatchery continues to set millions of seed every year. Once the seed is large enough, the "spat" can then be transplanted into the nutrient rich waters of Kachemak Bay, and a critical piece of equipment then comes into to play. This piece of anchored equipment is called a FLUPSY, an acronym for Floating Upwelling System. The microscopic spat need six months to a year a year to grow to size large enough to be transferred to the permitted aquatic farm sites for final grow out. Great amounts of time and expensive labor is needed to clean and grade the spat during the time they are in the FLUPSY. KSMA's FLUPSY is over 23 years old and in great disrepair due to age and the harsh marine environment. The FLUPSY is poorly anchored, a vandalism target, and needs new operational & safety equipment along with DEC-compliant floatation, and covered, lockable dry storage for tools and laborers' needs.

In addition, the federally protected sea otter population in Kachemak Bay has exploded in recent years. The otters have learned how to gain access to a new food source, oysters, by tearing into the mesh lantern nets that have been the industry standard of growing suspended cultured oysters for the last 32 years. The farms now need to use coated 16-gauge wire cages, at a substantial increase in cost.

Alaska's Comprehensive Economic Development Strategy has prioritized mariculture development for many years. Now is a critical time to move mariculture in Kachemak Bay ahead. The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round staple to Homer's seafood options for locals and tourists alike. The local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students. Mariculture courses can further be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: KSMA is working closely with the Kenai Peninsula Economic Development District (KPEDD) to secure grant money to build a new FLUPSY to benefit the Kachemak Bay farmers and other in-state farms. The cost to secure pile driven anchoring piles, update the present electrical system, and locally build a new FLUPSY is estimated to be $750,000. Additionally, KPEDD is aware and supportive of financial assistance to purchase, in bulk, hundreds of coated 16 gauge wire cages for each farm. The price tag for this new system is currently being researched and discussed by the mariculture community, but is estimated at a minimum $50-$75/cage.

Total Project Cost: $750,000 - $950,000

Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned,sorted, graded and counted.

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Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades

KSC has not yet provided update.

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow just off Ohlson Mountain Road near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

This project improves the safety of skier access to the area, as well as the skier experience on the slopes, making it more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging electric bullwheel at the top of the hill. It grades the upper towpath to lower the rope's haul angle, to diminish the physical strain on skiers riding to the top of the hill. It also purchases a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill. This will increase the number of skiers who can be accommodated on busy days and improve access and skill development for new riders. It will also be used for snowsport instructional classes and special events, leaving the main rope tow open for other riders.

To augment natural features and offer entertaining challenges for more advanced skiers and snow boarders the project seeks to acquire terrain park features. These would include brushing and mulching a gully next to the entrance trail to the lodge, thus creating a natural 'half-pipe' type feature. Also planned: creation of two mid-mountain earthen 'table tops' for jumps and aerial maneuvers for advanced skiers and snow boarders.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a Section Line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club is developing a shared parking area with Homer's Snowmads snow machine club, directly across Ohlson Mountain Road from the Section Line entrance point, on Kenai Peninsula Borough lands. This new, expanded parking area minimizes the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that has occurred during crowded weekends. KSC has already cost-shared an expansion of the pre-existing Snomads parking lot at the Watermelon Trailhead in 2022. And also paid to have a sizable new area brushed and mulched, serving as a primitive frozen earth parking lot during the 2022-2023 season.

While alternative grant funds and KSC cash reserves will likely be used to complete additional grading and gravel work on the parking area's construction to harden it for year-round use, additional funds will be needed for new signage and security features such as fencing and gates.

Total Project Cost: $90,000

Parking/access improvements: $15,000

Relocation of Bull Wheel & Slope Grading: $40,000

Equipment (auxiliary rope tow & terrain park features): $35,000

Youth enjoying Homer's own downhill ski area.

FY 2027 - DRAFT Document

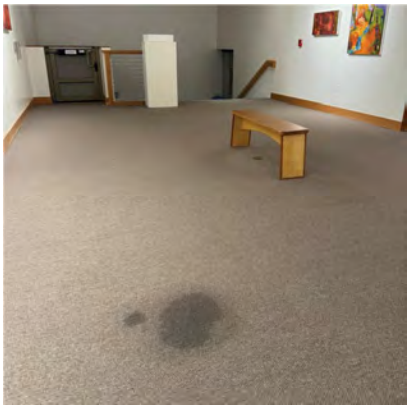
Pratt Museum: Roof System Replacement Project

Pratt Museum has not yet provided update.

Project Description and Benefit: This project replaces the 9,134 square-foot roof for the facility that the Pratt Museum occupies. The roof is currently at the end of its life. It has deteriorated to the extreme that each gallery has multiple buckets and at times water splashes on the objects and artifacts. Leaks also occur over the elevator which impacts use, and in office spaces where computers and technology are located. Even the simple care of the roof during the winter is a safety issue. The roof needs to be hand-shoveled. While no major injury has occurred, it is only a matter of time before someone will get injured. With cracked beams, leaks throughout, and hazardous work conditions for staff, the Pratt Museum roof needs to be replaced.

Pratt Museum is more than a place to store objects and artifacts. At the Pratt Museum art, science and culture come together in an integrated approach to topics and stories relevant to the Kachemak Bay area - from traditional culture to the environment. In addition to being a place of preservation/conservation, sharing, and learning, Pratt Museum serves as a community gathering place, a place for enjoying and connecting people of all ages and backgrounds. Pratt Museum is devoted to developing partnerships with people, communities, and entities that have meaningful connections to Homer. Our overall vision is to link the Museum's collections, which include themes of homesteading and the history of settlement, fishing, native cultures, environment, art, and our shared ties to the northern marine environment that connect us all. Our place is fertile for exploring who we are and where we live so that we may preserve our distinctive cultural traditions and environment with integrity, and preserve this knowledge for our community and museum visitors alike. Homer is the economic, education, health care, and cultural hub in the area, and it is one of the most important maritime harbors in the state. With a diverse economy of commercial fishing, tourism, and government sectors being the most prominent, Homer is home to a creative community, whereby Pratt Museum is a conduit to preserve and share the human story of the region.

Plans & Progress: The roof replacement project has undergone many starts and stops. Over the years Pratt Museum has contracted with engineers and roof specialists. In 2007 and in 2019, engineers and roof construction specialist recommended a full replacement. In 2019, utilizing condition surveys of 2007 as a baseline, Roof Construction Services and Schneider Structural Engineers generated a project manual, infrared reports, detail images of the roof's current condition, a full design and cost estimate for the full replacement (which was updated in 2024).The plan is to remove the granular surfaced modified, built-up roof system, all insulations and underlying plywood, flashings, and trim metals, and install a new 3-ply modified membrane roof system including new base sheet installed over a new 3/8-inch plywood substrate installed over the original tongue & groove wood roof deck, new high thermal insulation, new perimeter edge metal detailing, new gutters and downspouts and all associated accessories. The goal is to replace the roof during the 2025 building season. The project is proceeding in phases. In the spring through fall of 2024, Museum Board and Staff will carry out Phases I-II fundraising and applying for financial support from the City of Homer, State Legislature and the Alaska Congressional Delegation. In Phase III (summer through fall 2024), all design and construction documents will be updated and the bid process will begin. Construction is Phase IV, scheduled for spring through fall of 2025.



Cracked beam ends (above) are held together with bindings. Galleries

Total Project Cost: $1,362,481

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South Peninsula Hospital: Childcare Facility for Hospital Employees

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a "critical access hospital," a federal designation aimed at improving access to healthcare in rural communities. SPH is also the largest employer in the region.

Alaska, like rest of the nation, is experiencing a childcare emergency. Locally, SPH is facing critical barriers to recruitment and retention of healthcare workers due to lack of childcare availability. The ability to attract and retain medical workers is essential to ensuring that SPH can continue to meet the growing needs of our region. In order to address this barrier, SPH is establishing a licensed childcare center for children of hospital families. Located in 4,100-square foot owned building just four blocks from the hospital campus in Homer, this SPH-owned center will support 60-70 kids, have hours aligned with hospital shifts, and address our employees' inability to find high-quality, licensed care. Our goal is to provide the highest quality care to the children of hospital families to reduce barriers to recruitment and retention of SPH healthcare employees and to ease the stress and burden on the SPH workforce so that they can focus on serving the medical needs of our population.

The new SPH childcare facility will have positive ripple effects across the region. The facility will tangibly add to the limited childcare infrastructure on the lower Kenai Peninsula and will increase the capacity of the childcare workforce through professional level training, wages, and opportunities.

Plans & Progress: SPH is well into the developmental phase of this project. SPH has hired a childcare administrator who is developing policies and procedures and collaborating with licensed centers across the state to become familiar with the licensing process. Capital improvements have also begun. Interior demolition is underway, making way for wholesale renovation of the 4,100 square foot facility. As of July 2024, plumbing and electrical demolition has started. Interior renovations of classrooms and communal spaces will follow completion of the permitting process. Interior furnishing orders have also been budgeted and approved for the ordering process. The childcare center will ultimately employ 15+ early childhood educators in market competitive, benefited positions.

Preconstruction is funded and complete. To date, $210,000 of construction costs have been secured from thread Alaska, the South Peninsula Hospital Foundation, and the Alaska Hospital and Healthcare Association. An additional $835,000 is pending, and SPH is working to raise another $100,000 or more in charitable support. SPH anticipates opening the facility in December 2024.

Total Project Cost: $ 1,223,278

Pre Construction cost: $ 9,000
Construction cost: $ 1,214,278

Site of the new Childcare Facility.

FY 2027 - DRAFT Document

South Peninsula Hospital: Expansion of Medical Services

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a "critical access hospital," a federal designation that is designed to improve access to healthcare in rural communities. In order to meet the changing medical needs of the region, SPH is embarking on a strategic project to expand medical services. The goals of this project are to:

- Develop a new nuclear medicine department. Nuclear medicine is a specialized area of radiology that has been the standard of care for diagnosing illnesses and disorders related to heart health, neurology, and cancer for more than 30 years. The addition of this medical capacity will improve patient care by increasing the ability of SPH providers to detect certain cancers, find abnormalities in kidneys and bones, and identify and treat many other medical conditions, including chest pain, the most common symptom for which patients seek emergency medical care. Currently, patients must travel more than 75 miles to obtain this important diagnostic information, creating a dangerous gap in service.
- Double the capacity of the SPH Oncology & Infusion Department. The Oncology and Infusion Department treats patients with cancer, the leading cause of death in the region. SPH has experienced a 139% increase in patient volumes in recent years. By doubling the capacity of this department, this project will meet increased demand for care, reduce wait times, improve patient experience, reduce emergency response time, and improve communication and safety.
- Upgrade SPH pharmacy to meet new regulations. This project will relocate, modernize, and expand SPH's existing pharmacy to meet recent regulatory upgrades. These improvements will include an upgrade to environmental controls, expansion of compounding facilities, increased safety and security measures, and improved workspace. The goal of this effort is to meet new regulations, improve patient care, and increase employee safety.

Plans & Progress: SPH is in the planning phase of this project. The hospital has already received a Certificate of Need from the State of Alaska, critical approval before moving forward. Initial planning and budgeting have taken place. A bond measure estimated to cover 80% of project expenses will go to voters in the fall of 2024. SPH is currently seeking additional funding to defray remaining expenses. The project is anticipated to be complete in December 2025.

Total Project Cost: $12,000,000

Preconstruct ion cost: $ 850,000
Construction cost: $11,150,000

South Peninsula Hospital.

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Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: $1.75 million

Parks And Recreation

North Beluga Lake Trail System:

The North Beluga Lake Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake, connecting to the Calvin and Coyle trail , and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around around Beluga Lake. In addition, it will provide an important non-motorized transportation route. This approximately 2.5-mile trail may be completed in phases.

Cost: North Beluga Lake Trail—$1.5 M

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Capital Improvement Long-Range Projects

Port & Harbor

Deep Water Dock Expansion, Phase 1: Upgrades to and expansion of the Deep Water Dock Expansion will boost Homer Port & Harbor cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port. A $1,250,000 feasibility study was completed in September 2016.

Cost: Cost estimates are $1,750,000 for design and $32,000,000 for construction.

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown

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Capital Improvement Long-Range Projects

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Utilities

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and constructed of 10-inch cast iron pipe. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining versus replacing the line will reduce cost while ensuring an uninterrupted water supply for public health, fire/life and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: $400,000

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: $1,000,000

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change has reduced surface water availability. These factors demonstrate the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: $16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—$500,000 Construction—$4.5 M

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles that have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike/pedestiran path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Capital Improvement Plan Appendices

Capital Improvement Plan Appendices

CITY OF HOMER
2026-2031 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2027 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 27, 2025
Solicit new/revised project information from City Departments, local agencies and non-profits	May 19, 2025
Input for New Draft Requested By	June 17, 2025
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	July 16
Economic Development Advisory Commission	August 12
ADA Advisory Board	August 14
Parks, Art, Recreation and Culture Advisory Commission	August 21
Port and Harbor Advisory Commission	August 27
Library Advisory Board	August 29
Administrative Review and Compilation	August 21 - September 5
City Council Worksession to Review Proposed Projects	September 8
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 22
Administration Forwards Requests for Governor's Budget	September 29
Distribution of CIP and State Legislative Request	October 2026 - February 2026
Compilation/Distribution of Federal Legislative Request	March 2026

Capital Improvement Plan Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of $550,000 of the 3/4% dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of $30 per front foot for road reconstruction, with an additional $17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.

Proposed New Projects
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City of Homer Nominated Projects

1. Water Treatment Plant Generator Conection
2.

Projects Nominated by Other Organizations

1. South Peninsula Hospital: Long Term Care Roof Replacement:
2.

FY 2027 - Proposed New Projects

Water Treatment Plant Generator Connection

Project nominated by the Public Works Director.

Project Description and Benefit: TThis project constructs an underground electric power cable of sufficient gauge to power the reservoir pump house operations from the existing WTP generator. This would require a new trench and underground electric wire in conduit for approximately 4,000 feet with junction boxes, a new transfer switch at the pump house, and some other minor electrical infrastructure. This project would be a benefit to the city during power outages, as it would allow another option and larger fuel tank supply for our operators to keep water treatment functions running smoothly.

Plans & Progress:

Total Project Cost: $350,000

Schedule: 2027

Priority Level: 2

FY 2027 - Proposed New Projects

South Peninsula Hospital: Long Term Care Roof Replacement

Project nominated by South Peninsula Hospital for Other Organizations Section.

Project Description and Benefit: South Peninsula Hospital is a 501c3 non-profit community hospital in Homer, Alaska. Serving a population of about 15,000, SPH operates the only hospital on the southern Kenai Peninsula, as well as two primary care clinics, a home health program, a 28-bed nursing facility, and numerous specialty clinics. As the only hospital in the region, SPH is classified as a "critical access hospital," a federal designation that is designed to improve access to healthcare in rural communities.

In June 2025, SPH's Long-Term Care (LTC) Facility earned a Silver Award from the American Health Care Association/ National Center for Assisted Living—one of 209 facilities across the U.S. to receive this recognition and the only one in Alaska to do so. Serving up to 28 residents, LTC offers around-the-clock nursing care in a residential setting. It is the only nursing home on the southern Kenai Peninsula, and SPH plans to expand the capacity of the facility over the next decade in response to the growing senior population in the region. SPH's LTC facility enables loved ones to receive short term rehabilitation or long term care close to home. But an aging roof puts the facility at risk.

SPH's LTC department—and the space below, which houses SPH's new Seaside Women's Care health clinic, a neurology clinic, and the rehabilitation department—was built through a 1999 hospital renovation. The 15,414 foot square asphalt shingle roof of the facility is now 25 years old—well beyond its useful life. Asphalt tiles are cracking and the roofing glue is failing. Water is now seeping into the roof underlayment and into the LTC facility itself—most recently into the communications room—putting additional hospital assets at risk of water damage.

An assessment by Architects Alaska that was completed in November 2024 ranked roof replacement as the highest priority, needing attention within the next year. The typical lifespan of an asphalt roof like the one above LTC is 15 – 20 years. Now is the time for SPH to replace the asphalt roof with rubberized EPDM roofing, to ensure resident and patient safety and wellbeing and the integrity of the hospital facility.

Plans and Progress: In 2024, Architect Alaska, in collaboration with engineering firm RESPEC, conducted a thorough facilities assessment of SPH that investigated the building's infrastructure and systems, and recorded information regarding the building for general material condition, systems condition, code deficiencies, and functional effectiveness. The assessment ranked roof replacement as a top priority.

This project is shovel-ready. No engineering is required for this roof replacement. The cost estimate is based on a bid received for the project three years ago, with an escalation built in.

Total Project Cost: $1,400,000

South Peninsula Hospital.

FY 2027 - Proposed New Projects

MEMORANDUM

Review and Recommendations on Submissions received in Response to the Request for Information to Provide Conceptual ADA Accessible Options to Access the Homer Small Boat Harbor Float System

Item Type: Action Memorandum

Prepared For: ADA Advisory Board

Date: August 7, 2025

From: Renee Krause, ADAC, ADA Coordinator

I. Issue:

The purpose of this Memorandum is to present the responses received to the solicitation for information on conceptual ADA Accessible options for the Homer Small Boat Harbor with the information received being used to develop and propose a new project to be included in the City's Capital Improvement Plan.

II. Background:

New projects being proposed for inclusion in the FY27 CIP are in a separate document, appended to the draft CIP. They require City Council approval before they are added to the CIP. This is the ADA Advisory Board's opportunity to provide input. The ADA upon approval by the City Council issued a Request for Information in late May and early June. The RFI was published and open until late July and two proposals were received. They are attached for your review and consideration.

III. Action Items:

- **Discuss and provide input on how you would like the proposed project to be written.** Any new project to be recommended for the CIP should be developed with assistance from the Public Works Department and/or relevant department. Staff will seek their input on any project recommendations. You can use the recommendations and information provided in the submissions received in whole or in part.
- **Be prepared to take the following actions at your August 14, 2025 meeting. Using the provided form complete the following. All suggestions will be considered and voted on by the Board as a whole:**
    - Recommend a draft project title.

- Prepare a short 200 words or less project description and benefit to the community including specifics such as implementation. You can use information provided in the submissions received in response to the RFI issued.
    - Include a short paragraph what feasibility studies, conceptual designs, engineering, or funding has been done if any.
- Consider estimated project costs.
- Timeline – Estimated timeframe that the project could be accomplished or implemented.

The new project draft will be reviewed by Staff and formatted and submitted to Jenny Carroll for final review and acceptance. This will then be included in the draft CIP New Projects section of the 2026-2031 CIP document for approval by City Council.

Attachments:

CIP Nomination Form
Submission from Dale Petkash
Submission from HDR
RFI Documents

City of Homer Capital Improvement Plan
Project Nomination Form

Project eligibility

A. Does the proposed project represent a major, nonrecurring expense ($25,000 or more for non-profit organizations; $50,000 or more for government organizations)? YES ☐ NO ☐

B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES ☐ NO ☐

C. Will the project provide broad community benefit? YES ☐ NO ☐

If you were able to answer YES to all three questions, please provide the following additional information:

1. Project title (Suggested heading in CIP):

2. Project description and benefit. Describe the project in half a page or less, including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.

3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

For more information, call Jenny Carroll at 435-3101 or email jcarroll@ci.homer.ak.us

4. Project cost:

   A. TOTAL COST (including funds already secured) = $_____

   B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

      Preconstruction costs = $_____ Construction costs = $_____

5. Timeline: Indicate when you hope to complete each phase of the project.
   Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.

   A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

   For construction projects:

   B. Preconstruction phase to be completed by _____.

   C. Construction phase to be completed by _____.

6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.

INFORMAL REQUEST FOR INFORMATION TO PROVIDE CONCEPTUAL ADA ACCESSIBLE OPTIONS TO ACCESS THE HOMER SMALL BOAT HARBOR FLOAT SYSTEM

Concept Overview

To address the very steep ramps and gangways during tidal fluctuations in the Homer Small Boat Harbor, I envision a multistep program utilizing a motorized offroad rated wheelchair type vehicle. ADA refers to these as OPDMDs (Other Power Driven Mobility Device). Phase #1 would focus on proof of concept operating at ramp #3 (the covered ramp). The estimated cost to implement Phase #1 would be under $25,000.

Concept Details

Phase #1

Exhibit A is a spreadsheet that displays the wide range of the various slopes during tidal changes for 2025. Ramp 3 provides access to the largest portion of the harbor and serves the most users, including charters, water taxis, and the greatest number of private boats. It is also the longest ramp thus subject to the least severe slopes. The manufacturer specifications fall within the demanding slopes that Homer's ramps are subject to and for these reasons, the initial OPDMD would be bought for Ramp #3.

I have identified two example vehicles (OPDMDs) for you that are currently used by the public in some of the state parks operated by the Colorado Division of Parks and Wildlife. The manufacturer specifications fall within the demanding slopes that Homer's ramps are subject to. One vehicle is on tracks (Action Track Chair ST20) and the other on wheels (Terrain Hopper). Both are similar in price ($17,000-$20,000). Exhibit B is the manufacturer brochures on the two different OPDMDs offered as solutions.

Phase #2

The second phase would utilize the OPDMD from Phase #1 to test its effectiveness on the more challenging ramps. If the vehicle proves effective on the other float systems' ramps, then additional vehicles would be purchased.

Exhibit A

Ramp Slope Spreadsheet for 2025

This spreadsheet was generated by my son who is in management in a heavy construction company in Colorado. His data was derived from NOAA tide tables and ramp spec's provided by Capt. Aaron Glidden (deputy harbormaster). The column labeled "Min Ramp Slope in degrees @ 110' long" calculates the slope of the ramp at the various low tides throughout 2025. This is for ramp #3 (the covered ramp). The column labeled "Max slope in degrees @ 76' long calculates the slope of the shortest ramp in the harbor. Numbers highlighted in red indicate tides that create ramp slopes more than 20 degrees. I chose this 20-degree slope to focus on machines that could meet the performance needed for our extreme tides both for ascent and descent. The Terrain Hopper is advertised to climb up to 35-degree slopes and descend up to 45-degree slopes. The Action Track Chair ST 20 would be able to navigate ramp #3 but is limited to 20-degree slopes so it would not be an option for use on the shortest ramp in the harbor during the lowest tides.

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
1/1/2025	4.13	20.87	10.93686858	15.93849181
1/1/2025	-2.71	27.71	14.59051115	21.38329195
1/2/2025	3.78	21.22	11.12260432	16.21309211
1/2/2025	-2.29	27.29	14.36457073	21.0436418
1/3/2025	3.52	21.48	11.260656	16.41732854
1/3/2025	-1.38	26.38	13.87580956	20.31036194
1/4/2025	3.34	21.66	11.356269	16.55884859
1/4/2025	-0.03	25.03	13.15260534	19.22884883
1/5/2025	3.19	21.81	11.43597097	16.67686136
1/6/2025	1.63	23.37	12.26623378	17.90863329
1/6/2025	2.99	22.01	11.5422752	16.83432518
1/7/2025	3.39	21.61	11.32970663	16.51952708
1/7/2025	2.6	22.4	11.74968471	17.14175795
1/8/2025	4.95	20.05	10.50216781	15.29659869
1/8/2025	1.89	23.11	12.1276798	17.70275976
1/9/2025	5.99	19.01	9.951714706	14.48529848
1/9/2025	0.8	24.2	12.70903299	18.56746369
1/10/2025	6.26	18.74	9.808962309	14.27516383
1/10/2025	-0.52	25.52	13.41484876	19.62055257
1/11/2025	5.81	19.19	10.0469176	14.62549876
1/11/2025	-1.73	26.73	14.0636707	20.59197429
1/12/2025	5	20	10.4756817	15.25752329
1/12/2025	-2.61	27.61	14.53669492	21.30235184
1/13/2025	4.18	20.82	10.91034444	15.89929402
1/13/2025	-3.03	28.03	14.76281184	21.64260248
1/14/2025	3.53	21.47	11.2553451	16.40946934
1/14/2025	-2.97	27.97	14.73049511	21.59394646
1/15/2025	3.14	21.86	11.46254327	16.71621511
1/15/2025	-2.44	27.44	14.44523735	21.16485581
1/16/2025	3.02	21.98	11.52632701	16.81069729
1/16/2025	-1.5	26.5	13.94020184	20.40685666
1/17/2025	3.13	21.87	11.46785803	16.72408684
1/17/2025	-0.2	25.2	13.24355568	19.36463922
1/18/2025	3.43	21.57	11.30845851	16.48807563
1/18/2025	1.34	23.66	12.42086079	18.13854397
1/19/2025	3.85	21.15	11.08544776	16.15814165
1/20/2025	3.03	21.97	11.52101114	16.80282198
1/20/2025	4.31	20.69	10.84139276	15.79741545
1/21/2025	4.74	20.26	10.61343436	15.46079524
1/21/2025	4.7	20.3	10.63463257	15.49208549
1/22/2025	6.33	18.67	9.771962501	14.22071659
1/22/2025	4.83	20.17	10.56574377	15.39040944
1/23/2025	7.62	17.38	9.09082809	13.2196181
1/23/2025	4.49	20.51	10.74594739	15.65643729
1/24/2025	8.31	16.69	8.727037825	12.68584927
1/24/2025	3.5	21.5	11.27127809	16.43304789
1/25/2025	8.16	16.84	8.806091991	12.80178911
1/25/2025	2.03	22.97	12.05310368	17.59200269
1/26/2025	7.29	17.71	9.264944551	13.47530935
1/26/2025	0.39	24.61	12.92804851	18.89384539
1/27/2025	6.03	18.97	9.930562287	14.45415493
1/27/2025	-1.17	26.17	13.76316601	20.14164061
1/28/2025	4.64	20.36	10.66643264	15.53902975
1/28/2025	-2.45	27.45	14.45061617	21.17294027
1/29/2025	3.25	21.75	11.4040875	16.62964754
1/29/2025	-3.28	28.28	14.89751674	21.84551303
1/30/2025	1.98	23.02	12.07973562	17.63155097
1/30/2025	-3.52	28.52	15.02691274	22.04057853
1/31/2025	0.95	24.05	12.62895269	18.44821223
1/31/2025	-3.08	28.08	14.78974612	21.68316169
2/1/2025	0.28	24.72	12.98684134	18.98151909
2/1/2025	-1.99	26.99	14.20332452	20.80150876
2/2/2025	0.06	24.94	13.10446883	19.15700528
2/2/2025	-0.33	25.33	13.31312887	19.46855525
2/3/2025	0.31	24.69	12.97080556	18.95760351
2/4/2025	1.74	23.26	12.20760595	17.82150395
2/4/2025	0.94	24.06	12.6342906	18.45615975
2/5/2025	3.95	21.05	11.03237516	16.07966745
2/5/2025	1.69	23.31	12.23425335	17.8611029
2/6/2025	5.97	19.03	9.962291429	14.5008719
2/6/2025	2.14	22.86	11.99452269	17.5050269
2/7/2025	7.33	17.67	9.243834961	13.44430201

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
2/7/2025	1.83	23.17	12.15964738	17.75024798
2/8/2025	7.48	17.52	9.164685244	13.32806013
2/8/2025	0.74	24.26	12.74107217	18.61518759
2/9/2025	6.46	18.54	9.703259475	14.11963502
2/9/2025	-0.52	25.52	13.41484876	19.62055257
2/10/2025	5.01	19.99	10.47038474	15.24970908
2/10/2025	-1.52	26.52	13.95093564	20.42294498
2/11/2025	3.62	21.38	11.20755141	16.33875084
2/11/2025	-2.11	27.11	14.26780915	20.89831506
2/12/2025	2.48	22.52	11.81353432	17.23645465
2/12/2025	-2.24	27.24	14.33768833	21.00325908
2/13/2025	1.66	23.34	12.25024308	17.88486651
2/13/2025	-1.93	26.93	14.1710891	20.75312893
2/14/2025	1.18	23.82	12.50621153	18.26552047
2/14/2025	-1.19	26.19	13.77389162	20.15770143
2/15/2025	1.03	23.97	12.58625346	18.38464533
2/15/2025	-0.09	25.09	13.1847016	19.27676199
2/16/2025	1.23	23.77	12.47953641	18.22583037
2/16/2025	1.31	23.69	12.43686192	18.16234502
2/17/2025	1.73	23.27	12.21293522	17.82942303
2/17/2025	2.91	22.09	11.58480815	16.89734732
2/18/2025	2.49	22.51	11.80821296	17.22856141
2/18/2025	4.6	20.4	10.68763453	15.57033187
2/19/2025	3.4	21.6	11.32439445	16.51166374
2/20/2025	6.29	18.71	9.793104744	14.25182769
2/20/2025	4.28	20.72	10.85730327	15.82092133
2/21/2025	7.84	17.16	8.974797569	13.04930639
2/21/2025	4.71	20.29	10.62933288	15.48426248
2/22/2025	8.88	16.12	8.426783295	12.24575464
2/22/2025	4.2	20.8	10.89973545	15.88361704
2/23/2025	8.73	16.27	8.505774704	12.36149679
2/23/2025	2.72	22.28	11.6858499	17.0471095
2/24/2025	7.35	17.65	9.23328064	13.42879985
2/24/2025	0.84	24.16	12.68767579	18.53565517
2/25/2025	5.36	19.64	10.2850481	14.9763936
2/25/2025	-0.97	25.97	13.65593685	19.98112289
2/26/2025	3.17	21.83	11.44659959	16.69260189
2/26/2025	-2.41	27.41	14.42910169	21.14060508
2/27/2025	1.01	23.99	12.5969276	18.40053486
2/27/2025	-3.28	28.28	14.89751674	21.84551303
2/28/2025	-0.86	25.86	13.59698161	19.89290788
2/28/2025	-3.46	28.46	14.99455641	21.99178705
3/1/2025	-2.23	27.23	14.33231223	20.99518385
3/1/2025	-2.88	27.88	14.68202899	21.52099306
3/2/2025	-2.91	27.91	14.69818317	21.54530678
3/2/2025	-1.61	26.61	13.99924389	20.49536328
3/3/2025	-2.78	27.78	14.62819035	21.43997666
3/3/2025	0.22	24.78	13.01891602	19.02936055
3/4/2025	-1.87	26.87	14.13885826	20.70476456
3/4/2025	2.42	22.58	11.84546471	17.2838212
3/5/2025	-0.37	25.37	13.33454002	19.5005428
3/6/2025	4.74	20.26	10.61343436	15.46079524
3/6/2025	1.32	23.68	12.4315281	18.15441098
3/7/2025	6.81	18.19	9.518359489	13.84771415
3/7/2025	2.55	22.45	11.77628691	17.18120902
3/8/2025	7.98	17.02	8.900979313	12.94098737
3/8/2025	2.62	22.38	11.73904455	17.12597986
3/9/2025	7.5	17.5	9.154133285	13.31256544
3/9/2025	1.61	23.39	12.27689479	17.92447959
3/10/2025	5.81	19.19	10.0469176	14.62549876
3/10/2025	0.45	24.55	12.89598553	18.84604273
3/11/2025	3.98	21.02	11.01645525	16.05613124
3/11/2025	-0.42	25.42	13.36130663	19.54053614
3/12/2025	2.35	22.65	11.88272154	17.33909757
3/12/2025	-0.93	25.93	13.63449688	19.949039
3/13/2025	1.03	23.97	12.58625346	18.38464533
3/13/2025	-1.04	26.04	13.69346149	20.03728542
3/14/2025	0.05	24.95	13.10981686	19.16498635
3/14/2025	-0.79	25.79	13.55947229	19.83679665
3/15/2025	-0.56	25.56	13.43626895	19.6525703
3/15/2025	-0.18	25.18	13.23285388	19.34865802
3/16/2025	-0.77	25.77	13.54875642	19.82076851

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
3/16/2025	0.76	24.24	12.730392	18.59927814
3/17/2025	-0.55	25.55	13.43091372	19.64456527
3/17/2025	1.97	23.03	12.08506233	17.63946167
3/18/2025	0.06	24.94	13.10446883	19.15700528
3/18/2025	3.37	21.63	11.34033128	16.53525472
3/19/2025	1.01	23.99	12.5969276	18.40053486
3/20/2025	4.88	20.12	10.53925219	15.3513165
3/20/2025	2.18	22.82	11.97322367	17.47340968
3/21/2025	6.42	18.58	9.724397362	14.15073224
3/21/2025	3.38	21.62	11.3350189	16.52739074
3/22/2025	7.88	17.12	8.953705112	13.01835327
3/22/2025	4.2	20.8	10.89973545	15.88361704
3/23/2025	8.82	16.18	8.458377914	12.29204538
3/23/2025	4.09	20.91	10.9580896	15.96985556
3/24/2025	8.36	16.64	8.700690164	12.64721441
3/24/2025	2.92	22.08	11.57949118	16.8894684
3/25/2025	6.49	18.51	9.687406934	14.09631488
3/25/2025	1.24	23.76	12.47420171	18.21789344
3/26/2025	3.92	21.08	11.04829593	16.10320645
3/26/2025	-0.39	25.39	13.34524631	19.51653895
3/27/2025	1.17	23.83	12.51154689	18.27345958
3/27/2025	-1.64	26.64	14.01534889	20.51951031
3/28/2025	-1.41	26.41	13.89190595	20.33447997
3/28/2025	-2.32	27.32	14.38070172	21.06787669
3/29/2025	-3.49	28.49	15.01073396	22.01618069
3/29/2025	-2.33	27.33	14.38607898	21.07595587
3/30/2025	-4.79	29.79	15.71295923	23.07736366
3/30/2025	-1.67	26.67	14.03145503	20.54366115
3/31/2025	-5.14	30.14	15.90242956	23.36448541
3/31/2025	-0.4	25.4	13.35059963	19.52453762
4/1/2025	-4.5	29.5	15.55610304	22.83992669
4/1/2025	1.34	23.66	12.42086079	18.13854397
4/2/2025	-3	28	14.74665288	21.61827242
4/3/2025	3.37	21.63	11.34033128	16.53525472
4/3/2025	-0.95	25.95	13.64521662	19.96508013
4/4/2025	5.44	19.56	10.24270078	14.91397067
4/4/2025	1.15	23.85	12.52221793	18.28933889
4/5/2025	7.12	17.88	9.354674503	13.60713553
4/5/2025	2.66	22.34	11.71776546	17.09442771
4/6/2025	7.67	17.33	9.064454233	13.1809005
4/6/2025	3	22	11.53695903	16.82644889
4/7/2025	6.57	18.43	9.645137149	14.03413949
4/7/2025	2.41	22.59	11.8507868	17.2917168
4/8/2025	4.69	20.31	10.63993235	15.49990879
4/8/2025	1.66	23.34	12.25024308	17.88486651
4/9/2025	2.84	22.16	11.62202979	16.95250897
4/9/2025	1.09	23.91	12.5542337	18.33698554
4/10/2025	1.22	23.78	12.48487121	18.23376766
4/10/2025	0.78	24.22	12.71971227	18.58337017
4/11/2025	-0.1	25.1	13.19005138	19.28474888
4/11/2025	0.72	24.28	12.7517528	18.63109853
4/12/2025	-1.09	26.09	13.72026847	20.07741381
4/12/2025	0.92	24.08	12.64496674	18.47205588
4/13/2025	-1.68	26.68	14.03682399	20.55171228
4/13/2025	1.38	23.62	12.39952749	18.10681427
4/14/2025	-1.85	26.85	14.12811566	20.68864654
4/14/2025	2.11	22.89	12.01049806	17.52874344
4/15/2025	-1.58	26.58	13.98314001	20.47122005
4/15/2025	3.08	21.92	11.49443333	16.76345034
4/16/2025	-0.93	25.93	13.63449688	19.949039
4/16/2025	4.21	20.79	10.8944311	15.87577901
4/17/2025	0.02	24.98	13.12586167	19.18893188
4/17/2025	5.43	19.57	10.24799389	14.92177254
4/18/2025	1.15	23.85	12.52221793	18.28933889
4/19/2025	6.66	18.34	9.597589974	13.96421233
4/19/2025	2.28	22.72	11.91998347	17.39439061
4/20/2025	7.7	17.3	9.048630849	13.15767289
4/20/2025	3.13	21.87	11.46785803	16.72408684
4/21/2025	8.04	16.96	8.869347484	12.89457936
4/21/2025	3.32	21.68	11.36689464	16.57457944
4/22/2025	7.09	17.91	9.370511597	13.63040658
4/22/2025	2.77	22.23	11.6592564	17.00768681

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
4/23/2025	4.96	20.04	10.49687041	15.28878303
4/23/2025	1.77	23.23	12.1916188	17.7977488
4/24/2025	2.19	22.81	11.96789918	17.46550623
4/24/2025	0.71	24.29	12.75709328	18.63905456
4/25/2025	-0.67	25.67	13.49518435	19.74065203
4/25/2025	-0.11	25.11	13.19540128	19.29273615
4/26/2025	-3.21	28.21	14.85979091	21.78866916
4/26/2025	-0.53	25.53	13.42020362	19.62855641
4/27/2025	-5.07	30.07	15.86452128	23.30701159
4/27/2025	-0.47	25.47	13.3880762	19.58053939
4/28/2025	-6.02	31.02	16.37960729	24.08916905
4/28/2025	0.1	24.9	13.08307785	19.12508486
4/29/2025	-5.97	30.97	16.35246394	24.04788516
4/29/2025	1.13	23.87	12.53288941	18.30521965
4/30/2025	-4.99	29.99	15.82120626	23.24135761
4/30/2025	2.51	22.49	11.79757053	17.21277593
5/1/2025	-3.29	28.29	14.90290668	21.85363543
5/2/2025	4.08	20.92	10.96339509	15.97769726
5/2/2025	-1.22	26.22	13.78998096	20.18179577
5/3/2025	5.58	19.42	10.16860657	14.80477406
5/3/2025	0.82	24.18	12.69835417	18.55155869
5/4/2025	6.61	18.39	9.624004245	14.00305813
5/4/2025	2.38	22.62	11.8667537	17.31540566
5/5/2025	6.64	18.36	9.608155435	13.97974986
5/5/2025	3.2	21.8	11.43065681	16.66899158
5/6/2025	5.56	19.44	10.1791904	14.8203702
5/6/2025	3.36	21.64	11.34564375	16.54311902
5/7/2025	3.93	21.07	11.04298891	16.09535981
5/7/2025	3.21	21.79	11.42534275	16.66112213
5/8/2025	2.27	22.73	11.92530702	17.40229097
5/8/2025	2.99	22.01	11.5422752	16.83432518
5/9/2025	0.78	24.22	12.71971227	18.58337017
5/9/2025	2.83	22.17	11.62734757	16.96039052
5/10/2025	-0.47	25.47	13.3880762	19.58053939
5/10/2025	2.76	22.24	11.6645749	17.01557068
5/11/2025	-1.4	26.4	13.88654036	20.32644021
5/11/2025	2.83	22.17	11.62734757	16.96039052
5/12/2025	-1.97	26.97	14.19257887	20.78538043
5/12/2025	3.08	21.92	11.49443333	16.76345034
5/13/2025	-2.16	27.16	14.29468318	20.93866944
5/13/2025	3.52	21.48	11.260656	16.41732854
5/14/2025	-1.98	26.98	14.19795163	20.79344438
5/14/2025	4.14	20.86	10.93156356	15.93065164
5/15/2025	-1.5	26.5	13.94020184	20.40685666
5/15/2025	4.88	20.12	10.53925219	15.3513165
5/16/2025	-0.78	25.78	13.55411429	19.82878238
5/16/2025	5.66	19.34	10.12627474	14.74240072
5/17/2025	0.09	24.91	13.08842542	19.13306439
5/18/2025	6.35	18.65	9.761391883	14.20516264
5/18/2025	1.01	23.99	12.5969276	18.40053486
5/19/2025	6.72	18.28	9.565895566	13.91760602
5/19/2025	1.84	23.16	12.15431918	17.7423324
5/20/2025	6.42	18.58	9.724397362	14.15073224
5/20/2025	2.42	22.58	11.84546471	17.2838212
5/21/2025	5.22	19.78	10.35916959	15.08567757
5/21/2025	2.65	22.35	11.72308508	17.10231525
5/22/2025	3.22	21.78	11.42002879	16.653253
5/22/2025	2.56	22.44	11.77096627	17.17331814
5/23/2025	0.77	24.23	12.72505208	18.59132397
5/23/2025	2.25	22.75	11.93595443	17.41809274
5/24/2025	-1.71	26.71	14.05293164	20.57586821
5/24/2025	1.89	23.11	12.1276798	17.70275976
5/25/2025	-3.8	28.8	15.17797401	22.26849547
5/25/2025	1.62	23.38	12.27156423	17.91655626
5/26/2025	-5.24	30.24	15.95659665	23.44663412
5/26/2025	1.58	23.42	12.29288711	17.94825169
5/27/2025	-5.85	30.85	16.28733527	23.94885792
5/27/2025	1.82	23.18	12.16497568	17.75816391
5/28/2025	-5.63	30.63	16.16798879	23.76750493
5/28/2025	2.36	22.64	11.87739882	17.33119993
5/29/2025	-4.7	29.7	15.66426685	23.00363168
5/29/2025	3.14	21.86	11.46254327	16.71621511

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
5/30/2025	-3.23	28.23	14.87056904	21.80490796
5/30/2025	4.06	20.94	10.97400636	15.99338159
5/31/2025	-1.46	26.46	13.91873576	20.37468505
6/1/2025	4.92	20.08	10.51806057	15.32004743
6/1/2025	0.36	24.64	12.94408154	18.91775183
6/2/2025	5.46	19.54	10.23211484	14.89836777
6/2/2025	2.02	22.98	12.05842985	17.59991166
6/3/2025	5.46	19.54	10.23211484	14.89836777
6/3/2025	3.34	21.66	11.356269	16.55884859
6/4/2025	4.83	20.17	10.56574377	15.39040944
6/4/2025	4.25	20.75	10.87321463	15.84442994
6/5/2025	3.75	21.25	11.13853001	16.236647
6/5/2025	4.76	20.24	10.60283581	15.44515189
6/6/2025	2.46	22.54	11.82417737	17.25224215
6/6/2025	4.94	20.06	10.50746531	15.30441465
6/7/2025	1.18	23.82	12.50621153	18.26552047
6/7/2025	4.88	20.12	10.53925219	15.3513165
6/8/2025	0.02	24.98	13.12586167	19.18893188
6/8/2025	4.71	20.29	10.62933288	15.48426248
6/9/2025	-0.93	25.93	13.63449688	19.949039
6/9/2025	4.53	20.47	10.72474142	15.62512204
6/10/2025	-1.62	26.62	14.0046121	20.50341187
6/10/2025	4.42	20.58	10.78306143	15.71125053
6/11/2025	-2.04	27.04	14.23019088	20.84183715
6/11/2025	4.42	20.58	10.78306143	15.71125053
6/12/2025	-2.19	27.19	14.31080915	20.96288729
6/12/2025	4.53	20.47	10.72474142	15.62512204
6/13/2025	-2.07	27.07	14.24631222	20.86603937
6/13/2025	4.7	20.3	10.63463257	15.49208549
6/14/2025	-1.69	26.69	14.04219308	20.55976383
6/14/2025	4.86	20.14	10.54984855	15.3669528
6/15/2025	-1.06	26.06	13.70418391	20.05333554
6/16/2025	4.91	20.09	10.52335834	15.32786426
6/16/2025	-0.19	25.19	13.23820473	19.35664842
6/17/2025	4.74	20.26	10.61343436	15.46079524
6/17/2025	0.85	24.15	12.68233676	18.52770397
6/18/2025	4.21	20.79	10.8944311	15.87577901
6/18/2025	1.96	23.04	12.09038914	17.64737271
6/19/2025	3.24	21.76	11.40940116	16.63751571
6/19/2025	2.97	22.03	11.55290783	16.85007875
6/20/2025	1.85	23.15	12.14899109	17.73441718
6/20/2025	3.71	21.29	11.15976561	16.26805791
6/21/2025	0.17	24.83	13.04564809	19.06923896
6/21/2025	4.04	20.96	10.98461801	16.00906716
6/22/2025	-1.59	26.59	13.98850784	20.47926737
6/22/2025	3.95	21.05	11.03237516	16.07966745
6/23/2025	-3.15	28.15	14.82745973	21.73996378
6/23/2025	3.59	21.41	11.22348176	16.36232082
6/24/2025	-4.27	29.27	15.43178487	22.65190909
6/24/2025	3.17	21.83	11.44659959	16.69260189
6/25/2025	-4.81	29.81	15.72378134	23.09375404
6/25/2025	2.85	22.15	11.61671211	16.94462774
6/26/2025	-4.75	29.75	15.69131674	23.04458891
6/26/2025	2.75	22.25	11.66989349	17.02345489
6/27/2025	-4.12	29.12	15.35074793	22.52942763
6/27/2025	2.88	22.12	11.60075967	16.92098605
6/28/2025	-3.02	28.02	14.75742539	21.63449201
6/28/2025	3.2	21.8	11.43065681	16.66899158
6/29/2025	-1.55	26.55	13.96703726	20.44708062
6/30/2025	3.62	21.38	11.20755141	16.33875084
6/30/2025	0.14	24.86	13.06168872	19.09317061
7/1/2025	4.03	20.97	10.98992397	16.0169104
7/1/2025	1.9	23.1	12.12235224	17.69484628
7/2/2025	4.28	20.72	10.85730327	15.82092133
7/2/2025	3.57	21.43	11.23410248	16.37803573
7/3/2025	4.27	20.73	10.86260696	15.82875723
7/3/2025	5	20	10.4756817	15.25752329
7/4/2025	3.92	21.08	11.04829593	16.10320645
7/4/2025	6.05	18.95	9.91998659	14.43858479
7/5/2025	3.22	21.78	11.42002879	16.653253
7/5/2025	6.61	18.39	9.624004245	14.00305813
7/6/2025	2.23	22.77	11.94660226	17.43389586

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
7/6/2025	6.63	18.37	9.613438289	13.98751902
7/7/2025	1.09	23.91	12.5542337	18.33698554
7/7/2025	6.24	18.76	9.819534441	14.2907226
7/8/2025	-0.05	25.05	13.16330362	19.24481833
7/8/2025	5.65	19.35	10.13156591	14.75019641
7/9/2025	-1.08	26.08	13.71490683	20.06938731
7/9/2025	4.99	20.01	10.48097874	15.26533779
7/10/2025	-1.92	26.92	14.16571697	20.74506713
7/10/2025	4.36	20.64	10.81487711	15.75824504
7/11/2025	-2.5	27.5	14.47751219	21.21336919
7/11/2025	3.78	21.22	11.12260432	16.21309211
7/12/2025	-2.72	27.72	14.5958935	21.39138842
7/12/2025	3.27	21.73	11.39346047	16.61391219
7/13/2025	-2.53	27.53	14.49365136	21.23763186
7/13/2025	2.83	22.17	11.62734757	16.96039052
7/14/2025	-1.89	26.89	14.14960136	20.7208843
7/15/2025	2.46	22.54	11.82417737	17.25224215
7/15/2025	-0.81	25.81	13.57018863	19.8528264
7/16/2025	2.18	22.82	11.97322367	17.47340968
7/16/2025	0.62	24.38	12.8051627	18.71067562
7/17/2025	1.95	23.05	12.09571606	17.65528411
7/17/2025	2.27	22.73	11.92530702	17.40229097
7/18/2025	1.71	23.29	12.22359407	17.84526226
7/18/2025	3.9	21.1	11.05891026	16.11890067
7/19/2025	1.3	23.7	12.44219585	18.17027943
7/19/2025	5.19	19.81	10.37505505	15.10910286
7/20/2025	0.56	24.44	12.83721407	18.75843983
7/20/2025	5.82	19.18	10.04162781	14.61770752
7/21/2025	-0.54	25.54	13.42555861	19.63656064
7/21/2025	5.62	19.38	10.14743995	14.77358515
7/22/2025	-1.81	26.81	14.10663198	20.65641563
7/22/2025	4.79	20.21	10.58693867	15.42168907
7/23/2025	-2.9	27.9	14.69279831	21.53720176
7/23/2025	3.76	21.24	11.13322135	16.22879506
7/24/2025	-3.58	28.58	15.05927397	22.08938684
7/24/2025	2.82	22.18	11.63266546	16.96827241
7/25/2025	-3.74	28.74	15.14559468	22.21962501
7/25/2025	2.15	22.85	11.98919778	17.49712208
7/26/2025	-3.36	28.36	14.94064007	21.91050516
7/26/2025	1.8	23.2	12.17563261	17.77399681
7/27/2025	-2.47	27.47	14.46137418	21.18911051
7/27/2025	1.78	23.22	12.18628996	17.78983112
7/28/2025	-1.17	26.17	13.76316601	20.14164061
7/29/2025	2.05	22.95	12.04245164	17.57618581
7/29/2025	0.43	24.57	12.90667274	18.86197543
7/30/2025	2.53	22.47	11.78692851	17.1969918
7/30/2025	2.21	22.79	11.95725051	17.44970036
7/31/2025	3.13	21.87	11.46785803	16.72408684
7/31/2025	4.01	20.99	11.0005362	16.03259781
8/1/2025	3.73	21.27	11.14914761	16.25235183
8/1/2025	5.69	19.31	10.11040175	14.71901532
8/2/2025	4.15	20.85	10.92625864	15.92281178
8/2/2025	7.09	17.91	9.370511597	13.63040658
8/3/2025	4.15	20.85	10.92625864	15.92281178
8/3/2025	7.94	17.06	8.922068718	12.97193084
8/4/2025	3.51	21.49	11.26596699	16.42518806
8/4/2025	7.95	17.05	8.916796253	12.96419461
8/5/2025	2.29	22.71	11.91466002	17.38649058
8/5/2025	7.17	17.83	9.328280948	13.56835554
8/6/2025	0.82	24.18	12.69835417	18.55155869
8/6/2025	5.96	19.04	9.96757992	14.50865902
8/7/2025	-0.62	25.62	13.46840282	19.70060887
8/7/2025	4.59	20.41	10.69293524	15.57815814
8/8/2025	-1.84	26.84	14.12274455	20.68058817
8/8/2025	3.21	21.79	11.42534275	16.66112213
8/9/2025	-2.68	27.68	14.5743649	21.35900522
8/9/2025	1.92	23.08	12.11169745	17.67902037
8/10/2025	-3.02	28.02	14.75742539	21.63449201
8/10/2025	0.82	24.18	12.69835417	18.55155869
8/11/2025	-2.79	27.79	14.63357362	21.44807627
8/11/2025	0.01	24.99	13.13121017	19.19691449
8/12/2025	-1.94	26.94	14.17646135	20.76119116

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
8/12/2025	-0.39	25.39	13.34524631	19.51653895
8/13/2025	-0.56	25.56	13.43626895	19.6525703
8/14/2025	-0.32	25.32	13.30777638	19.46055934
8/14/2025	1.25	23.75	12.46886713	18.20995686
8/15/2025	0.18	24.82	13.04030145	19.06126251
8/15/2025	3.28	21.72	11.38814711	16.60604499
8/16/2025	0.93	24.07	12.63962862	18.46410763
8/16/2025	5.25	19.75	10.34328495	15.06225486
8/17/2025	1.56	23.44	12.3035492	17.96410153
8/17/2025	6.74	18.26	9.55533142	13.90207267
8/18/2025	1.58	23.42	12.29288711	17.94825169
8/18/2025	7.18	17.82	9.323002477	13.5606003
8/19/2025	0.74	24.26	12.74107217	18.61518759
8/19/2025	6.35	18.65	9.761391883	14.20516264
8/20/2025	-0.51	25.51	13.40949401	19.61254914
8/20/2025	4.81	20.19	10.57634103	15.40604867
8/21/2025	-1.62	26.62	14.0046121	20.50341187
8/21/2025	3.22	21.78	11.42002879	16.653253
8/22/2025	-2.31	27.31	14.3753246	21.05979796
8/22/2025	1.88	23.12	12.13300746	17.71067359
8/23/2025	-2.49	27.49	14.47213272	21.20528252
8/23/2025	0.92	24.08	12.64496674	18.47205588
8/24/2025	-2.16	27.16	14.29468318	20.93866944
8/24/2025	0.37	24.63	12.93873708	18.90978264
8/25/2025	-1.36	26.36	13.86507925	20.29428535
8/25/2025	0.25	24.75	13.00287816	19.0054381
8/26/2025	-0.18	25.18	13.23285388	19.34865802
8/26/2025	0.53	24.47	12.85324129	18.78232701
8/27/2025	1.29	23.71	12.44752988	18.17821419
8/28/2025	1.15	23.85	12.52221793	18.28933889
8/28/2025	2.96	22.04	11.5582243	16.85795602
8/29/2025	2.07	22.93	12.03180002	17.5603703
8/29/2025	4.7	20.3	10.63463257	15.49208549
8/30/2025	3.15	21.85	11.45722861	16.70834372
8/30/2025	6.41	18.59	9.729682043	14.15850722
8/31/2025	4.2	20.8	10.89973545	15.88361704
8/31/2025	7.94	17.06	8.922068718	12.97193084
9/1/2025	4.81	20.19	10.57634103	15.40604867
9/1/2025	8.92	16.08	8.40572165	12.21489866
9/2/2025	4.5	20.5	10.74064576	15.64860803
9/2/2025	8.73	16.27	8.505774704	12.36149679
9/3/2025	3.23	21.77	11.41471492	16.64538419
9/3/2025	7.38	17.62	9.217449752	13.40554848
9/4/2025	1.56	23.44	12.3035492	17.96410153
9/4/2025	5.49	19.51	10.21623658	14.87496554
9/5/2025	-0.07	25.07	13.17400238	19.26078938
9/5/2025	3.4	21.6	11.32439445	16.51166374
9/6/2025	-1.42	26.42	13.89727166	20.34252015
9/6/2025	1.32	23.68	12.4315281	18.15441098
9/7/2025	-2.28	27.28	14.35919399	21.03556439
9/7/2025	-0.53	25.53	13.42020362	19.62855641
9/8/2025	-2.55	27.55	14.50441147	21.25380919
9/8/2025	-1.97	26.97	14.19257887	20.78538043
9/9/2025	-2.15	27.15	14.28930812	20.93059769
9/9/2025	-2.79	27.79	14.63357362	21.44807627
9/10/2025	-1.12	26.12	13.73635412	20.10149577
9/10/2025	-2.87	27.87	14.67664453	21.51288939
9/11/2025	0.46	24.54	12.8906421	18.83807694
9/12/2025	-2.17	27.17	14.30005838	20.94674162
9/12/2025	2.44	22.56	11.83482083	17.26803099
9/13/2025	-0.83	25.83	13.58090546	19.86885778
9/13/2025	4.6	20.4	10.68763453	15.57033187
9/14/2025	0.81	24.19	12.70369352	18.559511
9/14/2025	6.6	18.4	9.629287347	14.01082807
9/15/2025	2.17	22.83	11.97854827	17.48131347
9/15/2025	7.83	17.17	8.980070875	13.05704527
9/16/2025	2.53	22.47	11.78692851	17.1969918
9/16/2025	7.55	17.45	9.127754755	13.27383306
9/17/2025	1.78	23.22	12.18628996	17.78983112
9/17/2025	5.89	19.11	10.00460176	14.56317653
9/18/2025	0.67	24.33	12.77845634	18.67088241
9/18/2025	3.91	21.09	11.05360305	16.1110534

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
9/19/2025	-0.21	25.21	13.24890676	19.3726304
9/19/2025	2.13	22.87	11.99984771	17.51293207
9/20/2025	-0.7	25.7	13.51125471	19.76468274
9/20/2025	0.7	24.3	12.76243388	18.64701096
9/21/2025	-0.75	25.75	13.53804105	19.80474199
9/21/2025	-0.3	25.3	13.29707175	19.44456872
9/22/2025	-0.41	25.41	13.35595307	19.53253668
9/22/2025	-0.86	25.86	13.59698161	19.89290788
9/23/2025	0.29	24.71	12.98149597	18.97354685
9/23/2025	-0.96	25.96	13.65057667	19.9731013
9/24/2025	1.3	23.7	12.44219585	18.17027943
9/24/2025	-0.61	25.61	13.46304688	19.69260144
9/25/2025	2.57	22.43	11.76564572	17.16542759
9/25/2025	0.15	24.85	13.05634173	19.08519301
9/26/2025	4.02	20.98	10.99523004	16.02475395
9/26/2025	1.25	23.75	12.46886713	18.20995686
9/27/2025	5.56	19.44	10.1791904	14.8203702
9/28/2025	2.57	22.43	11.76564572	17.16542759
9/28/2025	7.12	17.88	9.354674503	13.60713553
9/29/2025	3.9	21.1	11.05891026	16.11890067
9/29/2025	8.55	16.45	8.600585912	12.50045509
9/30/2025	4.83	20.17	10.56574377	15.39040944
9/30/2025	9.38	15.62	8.163594196	11.8603108
10/1/2025	4.83	20.17	10.56574377	15.39040944
10/1/2025	8.8	16.2	8.468910029	12.30747744
10/2/2025	3.82	21.18	11.10137142	16.18168997
10/2/2025	6.96	18.04	9.439147371	13.73127432
10/3/2025	2.34	22.66	11.88804436	17.34699556
10/3/2025	4.51	20.49	10.73534422	15.64077907
10/4/2025	0.86	24.14	12.67699785	18.51975313
10/4/2025	1.88	23.12	12.13300746	17.71067359
10/5/2025	-0.34	25.34	13.31848148	19.47655154
10/5/2025	-0.65	25.65	13.48447138	19.72463356
10/6/2025	-1.06	26.06	13.70418391	20.05333554
10/6/2025	-2.78	27.78	14.62819035	21.43997666
10/7/2025	-1.21	26.21	13.78461773	20.17376391
10/7/2025	-4.22	29.22	15.40476905	22.61106982
10/8/2025	-0.74	25.74	13.53268354	19.79672933
10/8/2025	-4.79	29.79	15.71295923	23.07736366
10/9/2025	0.3	24.7	12.9761507	18.96557499
10/9/2025	-4.39	29.39	15.49663719	22.74997295
10/10/2025	1.83	23.17	12.15964738	17.75024798
10/10/2025	-3.12	28.12	14.81129595	21.71561728
10/11/2025	3.69	21.31	11.170384	16.28376524
10/12/2025	-1.22	26.22	13.78998096	20.18179577
10/12/2025	5.65	19.35	10.13156591	14.75019641
10/13/2025	0.87	24.13	12.67165906	18.51180267
10/13/2025	7.3	17.7	9.259667035	13.46755714
10/14/2025	2.51	22.49	11.79757053	17.21277593
10/14/2025	7.92	17.08	8.932613878	12.98740402
10/15/2025	3.13	21.87	11.46785803	16.72408684
10/15/2025	6.93	18.07	9.454988333	13.75455765
10/16/2025	2.79	22.21	11.64861972	16.99192005
10/16/2025	4.98	20.02	10.48627587	15.27315258
10/17/2025	2.15	22.85	11.98919778	17.49712208
10/17/2025	3.01	21.99	11.53164297	16.81857293
10/18/2025	1.65	23.35	12.25557321	17.89278842
10/18/2025	1.31	23.69	12.43686192	18.16234502
10/19/2025	1.42	23.58	12.37819594	18.07509032
10/19/2025	-0.02	25.02	13.14725637	19.22086467
10/20/2025	1.44	23.56	12.36753081	18.05923049
10/20/2025	-0.94	25.94	13.63985669	19.95705936
10/21/2025	1.71	23.29	12.22359407	17.84526226
10/21/2025	-1.45	26.45	13.91336955	20.3666432
10/22/2025	2.22	22.78	11.95192633	17.44179794
10/22/2025	-1.52	26.52	13.95093564	20.42294498
10/23/2025	2.98	22.02	11.54759146	16.8422018
10/23/2025	-1.15	26.15	13.75244089	20.12558143
10/24/2025	3.94	21.06	11.03768199	16.08751347
10/24/2025	-0.4	25.4	13.35059963	19.52453762
10/25/2025	5.08	19.92	10.43330862	15.19501776
10/25/2025	0.67	24.33	12.77845634	18.67088241

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
10/26/2025	6.32	18.68	9.777247935	14.22849396
10/27/2025	1.9	23.1	12.12235224	17.69484628
10/27/2025	7.56	17.44	9.122479283	13.26608733
10/28/2025	3.13	21.87	11.46785803	16.72408684
10/28/2025	8.61	16.39	8.568979552	12.45412739
10/29/2025	4.09	20.91	10.9580896	15.96985556
10/29/2025	8.96	16.04	8.384661149	12.18404627
10/30/2025	4.43	20.57	10.77775915	15.70341916
10/30/2025	8.06	16.94	8.858804147	12.87911193
10/31/2025	4.06	20.94	10.97400636	15.99338159
10/31/2025	6.04	18.96	9.925274396	14.44636972
11/1/2025	3.22	21.78	11.42002879	16.653253
11/1/2025	3.4	21.6	11.32439445	16.51166374
11/2/2025	2.25	22.75	11.93595443	17.41809274
11/2/2025	0.58	24.42	12.82652983	18.74251693
11/3/2025	1.4	23.6	12.3888615	18.09095158
11/3/2025	-2.03	27.03	14.22481735	20.83377061
11/4/2025	0.85	24.15	12.68233676	18.52770397
11/4/2025	-4.08	29.08	15.3291434	22.49678427
11/5/2025	0.71	24.29	12.75709328	18.63905456
11/5/2025	-5.3	30.3	15.98910393	23.49594786
11/6/2025	1.03	23.97	12.58625346	18.38464533
11/6/2025	-5.57	30.57	16.13545228	23.71808895
11/7/2025	1.81	23.19	12.17030409	17.76608018
11/7/2025	-4.89	29.89	15.76707553	23.15933554
11/8/2025	2.97	22.03	11.55290783	16.85007875
11/8/2025	-3.42	28.42	14.97298825	21.95926872
11/9/2025	4.38	20.62	10.80427151	15.742579
11/9/2025	-1.46	26.46	13.91873576	20.37468505
11/10/2025	5.82	19.18	10.04162781	14.61770752
11/11/2025	0.64	24.36	12.79447982	18.69475721
11/11/2025	6.89	18.11	9.476110751	13.78560568
11/12/2025	2.41	22.59	11.8507868	17.2917168
11/12/2025	7.07	17.93	9.381070062	13.64592188
11/13/2025	3.52	21.48	11.260656	16.41732854
11/13/2025	6.12	18.88	9.882974337	14.38409787
11/14/2025	3.97	21.03	11.02176179	16.06397633
11/14/2025	4.49	20.51	10.74594739	15.65643729
11/15/2025	4.01	20.99	11.0005362	16.03259781
11/15/2025	2.8	22.2	11.64330153	16.98403717
11/16/2025	3.92	21.08	11.04829593	16.10320645
11/16/2025	1.31	23.69	12.43686192	18.16234502
11/17/2025	3.83	21.17	11.09606344	16.17384022
11/17/2025	0.11	24.89	13.07773039	19.11710572
11/18/2025	3.79	21.21	11.11729595	16.20524111
11/18/2025	-0.76	25.76	13.54339867	19.81275505
11/19/2025	3.85	21.15	11.08544776	16.15814165
11/19/2025	-1.29	26.29	13.82752708	20.23803038
11/20/2025	4.05	20.95	10.97931213	16.00122422
11/20/2025	-1.45	26.45	13.91336955	20.3666432
11/21/2025	4.42	20.58	10.78306143	15.71125053
11/21/2025	-1.26	26.26	13.81143515	20.21392734
11/22/2025	4.97	20.03	10.49157309	15.28096766
11/22/2025	-0.75	25.75	13.53804105	19.80474199
11/23/2025	5.66	19.34	10.12627474	14.74240072
11/23/2025	-0.01	25.01	13.14190752	19.21288089
11/24/2025	6.42	18.58	9.724397362	14.15073224
11/24/2025	0.9	24.1	12.65564333	18.48795349
11/25/2025	7.11	17.89	9.359953454	13.61489229
11/25/2025	1.88	23.12	12.13300746	17.71067359
11/26/2025	7.56	17.44	9.122479283	13.26608733
11/27/2025	2.83	22.17	11.62734757	16.96039052
11/27/2025	7.46	17.54	9.175237517	13.34355581
11/28/2025	3.6	21.4	11.21817154	16.35446384
11/28/2025	6.52	18.48	9.671555142	14.07299713
11/29/2025	4.05	20.95	10.97931213	16.00122422
11/29/2025	4.76	20.24	10.60283581	15.44515189
11/30/2025	4.13	20.87	10.93686858	15.93849181
11/30/2025	2.44	22.56	11.83482083	17.26803099
12/1/2025	3.9	21.1	11.05891026	16.11890067
12/1/2025	-0.05	25.05	13.16330362	19.24481833
12/2/2025	3.48	21.52	11.28190058	16.44876851

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
12/2/2025	-2.34	27.34	14.39145636	21.08403548
12/3/2025	3.02	21.98	11.52632701	16.81069729
12/3/2025	-4.11	29.11	15.34534659	22.52126607
12/4/2025	2.68	22.32	11.70712653	17.07865364
12/4/2025	-5.14	30.14	15.90242956	23.36448541
12/5/2025	2.59	22.41	11.75500495	17.14964749
12/5/2025	-5.34	30.34	16.01077838	23.52883394
12/6/2025	2.79	22.21	11.64861972	16.99192005
12/6/2025	-4.76	29.76	15.69672714	23.05278185
12/7/2025	3.3	21.7	11.37752067	16.59031157
12/7/2025	-3.52	28.52	15.02691274	22.04057853
12/8/2025	4.03	20.97	10.98992397	16.0169104
12/8/2025	-1.81	26.81	14.10663198	20.65641563
12/9/2025	4.84	20.16	10.56044527	15.38259026
12/9/2025	0.13	24.87	13.06703583	19.1011486
12/10/2025	5.51	19.49	10.20565152	14.85936546
12/11/2025	2.06	22.94	12.03712578	17.56827788
12/11/2025	5.76	19.24	10.07336781	14.66445914
12/12/2025	3.74	21.26	11.14383876	16.24449926
12/12/2025	5.43	19.57	10.24799389	14.92177254
12/13/2025	5.03	19.97	10.45979111	15.23408154
12/13/2025	4.56	20.44	10.70883791	15.60163875
12/14/2025	5.83	19.17	10.03633812	14.60991655
12/14/2025	3.39	21.61	11.32970663	16.51952708
12/15/2025	6.16	18.84	9.861826349	14.35296846
12/15/2025	2.17	22.83	11.97854827	17.48131347
12/16/2025	6.13	18.87	9.877687213	14.37631511
12/16/2025	1.04	23.96	12.58091656	18.37670112
12/17/2025	5.89	19.11	10.00460176	14.56317653
12/17/2025	0.09	24.91	13.08842542	19.13306439
12/18/2025	5.59	19.41	10.16331478	14.79697641
12/18/2025	-0.66	25.66	13.4898278	19.73264259
12/19/2025	5.32	19.68	10.30622389	15.00761188
12/19/2025	-1.15	26.15	13.75244089	20.12558143
12/20/2025	5.14	19.86	10.40153259	15.14815076
12/20/2025	-1.37	26.37	13.87044434	20.30232344
12/21/2025	5.1	19.9	10.42271625	15.17939427
12/21/2025	-1.32	26.32	13.84362012	20.26213715
12/22/2025	5.16	19.84	10.39094131	15.13253074
12/22/2025	-0.99	25.99	13.66665756	19.99716728
12/23/2025	5.27	19.73	10.33269563	15.04664115
12/23/2025	-0.39	25.39	13.34524631	19.51653895
12/24/2025	5.34	19.66	10.29563582	14.99200217
12/24/2025	0.48	24.52	12.87995559	18.82214651
12/25/2025	5.28	19.72	10.3274011	15.03883473
12/26/2025	1.57	23.43	12.2982181	17.95617643
12/26/2025	5.01	19.99	10.47038474	15.24970908
12/27/2025	2.81	22.19	11.63798344	16.97615463
12/27/2025	4.39	20.61	10.79896885	15.73474643
12/28/2025	4.03	20.97	10.98992397	16.0169104
12/28/2025	3.36	21.64	11.34564375	16.54311902
12/29/2025	5.02	19.98	10.46508788	15.24189517
12/29/2025	1.91	23.09	12.11702479	17.68693315
12/30/2025	5.53	19.47	10.19506681	14.84376652
12/30/2025	0.16	24.84	13.05099485	19.07721579
12/31/2025	5.45	19.55	10.23740777	14.90616908
12/31/2025	-1.48	26.48	13.92946855	20.39077001

Exhibit B

I chose to bring two options to you to highlight that there are many varied options out there capable of the job at hand. Both are currently in use by the public in a program on trails within the Colorado Division of Parks and Wildlife state park system. Full disclosure, I have a son who is a game warden in Colorado. You can see this program in action by searching for CPW.state.co.us/Staunton Track Chair and Cheyenne Mountain State Park Terrain Hoppers. In reviewing their programs, I found that many grant programs assisted in their purchases. In my initial research I quickly focused on the terrain hopper model for the time I have available to create this proposal. It seems to check all the boxes. I have spent considerable time on the phone with the company owner Todd Lemay. He is very enthusiastic about helping in any way. His contact information is on the estimate attached. He fully believes that the Homer harbor project would qualify for a $5000 grant through the "Hopper for Heroes" organization (info@hoppersforheroes.org). He has also indicated he could offer a $500 per unit discount for purchase of multiple units. I am happy to forward our emails to anyone interested. However, the track chair does have a dealer in Anchorage (Alaska Mobility, owner Pat, 970-865-8150. Terrain Hopper is out of Arizona and only does direct sales.

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
LINDA PETKASH	Oxygen Compromised, Boat owner, steep ramp difficult
Dale Petkash	Harbor Slip Boat owner
Dyle L. Carman	93 yrs old with repaird hip.
ANDREW MILLER	LETS HELP MORE PEOPLE ENJOY BOATING
Todd K Martin	Cost Effective Compromise
Jerry W BLY	Have Hip Replacement Help with Fishing [redacted]
Lisa Allison	Harbor Boat Slip
Holly Dennis	Hospice equipmet to keep people on the water!
Lori Pond	ADA accesibility at the Harbor is needed.
JEREMIAH BLAKE	BOAT OWNER
Julie Small	Accessibility is needed.
Carl Hottel	Bad knee and this would make access easier.
Tina Bottjen	This would help me get up & down - I have bad knees
Jacque Larch	I have back issues - this would really help
Karrie Youngblood	I have hip issues and would find this helpful
JOSEPH BRENER	I SUPPORT THIS FOR SAKE OF THE PUBLIC
Jeremy Young	I support Better Access
Louise Rempel	87 - hip replacement recovery !!
Ashley Moore	Development Director SPIHS - Our Bay should be accessible to all.
[illegible]	Older folks need help!

Let's keep our seniors on the water!

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
Katherine Koppman	Fully Support!
Marjorie Dunn	Excellent cause
Tonja Robinson	yes please!
Jane Dunn	Yes, this would help everyone
Diana S. Scott	Diana S Scott

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
John Calhoun	ABSOLUTELY NEEDED FOR HANDICAPS & SENIORS
Mary Calhoun	Please consider and approve - needed
Nancy Farley	Great Idea!!
Esther Ashment	Fabulous Idea
Ken Manville	Yes!
Dixie Sedness	Good for aging

TerrainHopper USA LLC
8270 S Kyrene Rd # B-106
Tempe, AZ 85284 US
+18338467737
info@terrainhopperusa.com
www.terrainhopperusa.com

TERRAINHOPPER
CREATED FOR ADVENTURE

Estimate

ADDRESS
Dale Petkash

SHIP TO
Dale Petkash
Dale Petkash

ESTIMATE # 2595
DATE 07/14/2025

PRODUCT/SERVICE	QTY	PRICE	AMOUNT
Standard TerrainHopper 4ZS - Handlebar Controls Speed Selection: 4mph Control Side: Dual Color Choice: TBD	1	19,995.00	19,995.00
Option - Joystick Control Upgrade	1	1,995.00	1,995.00
Option - Waterproofing Motors and Battery Box	1	1,495.00	1,495.00
Option - Lithium 100AH Batteries with 16 Amp Victron Smart Charger	1	1,500.00	1,500.00
Option - Manual Rotating Seat	1	395.00	395.00
Option - 4 Point Harness	1	250.00	250.00
Crating	1	450.00	450.00
Shipping	1	950.00	950.00

SUBTOTAL	27,030.00
TAX	0.00
TOTAL	**$27,030.00**

Accepted By

Accepted Date

TERRAINHOPPER

CREATED FOR ADVENTURE

Standard Features

Every TerrainHopper comes in one of our standard colors and includes four-wheel independent suspension, four electric motors, side roll bar opening on both sides, LED safety lights, security key, lap belt, and a 60AH Lithium battery pack with a range of 8-10 miles.*

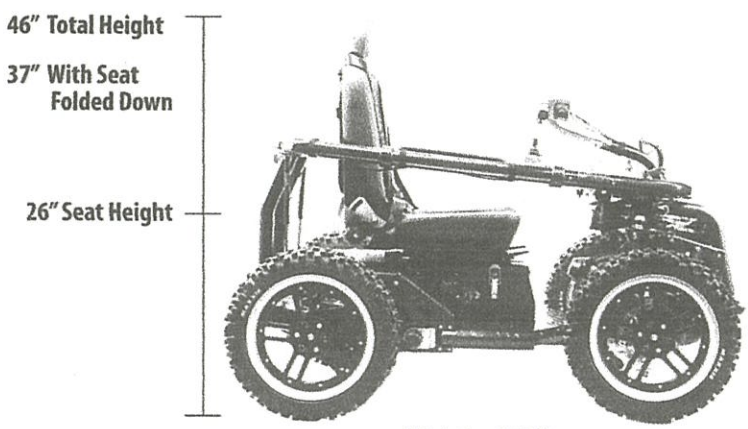
*range varies depending on terrain, user weight and speed selection

Handlebar Control	$19,995
Dual Control Upgrade Including Joystick Controls	$1,995
Options:	
Waterproofing Motors and Battery Box	$1,495
Extended Chassis Length from 66" to 72" (Users Over 6' tall)	$995
4 Point Harness	$295
5 Point Harness	$345
Adjustable Footrest Plate	$250
Additional LED Lighting Front and Rear	$495
Cup Holder	$75
Manual Rotating Seat	$395
WARN Winch with Mount and Controller	$795
Givi Trekker 37ltr Rear Mounted Lockable/Removable Case	$750
Rear or Front Mounted 1 ¼ Hitch Receiver	$295
Rear 16Wx12D Storage Platform with Four Tie-Down Rings	$395
Rifle Mount	$145
Dual Fishing Pole Holder	$145
12V Accessory Power Plug	$195
Bazooka 24" Bluetooth Sound Bar	$595
Overhead Roll Bar	$750
Attendant Stop Switch	$250
Full Size Spare Wheel with Tire/Tube	$350
Monster Tire Upgrade (180/90-14)	$895
Lithium Upgrade Option 1 – 100AH	$1,500
Lithium Upgrade Option 2 – 200AH	$3,000

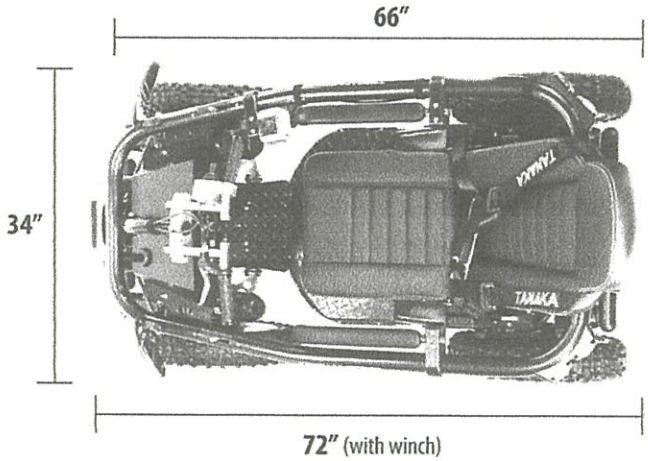
www.terrainhopperusa.com

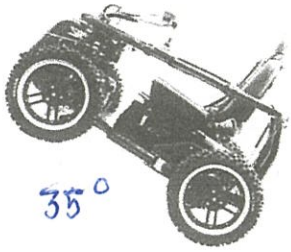
833-T HOPPER (833-846-7737)
email: info@terrainhopperusa.com
8270 S Kyrene Road, Suite B-106
Tempe, AZ 85284

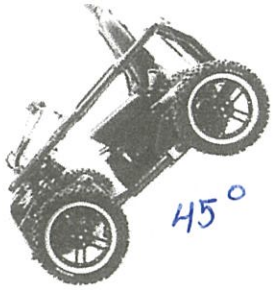
TERRAIN

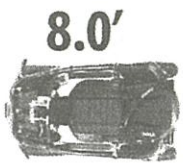


Weight: 450 lbs
(not including batteries)









Action Trackchair

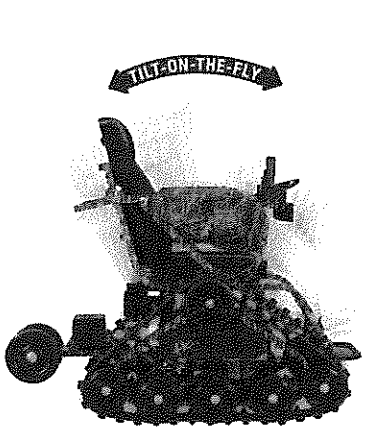
ST

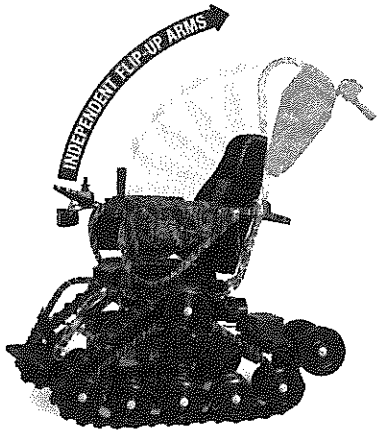
The original. The gold standard.

Unveiled in 2009, the Action Trackchair *ST* redefines outdoor freedom. From conquering snow-covered landscapes to navigating challenging mud and sand, the *ST* model empowers users to go further and venture beyond concrete constraints. The *ST* model is patented for design and functionality, features a wide stable base, and is built to withstand the test of time.

Trackchair ST Specs	
Height	43"
Length	52.5"
Weight	~400 lb
Seat Height	23"
Range	Variable up to 7 miles

Trackchair ST Models			
Model No.	Width (Tracks)	Seat Depth	Total Width
ST18	18"	16"	37"
ST20	20"	16"	39"
ST22	22"	16"	41"
ST24	24"	16"	43"





With four different model sizes, a variety of modifications, and dozens of colors & accessories available, your Action Trackchair *ST* will be suited for you!

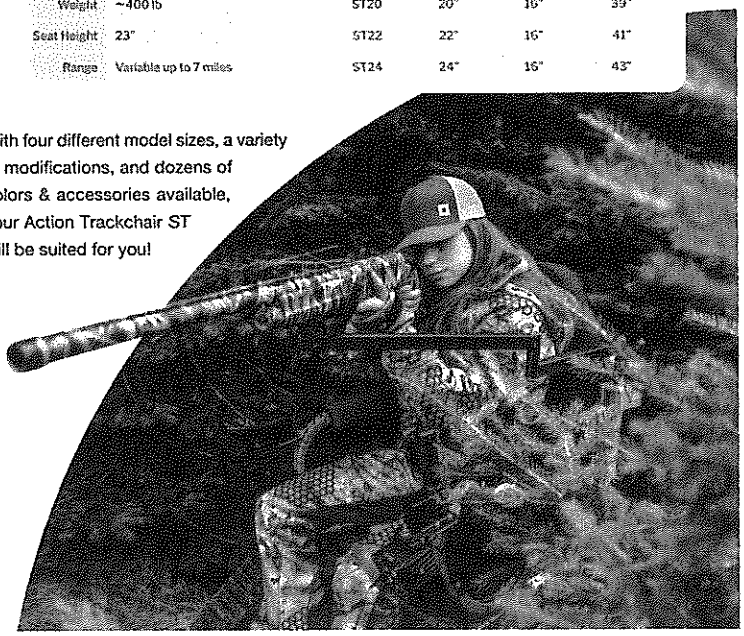


Exhibit C

COLORADO
Parks and Wildlife
Department of Natural Resources

CMSP Admin:
Application #_____
Reservation Date:_____
Participation Date:_____

TERRAIN HOPPER ACKNOWLEDGEMENT, AGREEMENT, AND WAIVER

We at Colorado Parks and Wildlife ("CPW") are pleased to provide you with a Terrain Hopper for your recreational enjoyment of Cheyenne Mountain State Park (the "Park"). In return, you must acknowledge that using the Terrain Hopper and exploring the Park are dangerous, agree to the terms below, and waive your rights to sue for any and all injuries you sustain at the Park. Read this document carefully, and sign and date at the bottom. **BY SIGNING THIS DOCUMENT YOU GIVE UP ALL RIGHTS TO SUE THE STATE OF COLORADO, THE DEPARTMENT OF NATURAL RESOURCES, THE PARKS AND WILDLIFE COMMISSION, AND THE DIVISION OF PARKS AND WILDLIFE (COLLECTIVELY, THE "STATE"), ITS AUTHORIZED AGENTS, EMPLOYEES, CONTRACTORS, OR VOLUNTEERS IN CONNECTION WITH YOUR VISIT TO THE PARK.**

THIS IS A RELEASE OF LEGAL LIABILITY AND WAIVER OF CERTAIN LEGAL RIGHTS.

USING THE TERRAIN HOPPER IS DANGEROUS: Use of the Terrain Hopper can result in injury or death. We cannot possibly list all the risks, but we have listed some of them below. You accept all the risks listed, as well as all risks not listed, in any way connected to your visit and your use of the Terrain Hopper. Risks include, but are not limited to:

- The Terrain Hopper is battery powered. The Terrain Hopper could roll away if the power is not turned off. Brake failure could occur.

- The Terrain Hopper can flip or roll. The paths, trails, lots, and other areas of the Park are not flat, increasing the risk that the Terrain Hopper will flip or roll. You will encounter inclines, rocks, roots, curbs, bridges, and other obstacles, further increasing the risk.

- The Terrain Hopper is difficult to steer and control. You could lose control, roll down a hill, or crash into objects, other people, or the ground. You will encounter hikers, dogs, mountain bikers, horses, and other trail users, and cars and other vehicles on roads and parking lots

- The mountains are hazardous. The weather is extreme and can change severely and rapidly. You will be at high altitude (well over 6,000'). You may encounter intense sun, strong winds, heavy rain, hail or snow, dangerous wildlife, or other hazards.

- You could become stranded. The Terrain Hopper could break down or the battery could run out of charge, leaving you stranded. Help may take a long time to reach you.

- Operating the Terrain Hopper is physically demanding. You could suffer hyperthermia (too hot) or hypothermia (too cold) or other injuries or illnesses. Navigating over uneven ground can cause strong vibrations or other sudden or jarring movements. You could also be injured getting into or out of the Terrain Hopper, whether under your own power or with help.

- Use of the Terrain Hopper may involve transport in another vehicle. CPW staff, contractors, or volunteers may need to transfer you by car, truck, or other vehicle to or from the starting and ending

points for your use of the Terrain Hopper. You could be injured entering or exiting such a vehicle, or while riding in one.

YOU MUST AGREE TO SEVERAL CONDITIONS:

- Obey all written and verbal instructions of CPW staff and volunteers.
- Complete an orientation to familiarize yourself with the Terrain Hopper and its operations and capabilities. Start slow, and do not go beyond the limits of your own skill and ability.
- Only use the Terrain Hopper on designated trails. CPW staff and volunteers will instruct you on which trails you may use with the Terrain Hopper. Do not use the Terrain Hopper on trails that CPW staff or volunteers tell you are off limits.
- Do not allow more than one person on the Terrain Hopper at a time.
- Turn off the power when not moving.
- Do not navigate the Terrain Hopper on more than a 20-degree slope.

YOU MUST RELEASE THE STATE AND AGREE NOT TO SUE IF YOU ARE HURT:

- You agree that use of the Terrain Hopper is solely at your own risk.
- You are solely responsible for any injuries to yourself or others, or to your property.
- You agree, for yourself and for anyone who can or could in the future sue on your behalf, to give up all rights to sue the State— including its authorized agents, employees, contractors, and volunteers — if you are injured or killed during your visit to the Park, even if your injuries or death are the result of the State's or its authorized agents', employees', contractors', or volunteers' negligence.

I, _____ (print name), have read this Acknowledgement, Agreement, and Waiver carefully, and I acknowledge and agree to all of its terms.

Signature _____ Date _____

If the individual using the Terrain Hopper is a minor under the age of 18:

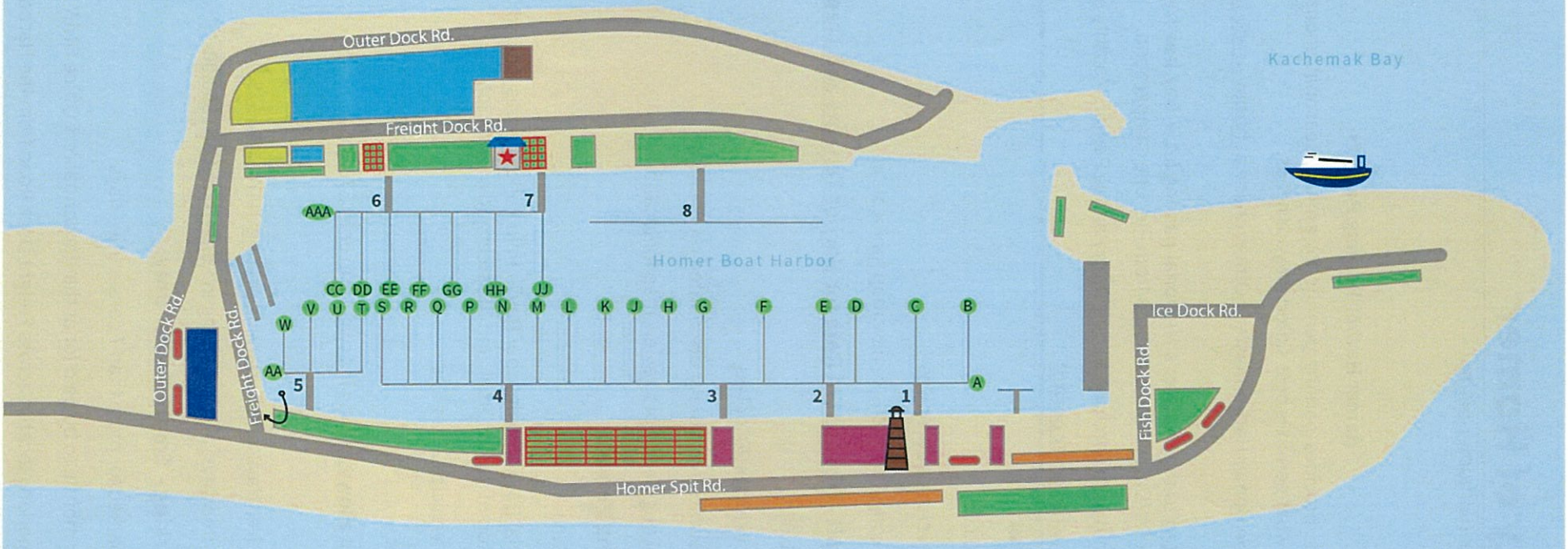
I acknowledge that I am the legal guardian of the Minor whose name appears below, that I have read the foregoing Acknowledgement, Agreement, and Waiver carefully, and that I agree to all the terms on behalf of the Minor.

Name of Minor (print name) _____
Signature of Legal Guardian_____ Date _____

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-7320

Homer Harbor Parking Map



LEGEND

- Daily fee parking $10 per calendar day
- 7 day free vehicle parking Long term permit allowed
- 7 day free vehicle parking No long term permit allowed
- Free 3 hour parking
- 7 day free parking for vehicles 20 feet +
- Day use ONLY for vehicle and attached trailer
- Paid long-term trailer parking
- 7 day free vehicle and trailer parking
- Bus parking, loading, and unloading zones
- Harbormaster Office

SUMMER HOURS	WINTER HOURS
Memorial Day - Labor Day M - F 8:00am - 5:00pm Sat 9:00am - 5:00pm	M - F 8:00am - 5:00pm Office: (907)235-3160 Self Service Portal 24/7

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www.cityofhomer-ak.gov

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(p) 907-235-3160
(f) 907-235-3152

Homer Harbor Parking Permits

The Homer Harbormaster's Office provides parking permits for annual, seasonal, monthly, and weekly use. Please review the information below for what permit is best suited for your needs.

All permits can be purchased at the Homer Harbormaster's Office, online at https://www.tocite.net/homerak/Portal, or scan the QR code below.

All Vehicles over 20' are Restricted to the Seafarer's Memorial parking lot, 7 Day free trailer parking area, or Parking area at the junction of Homer Spit Rd/Outer Dock Rd across from Pier one campground.

All vehicles over 20' are not permitted to purchase a Long Term Parking Permit. Monthly and weekly permits available.

All vehicle permits only allow 1 vehicle per permit

Long Term Parking Permit:

- Annual price: $150.00
- Only available for vehicles 20' or less
- Allows parking in Long-Term Lots, review map for location

Long Term Parking Permit - Discounted Rate for Harbor Tenants and Transient Annual Moorage:

- Annual price: $100.00
- Only available for vehicles 20' or less
- No more than 2 permits available at discounted rate per stall
- Allows parking in Long-Term Lots, review map for location

Seasonal Fee-Pay Parking Permit:

- Permit price: $150.00
- Valid from Memorial Day through Labor Day in Paid Parking areas located between Ramps 1 & 2, in the paved lots at the top of Ramps 3 & 4, and the steel grid parking lot
- Only available for vehicles 20' or less

Monthly Parking Permit:

- 30-day permit that allows parking in Long-Term Lots: $70.00

Weekly Parking Permit:

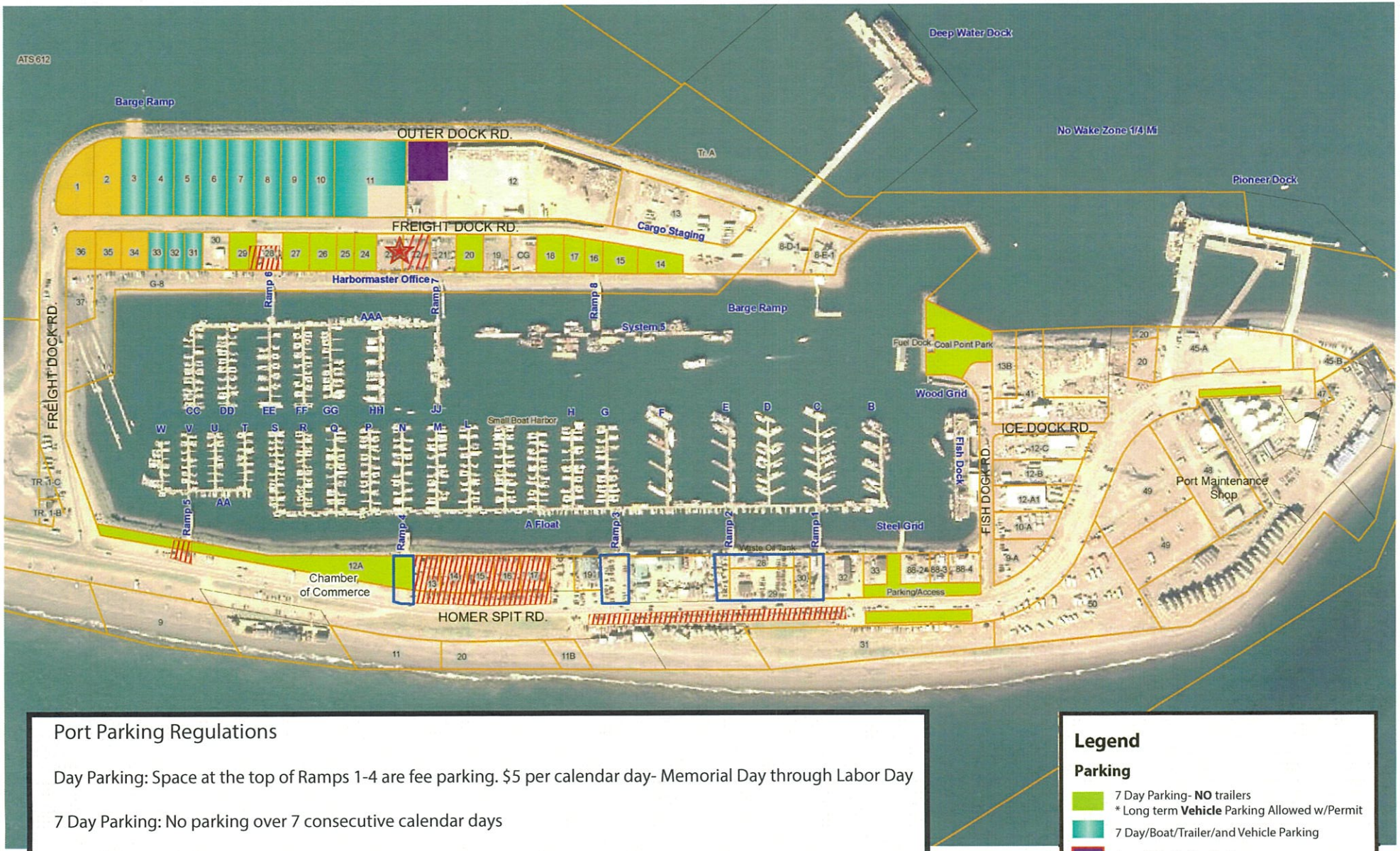
- 2 week permit + 7 free days, allows parking in Long-Term Lots: $25.00
- 3 week permit + 7 free days, allows parking in Long-Term Lots: $50.00

Monthly Boat Trailer Parking – Empty Trailer Only:

- For boat trailers parked for more than 7 consecutive days
- $7.00/per foot per month, to be paid for at the Harbormasters Office ONLY
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office

Purchase your permit here:

City of Homer Port & Harbor Facilities Vehicle Parking



Port Parking Regulations

Day Parking: Space at the top of Ramps 1-4 are fee parking. $5 per calendar day- Memorial Day through Labor Day

7 Day Parking: No parking over 7 consecutive calendar days

Long Term Vehicle Parking: Over 7 consecutive calendar days. By permit only, see Harbormaster's Office

Long Term Boat Trailer Parking: By permit only, see Harbormaster. Lot located across the street from Harbormaster's office.

Legend

Parking

- 7 Day Parking- **NO** trailers
  * Long term **Vehicle** Parking Allowed w/Permit
- 7 Day/Boat/Trailer/and Vehicle Parking
- Long Term Trailer Parking
- No Parking over 7 Days
- Day Parking ONLY,vehicle with trailer ONLY
- Day Parking $$$ FEE of $5.00

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Annual / Monthly / Weekly Long Term Vehicle Parking Passes

Long term means vehicles that are parked anywhere in the port facility (excluding leased lots) in excess of seven consecutive 24 hour days. Annual and monthly passes are available for vehicles under 20'. Monthly passes are available for vehicles over 20' and are required to use the Seafarer's Memorial parking area.

- Regular annual price: **$200.00**
- Discounted annual price for vessel owners with reserved stall or pay transient annual moorage: **$100.00**
- Monthly pass for vehicles less than 20': **$70.00**
- Monthly pass for vehicles over 20': **$85.00**
- Annual passes are valid January 1 to December 31 of the year being used. Monthly passes are 30 consecutive days.
- Weekly pass for vehicles less than 20': **$25.00**
- Weekly pass for vehicles over 20': **$30.00**
- Restricted long-term parking areas from May 1 to October 1 – See map on other side for designated seasonal restricted areas.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).

Seasonal Fee-Pay Vehicle Parking Lot Pass

During the summer, the paved ramp access parking areas become PAID parking lots. For individuals that frequently use these areas, a fee-pay parking pass, good for the season, can be purchased in lieu of paying $5.00 each day.

- Pass price: **$250.00**
- Passes are valid Memorial Day to Labor Day.
- Park in the paved Paid Parking Areas above Ramps 1, 2, 3, and 4.
- Only vehicles less than 20' allowed.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).
- Monthly Fee-Pay Vehicle Parking Lot Pass also available for **$100.00**
- No long term parking allowed in these parking areas May 1 through October 1.

Monthly Boat Trailer Parking (No Boats on Trailers)

- For boat trailers parked for more than 7 consecutive days
- $7/per foot per month
- Passes are purchased at the Harbormaster's Office. A numbered plastic tag will be issued.
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office

Technical Memorandum

Date:	Thursday, July 24, 2025
Project:	ADA Access to Homer Small Boat Harbor
To:	Mark Robl, Acting City Manager, City of Homer
From:	KC Kent, EIT, HDR
Subject:	Response to RFI for Conceptual ADA Accessible Options to Access the Homer Small Boat Harbor Float System

Introduction

The City of Homer (City) is seeking rough order of magnitude cost estimate and design information for Americans with Disabilities (ADA) accessible options for float access in the Homer Small Boat Harbor. The City is seeking solutions to improve ADA access and safety in and out of the boat harbor, as the ramps and gangways become steep during low tides. This memorandum provides a project summary with estimated costs for use in the City's Capital Improvement Plan.

The Homer Harbor is used by locals and tourists, with vessels using the harbor slips permanently, as transient moorage, or the launch ramp to launch their personal vessels. Access to the float systems becomes challenging for some during the extreme tides experienced at the harbor location. ADA accessible options will focus specifically on the float system including CC through JJ, as this is the location for many water taxi options and provides the most space for accessing float systems. A map of the float layout can be found in Figure 1.

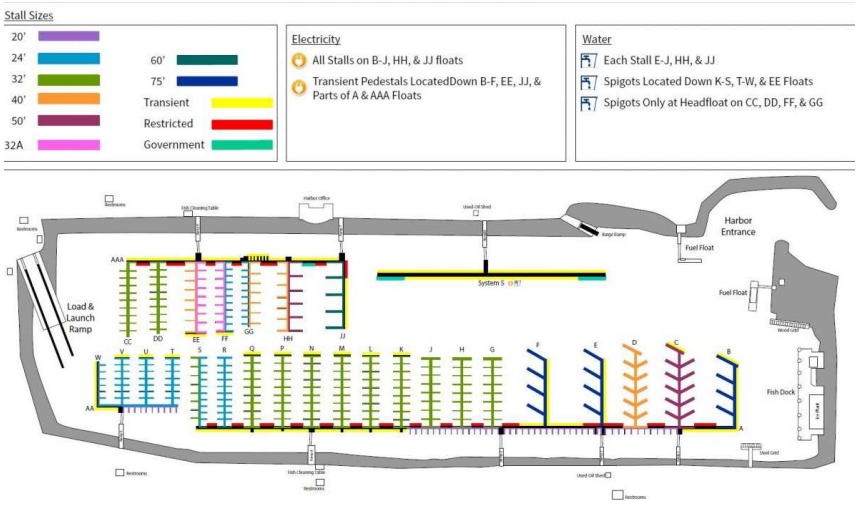


Figure 1. Float layouts in the Homer Harbor.

Background Information

Tidal Data

The nearest tide station to Homer actively recording tidal data is southeast of the project site, across Kachemak Bay in Seldovia (National Oceanic and Atmospheric Administration [NOAA] station 9455500). Homer does not currently support an active NOAA tidal station.

However, a short-term tide station at Coal Point, located at the end of the Homer Spit (NOAA station 9455558), recorded tidal data for a 4-month period between August and December 2018 and provides a tidal datum. In addition, the Coal Point NOAA station provides a correlation between the North American Vertical Datum of 1988 (NAVD88) and Mean Lower Low Water (MLLW) which can be used for the NOAA station in Seldovia. Tidal datum information for both NOAA stations are provided in Table 1.

Table 1. Tidal datum information at Coal Point (Homer) and Seldovia NOAA tide stations

Datum	Seldovia Station 9455500		Coal Point (Short-Term) Station 9455558	
	Elevation, feet MLLW	Elevation, feet NAVD88	Elevation, feet MLLW	Elevation, feet NAVD88
100-Year Water Level	+24.87	-	N/A	N/A
MHHW	+18.05	-	+18.43	+13.33
MHW	+17.23	-	+17.59	+12.49
MSL	+9.56	-	+9.73	+4.63
MTL	+9.47	-	+9.63	+4.53
MLW	+1.70	-	+1.66	-3.44
MLLW	0	-	0	-5.10
NAVD88	-	-	+5.10	0
Highest Observed Water Level	+23.31	N/A	+23.76	+18.66
Lowest Observed Water Level	-5.87	N/A	-6.22	-11.32

Note: MHHW = Mean Higher High Water; MHW = Mean High Water; MSL = Mean Sea Level; MTL = Mean Tide Level; MLW = Mean Low Water

Elevation data

Elevation data were extracted from the Division of Geological and Geophysical Surveys (DGGS) elevation portal (DGGS 2019). The latest available data were collected in 2019 by the U.S. Army Corps of Engineers (USACE) joint airborne LiDAR bathymetric mapping of Alaska and were used as an approximation for existing conditions.

For the purposes of design calculations in this memorandum, 27.4 feet NAVD88 (32.6 feet MLLW) is used as the elevation of the shore point for design considerations.

Design Considerations/Requirements

The primary objectives of improving access to the Homer Harbor are to provide people of all ages and abilities the opportunity to enjoy Kachemak Bay without impeding existing vessel

traffic. Additionally, if possible, the proposed solution should not cut off access to other parts of the harbor for marine vessel use.

ADA Considerations

Section 1005 Fishing Piers and Platforms from the ADA Accessibility Standards provides guidelines for ramp design. Chapter 10: *Fishing Piers and Platforms* of the Access Board of ADA Guides provides guidelines for gangway and floating pier structures (U.S. Access Board, 2025).

For ramps located on the ground:

1. Slopes must not be steeper than 1V:12H, or roughly 8.3% grade.
2. Cross slope must not be steeper than 1V:48H or roughly 2% grade.
3. Ramp width must be a minimum of 36 inches wide.
4. Handrails are required if the slope is greater than 1V:20H and must be 34-38 inches in height and run parallel to the structure.

For gangways (walkway connecting a fixed structure or land to a floating structure):

1. Gangway must have a maximum slope of 1H:12V (8.3% grade) if shorter than 30 feet.
2. There are no maximum slope requirements for gangways 30 feet or longer.
3. Ramp width must be a minimum of 36 inches wide.
4. Handrails are required if the slope is greater than 1V:20H and must be 34-38 inches in height and run parallel to the structure.

Existing ramps to the Homer Harbor meet federal ADA requirements, because they are all longer than 30 feet. These ramps are impractical, however, so any proposed designs will maintain the 8.3% grade restriction on ramps of any length.

Location Considerations

Any ADA access solution will take up more space than existing gangways due to slope requirements for wheelchair access. Therefore, there should be at maximum one access point per section of floats (one for floats CC-JJ and one for floats S-B, with another tentatively for floats W-T). Any proposed solution should integrate with existing structures and be able to fit in both the CC-JJ section and S-B section.

If it cuts off marine vessel traffic, it should do so in the most unobtrusive manner possible.

Preliminary Concepts

Two primary categories and multiple variations of these concepts were developed for improving ADA access to the Harbor.

These Include:

1. Electrically Powered Lift Access
2. Ramp Access

For each concept and their variations, a brief description and discussion on the benefits and potential drawbacks are provided. Conceptual-level schematic layouts and typical sections have been developed to provide a visualization of these concepts.

Electrically Powered Lifts

Vertical Lift

The vertical lift option would be mounted on a float, with a limit switch mounted on the shore to ensure it rose to the correct height. It would allow wheelchair users to drive onto a platform; a safety railing closed and raised to a ramp. They could then safely exit the elevator and enjoy the city of Homer.

Pros	Cons
• Most space-efficient solution • Would allow normal vessel traffic flow to be maintained • Fastest access solution (can be completely vertical and automated) • Does not take up more space horizontally with tidal swings	• Expensive to construct and maintain (operating costs include cost of electricity, additional hires required to operate) • Fire hazard in extreme weather events • Requires additional infrastructure

Graduated Lift Track Add on

The Lift Track add on would be integrated into existing gangway structures. It would be analogous to a home stair lift, but more robust for the outdoor elements and include a platform that would change relative angle to the ramp with the tidal swings.

Pros	Cons
• Can be added next to general pedestrian access • Does not require a separate structure for individuals with disabilities and general pedestrian traffic	• Expensive to construct and maintain (including operating and maintenance costs) • Introduces extra complexity and moving parts in a harsh environment (rain, snow, ice) • Fire hazard

Electric powered lifts were not further pursued due to operational requirements and general usefulness for the average ADA user.

Ramps

Several design options were considered for ramp access to the harbor including:

1. Switchback Ramp (Protruding)
2. Switchback Ramp (Shoreline)
3. Partial Fixed and Moving Ramp

Ramps are a relatively simple and tested method of access, easily moving with tidal swings and providing consistent ADA access. They can be made to accommodate all ages and abilities, balancing structural design efficiency to maximize time during the tidal cycle for the ideal grade of ramp for ADA access. Ramps could easily integrate with existing floating dock structures, or, depending on the chosen option, be made alongside existing access solutions.

Switchback Ramp Add on

The switchback ramp design is an add on to the existing gangways. It features a collapsing structure perpendicular to the shore along the existing horizontal gangway. A long, graduated ramp bridges to the float system. Between each segment of the switchbacks, a landing provides a resting place. The minimum grade of every ramp is 8.33% at MLLW. Detailed figures of this solution are shown in Figure 2 and Figure 3.

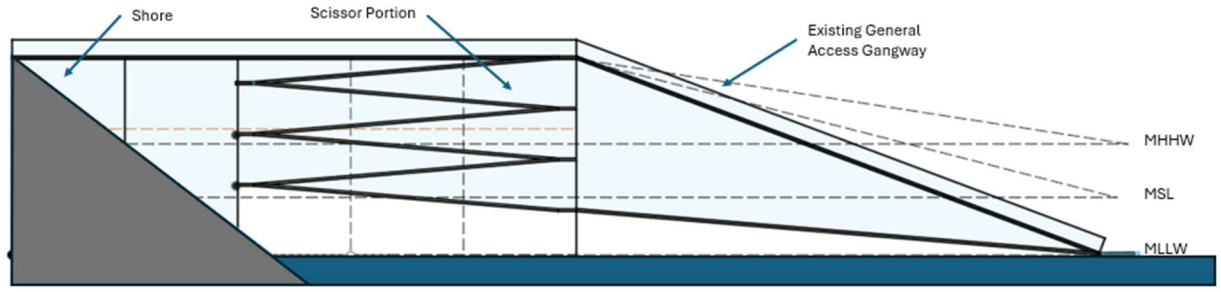


Figure 2. Switchback ramp add on alongside the existing gangway, shown at low tide.

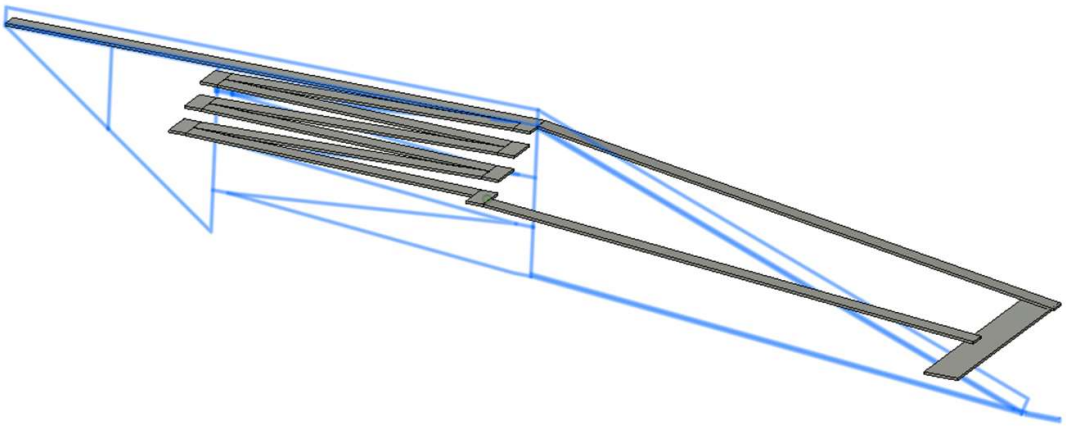


Figure 3. Alternative view of the gangway add on alongside the existing solution at high tide.

Pros	Cons
• Takes up a relatively small amount of potential docking spaces for the small vessels • Does not compromise existing general access solution – can be built alongside existing gangway	• Block access for small vessels during all tides underneath the ramp • Long access ramp to navigate

Switchback Ramp Shoreline

The second switchback ramp design idea utilizes parallel space along the shore. It features a collapsing switchback structure parallel to the shore. A floating graduated ramp bridges the switchback structure to the float system after the switchbacks. Between each segment of the switchbacks, a landing provides a resting place. The minimum grade of every ramp is 8.33% at MLLW. This option requires excavation into the shore to allow for room for each ramp to set down at low tide. An alternative option is to have the ramp set down onto pilings, slightly raised above the ground. The alternative set into the bank is shown in Figure 4 and Figure 5.

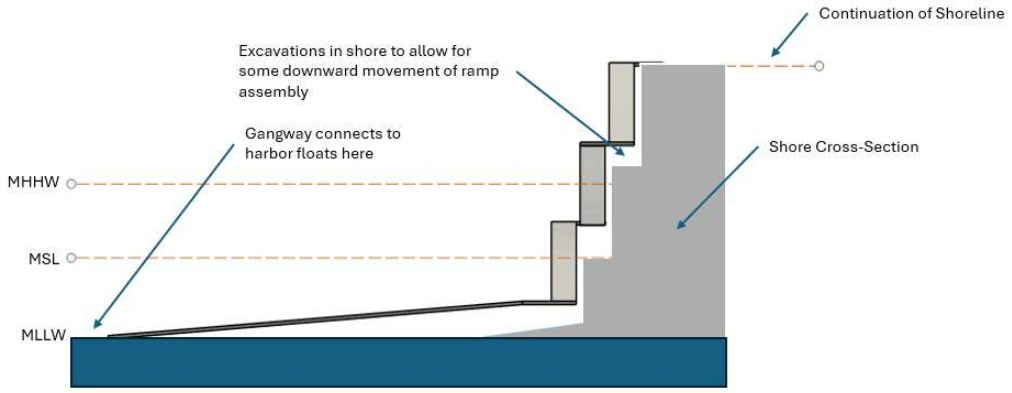


Figure 4. Switchback ramp along the shoreline.

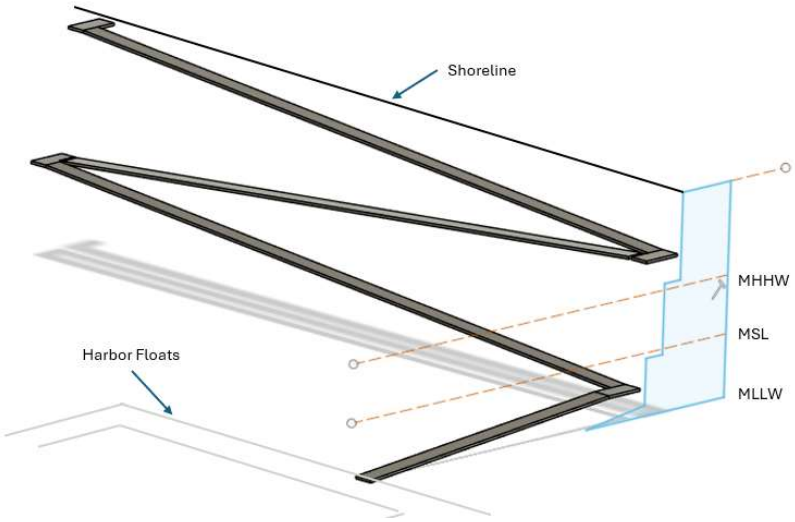


Figure 5. Alternative view for the layout of the switchbacks along the shoreline.

Pros	Cons
• Makes use of existing available space • Does not require an operator	• Expensive to install • Long ramp may be prohibitive to some users • Cuts off vessel traffic

Full Length Moving Ramp

Another option is a long ramp that parallels the shore. The length of this option allows for a portion of the ramp to be fixed and not move with the tides. The second half of the ramp would move up and down with the tide like the existing gangways. Because the ramp is so long, a

portion of it would need to be supported by piles. There is room for this ramp both at floats S-B and CC-JJ; however, the current rendition of the design would significantly impede marine vessel traffic. The ramps do not exceed a grade of 8.33% at the MLLW. Figure 6 shows a cross section of the ramp.

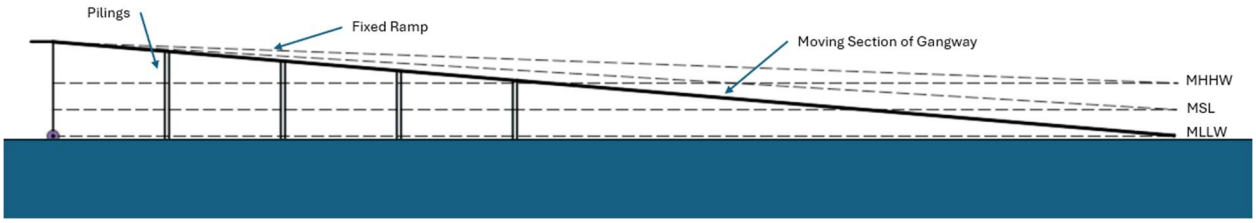


Figure 6. Long ramp with a fixed structure and moving float.

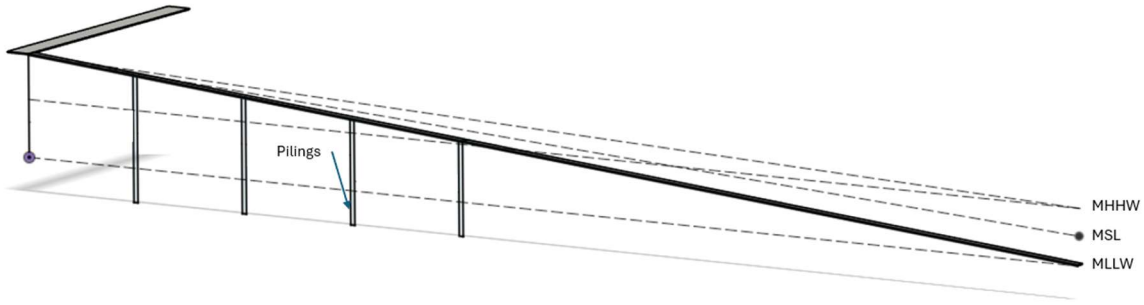


Figure 7. Alternative view for the layout of an extended ramp feature.

Pros	Cons
• Simple, mimics existing ramps • Preserves small boat access in all but one location	• Requires a lot of space

Conceptual Opinion of Probable Costs

Conceptual opinion of probable costs were based on a recent Homer Harbor grant application for floats and gangways, scaled from 2023 dollars to 2025 dollars, and an additional 35% for contingency to account for increase in costs associated with structure supplies, construction, and inflation.

A breakdown of the opinion of probable costs for each of the ramp structures is shown below in Table 2.

Table 2. Opinion of Probable Costs

Switchback Ramp (protruding)		Switchback Ramp (shoreline)		Mixed Fixed and Floating Ramp	
Floats:	$ 456,710	Floats:	$ 481,500	Floats:	$ 568,239
Railings:	$ 74,497	Railings:	$ 71,719	Railings:	$ 83,652
Pilings:	$ 120,000	Pilings:	$ 172,500	Pilings:	$ 160,000
Construction:	$ 300,000	Construction:	$ 300,000	Construction:	$ 300,000
Subtotal:	$ 951,206	Subtotal:	$ 1,025,719	Subtotal:	$ 1,380,130
Inflation Adjustment:	$ 71,340	Inflation Adjustment:	$ 76,929	Inflation Adjustment:	$ 103,510
Contingency:	$ 357,891	Contingency:	$ 385,927	Contingency:	$ 519,274
Grand Total:	**$ 1,380,438**	**Grand Total:**	**$ 1,488,574**	**Grand Total:**	**$ 2,002,914**

Resources

2025. Coast View. *Dudiak Fishing Lagoon, Homer Spit*. Accessed on June 2nd 2025. Accessible here: Dudiak Fishing Lagoon, Homer Spit | CoastView,

2019. DGGS. Division of Geological and Geophysical Surveys Elevation Portal. State of Alaska Mapper. Accessed on June 3rd, 2025. Accessible here: DGGS Elevation Portal(alaska.gov)

2025. Google Earth. Accessed on June 3rd, 2025.

2025. NOAA. *NOAA Tides and Currents.* Station 9455500 Seldovia, AK. Accessed on June 2nd, 2025. Accessible here: Station Home Page - NOAA Tides & Currents

2025. NOAA. *NOAA Tides and Currents.* Station 9455558 Coal Point, AK. Accessed on June 2nd, 2025. Accessible here: Station Home Page - NOAA Tides & Currents

2025. U.S. Access Board. *Chapter 10: Fishing Piers and Platforms.* Accessed on June 3rd, 2025. Accessible here: Chapter 10: Fishing Piers and Platforms (access-board.gov)

INFORMAL REQUEST FOR INFORMATION TO
PROVIDE CONCEPTUAL ADA ACCESSIBLE OPTIONS TO ACCESS
THE HOMER SMALL BOAT HARBOR FLOAT SYSTEM
By the
City of Homer, Alaska

Background

The City of Homer Americans with Disabilities (ADA) Advisory Board is seeking rough cost estimates and design information on possible solutions for ADA Compliant Accessibility for All Ages and Abilities for the float system in the Homer Small Boat Harbor. The Homer Spit is a popular destination for visitors and residents. Our Small Boat Harbor at the end of the Spit is a working harbor as well as a starting point for visitors interested in taking trips to the communities of Halibut Cove and Seldovia; take fishing charters to Cook Inlet and Kachemak Bay, or to launch their personal vessel for day of fishing or cruising the waters of Kachemak Bay.

The City of Homer's small boat harbor's access is compliant with Federal ADA regulations but given the tidal cycles in our region the ADA Advisory Board is seeking possible solutions for improved ADA access and safety into and out of the small boat harbor float systems using the ramps/gangways that become very steep during tidal fluctuations. This information will be used to draft a project summary with estimated costs to present to City Council for approval and inclusion in the City of Homer Capital Improvement Plan. This plan includes projects the City and community consider top priority, and assists the City in seeking grants and funding sources to have the projects completed

Submittal of any information is on a non-compensation basis, cost estimates and or conceptual designs will not result in task orders or contracts for work.

Information Desired: Estimated Costs, Conceptual Designs or Solutions:

The ADA Advisory Board is interested in information that may be relative to assisting patrons with using the existing ramps/gangways to access the float systems in the Homer Small Boat Harbor. Information may include conceptual drawings and estimated costs of an engineered solution.

Submission of RFI Response:

Please submit responses to this Request for Information to the Office of the City Clerk, City of Homer, 491 E. Pioneer Avenue, Homer, Alaska 99603 by **5:00 p.m. on Thursday, June 26, 2025.**

An electronic copy of this RFI advertisement and Plan Holder Registration Form are available online at https://www.cityofhomer-ak.gov/rfps. A paper copy can be obtained at the City Clerk's Office.

Please direct questions in writing regarding this RFI to Renee Krause, City Clerk/ADA Coordinator 491 E. Pioneer Avenue, Homer, Alaska, 99603 Email: cityclerk@ci.homer.ak.us

CITY OF HOMER

Mark Robl, Acting City Manager

Ad#25-040 Publish May 29, 2025 and June 5, 2025

City of Homer Capital Improvement Plan
Project Nomination Form

Project eligibility

A. Does the proposed project represent a major, nonrecurring expense ($25,000 or more for non-profit organizations; $50,000 or more for government organizations)? YES ☐ NO ☐

B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES ☐ NO ☐

C. Will the project provide broad community benefit? YES ☐ NO ☐

If you were able to answer YES to all three questions, please provide the following additional information:

1. Project title (Suggested heading in CIP):

2. Project description and benefit. Describe the project in half a page or less, including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.

3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

For more information, call Jenny Carroll at 435-3101 or email jcarroll@ci.homer.ak.us

4. Project cost:

   A. TOTAL COST (including funds already secured) = $_____

   B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

      Preconstruction costs = $_____ Construction costs = $_____

5. Timeline: Indicate when you hope to complete each phase of the project.
   Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.

   A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

   For construction projects:

   B. Preconstruction phase to be completed by _____.

   C. Construction phase to be completed by _____.

6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.

INFORMAL REQUEST FOR INFORMATION TO PROVIDE CONCEPTUAL ADA ACCESSIBLE OPTIONS TO ACCESS THE HOMER SMALL BOAT HARBOR FLOAT SYSTEM

Concept Overview

To address the very steep ramps and gangways during tidal fluctuations in the Homer Small Boat Harbor, I envision a multistep program utilizing a motorized offroad rated wheelchair type vehicle. ADA refers to these as OPDMDs (Other Power Driven Mobility Device). Phase #1 would focus on proof of concept operating at ramp #3 (the covered ramp). The estimated cost to implement Phase #1 would be under $25,000.

Concept Details

Phase #1

Exhibit A is a spreadsheet that displays the wide range of the various slopes during tidal changes for 2025. Ramp 3 provides access to the largest portion of the harbor and serves the most users, including charters, water taxis, and the greatest number of private boats. It is also the longest ramp thus subject to the least severe slopes. The manufacturer specifications fall within the demanding slopes that Homer's ramps are subject to and for these reasons, the initial OPDMD would be bought for Ramp #3.

I have identified two example vehicles (OPDMDs) for you that are currently used by the public in some of the state parks operated by the Colorado Division of Parks and Wildlife. The manufacturer specifications fall within the demanding slopes that Homer's ramps are subject to. One vehicle is on tracks (Action Track Chair ST20) and the other on wheels (Terrain Hopper). Both are similar in price ($17,000-$20,000). Exhibit B is the manufacturer brochures on the two different OPDMDs offered as solutions.

Phase #2

The second phase would utilize the OPDMD from Phase #1 to test its effectiveness on the more challenging ramps. If the vehicle proves effective on the other float systems' ramps, then additional vehicles would be purchased.

Exhibit A

Ramp Slope Spreadsheet for 2025

This spreadsheet was generated by my son who is in management in a heavy construction company in Colorado. His data was derived from NOAA tide tables and ramp spec's provided by Capt. Aaron Glidden (deputy harbormaster). The column labeled "Min Ramp Slope in degrees @ 110' long" calculates the slope of the ramp at the various low tides throughout 2025. This is for ramp #3 (the covered ramp). The column labeled "Max slope in degrees @ 76' long calculates the slope of the shortest ramp in the harbor. Numbers highlighted in red indicate tides that create ramp slopes more than 20 degrees. I chose this 20-degree slope to focus on machines that could meet the performance needed for our extreme tides both for ascent and descent. The Terrain Hopper is advertised to climb up to 35-degree slopes and descend up to 45-degree slopes. The Action Track Chair ST 20 would be able to navigate ramp #3 but is limited to 20-degree slopes so it would not be an option for use on the shortest ramp in the harbor during the lowest tides.

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
1/1/2025	4.13	20.87	10.93686858	15.93849181
1/1/2025	-2.71	27.71	14.59051115	21.38329195
1/2/2025	3.78	21.22	11.12260432	16.21309211
1/2/2025	-2.29	27.29	14.36457073	21.0436418
1/3/2025	3.52	21.48	11.260656	16.41732854
1/3/2025	-1.38	26.38	13.87580956	20.31036194
1/4/2025	3.34	21.66	11.356269	16.55884859
1/4/2025	-0.03	25.03	13.15260534	19.22884883
1/5/2025	3.19	21.81	11.43597097	16.67686136
1/6/2025	1.63	23.37	12.26623378	17.90863329
1/6/2025	2.99	22.01	11.5422752	16.83432518
1/7/2025	3.39	21.61	11.32970663	16.51952708
1/7/2025	2.6	22.4	11.74968471	17.14175795
1/8/2025	4.95	20.05	10.50216781	15.29659869
1/8/2025	1.89	23.11	12.1276798	17.70275976
1/9/2025	5.99	19.01	9.951714706	14.48529848
1/9/2025	0.8	24.2	12.70903299	18.56746369
1/10/2025	6.26	18.74	9.808962309	14.27516383
1/10/2025	-0.52	25.52	13.41484876	19.62055257
1/11/2025	5.81	19.19	10.0469176	14.62549876
1/11/2025	-1.73	26.73	14.0636707	20.59197429
1/12/2025	5	20	10.4756817	15.25752329
1/12/2025	-2.61	27.61	14.53669492	21.30235184
1/13/2025	4.18	20.82	10.91034444	15.89929402
1/13/2025	-3.03	28.03	14.76281184	21.64260248
1/14/2025	3.53	21.47	11.2553451	16.40946934
1/14/2025	-2.97	27.97	14.73049511	21.59394646
1/15/2025	3.14	21.86	11.46254327	16.71621511
1/15/2025	-2.44	27.44	14.44523735	21.16485581
1/16/2025	3.02	21.98	11.52632701	16.81069729
1/16/2025	-1.5	26.5	13.94020184	20.40685666
1/17/2025	3.13	21.87	11.46785803	16.72408684
1/17/2025	-0.2	25.2	13.24355568	19.36463922
1/18/2025	3.43	21.57	11.30845851	16.48807563
1/18/2025	1.34	23.66	12.42086079	18.13854397
1/19/2025	3.85	21.15	11.08544776	16.15814165
1/20/2025	3.03	21.97	11.52101114	16.80282198
1/20/2025	4.31	20.69	10.84139276	15.79741545
1/21/2025	4.74	20.26	10.61343436	15.46079524
1/21/2025	4.7	20.3	10.63463257	15.49208549
1/22/2025	6.33	18.67	9.771962501	14.22071659
1/22/2025	4.83	20.17	10.56574377	15.39040944
1/23/2025	7.62	17.38	9.09082809	13.2196181
1/23/2025	4.49	20.51	10.74594739	15.65643729
1/24/2025	8.31	16.69	8.727037825	12.68584927
1/24/2025	3.5	21.5	11.27127809	16.43304789
1/25/2025	8.16	16.84	8.806091991	12.80178911
1/25/2025	2.03	22.97	12.05310368	17.59200269
1/26/2025	7.29	17.71	9.264944551	13.47530935
1/26/2025	0.39	24.61	12.92804851	18.89384539
1/27/2025	6.03	18.97	9.930562287	14.45415493
1/27/2025	-1.17	26.17	13.76316601	20.14164061
1/28/2025	4.64	20.36	10.66643264	15.53902975
1/28/2025	-2.45	27.45	14.45061617	21.17294027
1/29/2025	3.25	21.75	11.4040875	16.62964754
1/29/2025	-3.28	28.28	14.89751674	21.84551303
1/30/2025	1.98	23.02	12.07973562	17.63155097
1/30/2025	-3.52	28.52	15.02691274	22.04057853
1/31/2025	0.95	24.05	12.62895269	18.44821223
1/31/2025	-3.08	28.08	14.78974612	21.68316169
2/1/2025	0.28	24.72	12.98684134	18.98151909
2/1/2025	-1.99	26.99	14.20332452	20.80150876
2/2/2025	0.06	24.94	13.10446883	19.15700528
2/2/2025	-0.33	25.33	13.31312887	19.46855525
2/3/2025	0.31	24.69	12.97080556	18.95760351
2/4/2025	1.74	23.26	12.20760595	17.82150395
2/4/2025	0.94	24.06	12.6342906	18.45615975
2/5/2025	3.95	21.05	11.03237516	16.07966745
2/5/2025	1.69	23.31	12.23425335	17.8611029
2/6/2025	5.97	19.03	9.962291429	14.5008719
2/6/2025	2.14	22.86	11.99452269	17.5050269
2/7/2025	7.33	17.67	9.243834961	13.44430201

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
2/7/2025	1.83	23.17	12.15964738	17.75024798
2/8/2025	7.48	17.52	9.164685244	13.32806013
2/8/2025	0.74	24.26	12.74107217	18.61518759
2/9/2025	6.46	18.54	9.703259475	14.11963502
2/9/2025	-0.52	25.52	13.41484876	19.62055257
2/10/2025	5.01	19.99	10.47038474	15.24970908
2/10/2025	-1.52	26.52	13.95093564	20.42294498
2/11/2025	3.62	21.38	11.20755141	16.33875084
2/11/2025	-2.11	27.11	14.26780915	20.89831506
2/12/2025	2.48	22.52	11.81353432	17.23645465
2/12/2025	-2.24	27.24	14.33768833	21.00325908
2/13/2025	1.66	23.34	12.25024308	17.88486651
2/13/2025	-1.93	26.93	14.1710891	20.75312893
2/14/2025	1.18	23.82	12.50621153	18.26552047
2/14/2025	-1.19	26.19	13.77389162	20.15770143
2/15/2025	1.03	23.97	12.58625346	18.38464533
2/15/2025	-0.09	25.09	13.1847016	19.27676199
2/16/2025	1.23	23.77	12.47953641	18.22583037
2/16/2025	1.31	23.69	12.43686192	18.16234502
2/17/2025	1.73	23.27	12.21293522	17.82942303
2/17/2025	2.91	22.09	11.58480815	16.89734732
2/18/2025	2.49	22.51	11.80821296	17.22856141
2/18/2025	4.6	20.4	10.68763453	15.57033187
2/19/2025	3.4	21.6	11.32439445	16.51166374
2/20/2025	6.29	18.71	9.793104744	14.25182769
2/20/2025	4.28	20.72	10.85730327	15.82092133
2/21/2025	7.84	17.16	8.974797569	13.04930639
2/21/2025	4.71	20.29	10.62933288	15.48426248
2/22/2025	8.88	16.12	8.426783295	12.24575464
2/22/2025	4.2	20.8	10.89973545	15.88361704
2/23/2025	8.73	16.27	8.505774704	12.36149679
2/23/2025	2.72	22.28	11.6858499	17.0471095
2/24/2025	7.35	17.65	9.23328064	13.42879985
2/24/2025	0.84	24.16	12.68767579	18.53565517
2/25/2025	5.36	19.64	10.2850481	14.9763936
2/25/2025	-0.97	25.97	13.65593685	19.98112289
2/26/2025	3.17	21.83	11.44659959	16.69260189
2/26/2025	-2.41	27.41	14.42910169	21.14060508
2/27/2025	1.01	23.99	12.5969276	18.40053486
2/27/2025	-3.28	28.28	14.89751674	21.84551303
2/28/2025	-0.86	25.86	13.59698161	19.89290788
2/28/2025	-3.46	28.46	14.99455641	21.99178705
3/1/2025	-2.23	27.23	14.33231223	20.99518385
3/1/2025	-2.88	27.88	14.68202899	21.52099306
3/2/2025	-2.91	27.91	14.69818317	21.54530678
3/2/2025	-1.61	26.61	13.99924389	20.49536328
3/3/2025	-2.78	27.78	14.62819035	21.43997666
3/3/2025	0.22	24.78	13.01891602	19.02936055
3/4/2025	-1.87	26.87	14.13885826	20.70476456
3/4/2025	2.42	22.58	11.84546471	17.2838212
3/5/2025	-0.37	25.37	13.33454002	19.5005428
3/6/2025	4.74	20.26	10.61343436	15.46079524
3/6/2025	1.32	23.68	12.4315281	18.15441098
3/7/2025	6.81	18.19	9.518359489	13.84771415
3/7/2025	2.55	22.45	11.77628691	17.18120902
3/8/2025	7.98	17.02	8.900979313	12.94098737
3/8/2025	2.62	22.38	11.73904455	17.12597986
3/9/2025	7.5	17.5	9.154133285	13.31256544
3/9/2025	1.61	23.39	12.27689479	17.92447959
3/10/2025	5.81	19.19	10.0469176	14.62549876
3/10/2025	0.45	24.55	12.89598553	18.84604273
3/11/2025	3.98	21.02	11.01645525	16.05613124
3/11/2025	-0.42	25.42	13.36130663	19.54053614
3/12/2025	2.35	22.65	11.88272154	17.33909757
3/12/2025	-0.93	25.93	13.63449688	19.949039
3/13/2025	1.03	23.97	12.58625346	18.38464533
3/13/2025	-1.04	26.04	13.69346149	20.03728542
3/14/2025	0.05	24.95	13.10981686	19.16498635
3/14/2025	-0.79	25.79	13.55947229	19.83679665
3/15/2025	-0.56	25.56	13.43626895	19.6525703
3/15/2025	-0.18	25.18	13.23285388	19.34865802
3/16/2025	-0.77	25.77	13.54875642	19.82076851

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
3/16/2025	0.76	24.24	12.730392	18.59927814
3/17/2025	-0.55	25.55	13.43091372	19.64456527
3/17/2025	1.97	23.03	12.08506233	17.63946167
3/18/2025	0.06	24.94	13.10446883	19.15700528
3/18/2025	3.37	21.63	11.34033128	16.53525472
3/19/2025	1.01	23.99	12.5969276	18.40053486
3/20/2025	4.88	20.12	10.53925219	15.3513165
3/20/2025	2.18	22.82	11.97322367	17.47340968
3/21/2025	6.42	18.58	9.724397362	14.15073224
3/21/2025	3.38	21.62	11.3350189	16.52739074
3/22/2025	7.88	17.12	8.953705112	13.01835327
3/22/2025	4.2	20.8	10.89973545	15.88361704
3/23/2025	8.82	16.18	8.458377914	12.29204538
3/23/2025	4.09	20.91	10.9580896	15.96985556
3/24/2025	8.36	16.64	8.700690164	12.64721441
3/24/2025	2.92	22.08	11.57949118	16.8894684
3/25/2025	6.49	18.51	9.687406934	14.09631488
3/25/2025	1.24	23.76	12.47420171	18.21789344
3/26/2025	3.92	21.08	11.04829593	16.10320645
3/26/2025	-0.39	25.39	13.34524631	19.51653895
3/27/2025	1.17	23.83	12.51154689	18.27345958
3/27/2025	-1.64	26.64	14.01534889	20.51951031
3/28/2025	-1.41	26.41	13.89190595	20.33447997
3/28/2025	-2.32	27.32	14.38070172	21.06787669
3/29/2025	-3.49	28.49	15.01073396	22.01618069
3/29/2025	-2.33	27.33	14.38607898	21.07595587
3/30/2025	-4.79	29.79	15.71295923	23.07736366
3/30/2025	-1.67	26.67	14.03145503	20.54366115
3/31/2025	-5.14	30.14	15.90242956	23.36448541
3/31/2025	-0.4	25.4	13.35059963	19.52453762
4/1/2025	-4.5	29.5	15.55610304	22.83992669
4/1/2025	1.34	23.66	12.42086079	18.13854397
4/2/2025	-3	28	14.74665288	21.61827242
4/3/2025	3.37	21.63	11.34033128	16.53525472
4/3/2025	-0.95	25.95	13.64521662	19.96508013
4/4/2025	5.44	19.56	10.24270078	14.91397067
4/4/2025	1.15	23.85	12.52221793	18.28933889
4/5/2025	7.12	17.88	9.354674503	13.60713553
4/5/2025	2.66	22.34	11.71776546	17.09442771
4/6/2025	7.67	17.33	9.064454233	13.1809005
4/6/2025	3	22	11.53695903	16.82644889
4/7/2025	6.57	18.43	9.645137149	14.03413949
4/7/2025	2.41	22.59	11.8507868	17.2917168
4/8/2025	4.69	20.31	10.63993235	15.49990879
4/8/2025	1.66	23.34	12.25024308	17.88486651
4/9/2025	2.84	22.16	11.62202979	16.95250897
4/9/2025	1.09	23.91	12.5542337	18.33698554
4/10/2025	1.22	23.78	12.48487121	18.23376766
4/10/2025	0.78	24.22	12.71971227	18.58337017
4/11/2025	-0.1	25.1	13.19005138	19.28474888
4/11/2025	0.72	24.28	12.7517528	18.63109853
4/12/2025	-1.09	26.09	13.72026847	20.07741381
4/12/2025	0.92	24.08	12.64496674	18.47205588
4/13/2025	-1.68	26.68	14.03682399	20.55171228
4/13/2025	1.38	23.62	12.39952749	18.10681427
4/14/2025	-1.85	26.85	14.12811566	20.68864654
4/14/2025	2.11	22.89	12.01049806	17.52874344
4/15/2025	-1.58	26.58	13.98314001	20.47122005
4/15/2025	3.08	21.92	11.49443333	16.76345034
4/16/2025	-0.93	25.93	13.63449688	19.949039
4/16/2025	4.21	20.79	10.8944311	15.87577901
4/17/2025	0.02	24.98	13.12586167	19.18893188
4/17/2025	5.43	19.57	10.24799389	14.92177254
4/18/2025	1.15	23.85	12.52221793	18.28933889
4/19/2025	6.66	18.34	9.597589974	13.96421233
4/19/2025	2.28	22.72	11.91998347	17.39439061
4/20/2025	7.7	17.3	9.048630849	13.15767289
4/20/2025	3.13	21.87	11.46785803	16.72408684
4/21/2025	8.04	16.96	8.869347484	12.89457936
4/21/2025	3.32	21.68	11.36689464	16.57457944
4/22/2025	7.09	17.91	9.370511597	13.63040658
4/22/2025	2.77	22.23	11.6592564	17.00768681

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
4/23/2025	4.96	20.04	10.49687041	15.28878303
4/23/2025	1.77	23.23	12.1916188	17.7977488
4/24/2025	2.19	22.81	11.96789918	17.46550623
4/24/2025	0.71	24.29	12.75709328	18.63905456
4/25/2025	-0.67	25.67	13.49518435	19.74065203
4/25/2025	-0.11	25.11	13.19540128	19.29273615
4/26/2025	-3.21	28.21	14.85979091	21.78866916
4/26/2025	-0.53	25.53	13.42020362	19.62855641
4/27/2025	-5.07	30.07	15.86452128	23.30701159
4/27/2025	-0.47	25.47	13.3880762	19.58053939
4/28/2025	-6.02	31.02	16.37960729	24.08916905
4/28/2025	0.1	24.9	13.08307785	19.12508486
4/29/2025	-5.97	30.97	16.35246394	24.04788516
4/29/2025	1.13	23.87	12.53288941	18.30521965
4/30/2025	-4.99	29.99	15.82120626	23.24135761
4/30/2025	2.51	22.49	11.79757053	17.21277593
5/1/2025	-3.29	28.29	14.90290668	21.85363543
5/2/2025	4.08	20.92	10.96339509	15.97769726
5/2/2025	-1.22	26.22	13.78998096	20.18179577
5/3/2025	5.58	19.42	10.16860657	14.80477406
5/3/2025	0.82	24.18	12.69835417	18.55155869
5/4/2025	6.61	18.39	9.624004245	14.00305813
5/4/2025	2.38	22.62	11.8667537	17.31540566
5/5/2025	6.64	18.36	9.608155435	13.97974986
5/5/2025	3.2	21.8	11.43065681	16.66899158
5/6/2025	5.56	19.44	10.1791904	14.8203702
5/6/2025	3.36	21.64	11.34564375	16.54311902
5/7/2025	3.93	21.07	11.04298891	16.09535981
5/7/2025	3.21	21.79	11.42534275	16.66112213
5/8/2025	2.27	22.73	11.92530702	17.40229097
5/8/2025	2.99	22.01	11.5422752	16.83432518
5/9/2025	0.78	24.22	12.71971227	18.58337017
5/9/2025	2.83	22.17	11.62734757	16.96039052
5/10/2025	-0.47	25.47	13.3880762	19.58053939
5/10/2025	2.76	22.24	11.6645749	17.01557068
5/11/2025	-1.4	26.4	13.88654036	20.32644021
5/11/2025	2.83	22.17	11.62734757	16.96039052
5/12/2025	-1.97	26.97	14.19257887	20.78538043
5/12/2025	3.08	21.92	11.49443333	16.76345034
5/13/2025	-2.16	27.16	14.29468318	20.93866944
5/13/2025	3.52	21.48	11.260656	16.41732854
5/14/2025	-1.98	26.98	14.19795163	20.79344438
5/14/2025	4.14	20.86	10.93156356	15.93065164
5/15/2025	-1.5	26.5	13.94020184	20.40685666
5/15/2025	4.88	20.12	10.53925219	15.3513165
5/16/2025	-0.78	25.78	13.55411429	19.82878238
5/16/2025	5.66	19.34	10.12627474	14.74240072
5/17/2025	0.09	24.91	13.08842542	19.13306439
5/18/2025	6.35	18.65	9.761391883	14.20516264
5/18/2025	1.01	23.99	12.5969276	18.40053486
5/19/2025	6.72	18.28	9.565895566	13.91760602
5/19/2025	1.84	23.16	12.15431918	17.7423324
5/20/2025	6.42	18.58	9.724397362	14.15073224
5/20/2025	2.42	22.58	11.84546471	17.2838212
5/21/2025	5.22	19.78	10.35916959	15.08567757
5/21/2025	2.65	22.35	11.72308508	17.10231525
5/22/2025	3.22	21.78	11.42002879	16.653253
5/22/2025	2.56	22.44	11.77096627	17.17331814
5/23/2025	0.77	24.23	12.72505208	18.59132397
5/23/2025	2.25	22.75	11.93595443	17.41809274
5/24/2025	-1.71	26.71	14.05293164	20.57586821
5/24/2025	1.89	23.11	12.1276798	17.70275976
5/25/2025	-3.8	28.8	15.17797401	22.26849547
5/25/2025	1.62	23.38	12.27156423	17.91655626
5/26/2025	-5.24	30.24	15.95659665	23.44663412
5/26/2025	1.58	23.42	12.29288711	17.94825169
5/27/2025	-5.85	30.85	16.28733527	23.94885792
5/27/2025	1.82	23.18	12.16497568	17.75816391
5/28/2025	-5.63	30.63	16.16798879	23.76750493
5/28/2025	2.36	22.64	11.87739882	17.33119993
5/29/2025	-4.7	29.7	15.66426685	23.00363168
5/29/2025	3.14	21.86	11.46254327	16.71621511

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
5/30/2025	-3.23	28.23	14.87056904	21.80490796
5/30/2025	4.06	20.94	10.97400636	15.99338159
5/31/2025	-1.46	26.46	13.91873576	20.37468505
6/1/2025	4.92	20.08	10.51806057	15.32004743
6/1/2025	0.36	24.64	12.94408154	18.91775183
6/2/2025	5.46	19.54	10.23211484	14.89836777
6/2/2025	2.02	22.98	12.05842985	17.59991166
6/3/2025	5.46	19.54	10.23211484	14.89836777
6/3/2025	3.34	21.66	11.356269	16.55884859
6/4/2025	4.83	20.17	10.56574377	15.39040944
6/4/2025	4.25	20.75	10.87321463	15.84442994
6/5/2025	3.75	21.25	11.13853001	16.236647
6/5/2025	4.76	20.24	10.60283581	15.44515189
6/6/2025	2.46	22.54	11.82417737	17.25224215
6/6/2025	4.94	20.06	10.50746531	15.30441465
6/7/2025	1.18	23.82	12.50621153	18.26552047
6/7/2025	4.88	20.12	10.53925219	15.3513165
6/8/2025	0.02	24.98	13.12586167	19.18893188
6/8/2025	4.71	20.29	10.62933288	15.48426248
6/9/2025	-0.93	25.93	13.63449688	19.949039
6/9/2025	4.53	20.47	10.72474142	15.62512204
6/10/2025	-1.62	26.62	14.0046121	20.50341187
6/10/2025	4.42	20.58	10.78306143	15.71125053
6/11/2025	-2.04	27.04	14.23019088	20.84183715
6/11/2025	4.42	20.58	10.78306143	15.71125053
6/12/2025	-2.19	27.19	14.31080915	20.96288729
6/12/2025	4.53	20.47	10.72474142	15.62512204
6/13/2025	-2.07	27.07	14.24631222	20.86603937
6/13/2025	4.7	20.3	10.63463257	15.49208549
6/14/2025	-1.69	26.69	14.04219308	20.55976383
6/14/2025	4.86	20.14	10.54984855	15.3669528
6/15/2025	-1.06	26.06	13.70418391	20.05333554
6/16/2025	4.91	20.09	10.52335834	15.32786426
6/16/2025	-0.19	25.19	13.23820473	19.35664842
6/17/2025	4.74	20.26	10.61343436	15.46079524
6/17/2025	0.85	24.15	12.68233676	18.52770397
6/18/2025	4.21	20.79	10.8944311	15.87577901
6/18/2025	1.96	23.04	12.09038914	17.64737271
6/19/2025	3.24	21.76	11.40940116	16.63751571
6/19/2025	2.97	22.03	11.55290783	16.85007875
6/20/2025	1.85	23.15	12.14899109	17.73441718
6/20/2025	3.71	21.29	11.15976561	16.26805791
6/21/2025	0.17	24.83	13.04564809	19.06923896
6/21/2025	4.04	20.96	10.98461801	16.00906716
6/22/2025	-1.59	26.59	13.98850784	20.47926737
6/22/2025	3.95	21.05	11.03237516	16.07966745
6/23/2025	-3.15	28.15	14.82745973	21.73996378
6/23/2025	3.59	21.41	11.22348176	16.36232082
6/24/2025	-4.27	29.27	15.43178487	22.65190909
6/24/2025	3.17	21.83	11.44659959	16.69260189
6/25/2025	-4.81	29.81	15.72378134	23.09375404
6/25/2025	2.85	22.15	11.61671211	16.94462774
6/26/2025	-4.75	29.75	15.69131674	23.04458891
6/26/2025	2.75	22.25	11.66989349	17.02345489
6/27/2025	-4.12	29.12	15.35074793	22.52942763
6/27/2025	2.88	22.12	11.60075967	16.92098605
6/28/2025	-3.02	28.02	14.75742539	21.63449201
6/28/2025	3.2	21.8	11.43065681	16.66899158
6/29/2025	-1.55	26.55	13.96703726	20.44708062
6/30/2025	3.62	21.38	11.20755141	16.33875084
6/30/2025	0.14	24.86	13.06168872	19.09317061
7/1/2025	4.03	20.97	10.98992397	16.0169104
7/1/2025	1.9	23.1	12.12235224	17.69484628
7/2/2025	4.28	20.72	10.85730327	15.82092133
7/2/2025	3.57	21.43	11.23410248	16.37803573
7/3/2025	4.27	20.73	10.86260696	15.82875723
7/3/2025	5	20	10.4756817	15.25752329
7/4/2025	3.92	21.08	11.04829593	16.10320645
7/4/2025	6.05	18.95	9.91998659	14.43858479
7/5/2025	3.22	21.78	11.42002879	16.653253
7/5/2025	6.61	18.39	9.624004245	14.00305813
7/6/2025	2.23	22.77	11.94660226	17.43389586

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
7/6/2025	6.63	18.37	9.613438289	13.98751902
7/7/2025	1.09	23.91	12.5542337	18.33698554
7/7/2025	6.24	18.76	9.819534441	14.2907226
7/8/2025	-0.05	25.05	13.16330362	19.24481833
7/8/2025	5.65	19.35	10.13156591	14.75019641
7/9/2025	-1.08	26.08	13.71490683	20.06938731
7/9/2025	4.99	20.01	10.48097874	15.26533779
7/10/2025	-1.92	26.92	14.16571697	20.74506713
7/10/2025	4.36	20.64	10.81487711	15.75824504
7/11/2025	-2.5	27.5	14.47751219	21.21336919
7/11/2025	3.78	21.22	11.12260432	16.21309211
7/12/2025	-2.72	27.72	14.5958935	21.39138842
7/12/2025	3.27	21.73	11.39346047	16.61391219
7/13/2025	-2.53	27.53	14.49365136	21.23763186
7/13/2025	2.83	22.17	11.62734757	16.96039052
7/14/2025	-1.89	26.89	14.14960136	20.7208843
7/15/2025	2.46	22.54	11.82417737	17.25224215
7/15/2025	-0.81	25.81	13.57018863	19.8528264
7/16/2025	2.18	22.82	11.97322367	17.47340968
7/16/2025	0.62	24.38	12.8051627	18.71067562
7/17/2025	1.95	23.05	12.09571606	17.65528411
7/17/2025	2.27	22.73	11.92530702	17.40229097
7/18/2025	1.71	23.29	12.22359407	17.84526226
7/18/2025	3.9	21.1	11.05891026	16.11890067
7/19/2025	1.3	23.7	12.44219585	18.17027943
7/19/2025	5.19	19.81	10.37505505	15.10910286
7/20/2025	0.56	24.44	12.83721407	18.75843983
7/20/2025	5.82	19.18	10.04162781	14.61770752
7/21/2025	-0.54	25.54	13.42555861	19.63656064
7/21/2025	5.62	19.38	10.14743995	14.77358515
7/22/2025	-1.81	26.81	14.10663198	20.65641563
7/22/2025	4.79	20.21	10.58693867	15.42168907
7/23/2025	-2.9	27.9	14.69279831	21.53720176
7/23/2025	3.76	21.24	11.13322135	16.22879506
7/24/2025	-3.58	28.58	15.05927397	22.08938684
7/24/2025	2.82	22.18	11.63266546	16.96827241
7/25/2025	-3.74	28.74	15.14559468	22.21962501
7/25/2025	2.15	22.85	11.98919778	17.49712208
7/26/2025	-3.36	28.36	14.94064007	21.91050516
7/26/2025	1.8	23.2	12.17563261	17.77399681
7/27/2025	-2.47	27.47	14.46137418	21.18911051
7/27/2025	1.78	23.22	12.18628996	17.78983112
7/28/2025	-1.17	26.17	13.76316601	20.14164061
7/29/2025	2.05	22.95	12.04245164	17.57618581
7/29/2025	0.43	24.57	12.90667274	18.86197543
7/30/2025	2.53	22.47	11.78692851	17.1969918
7/30/2025	2.21	22.79	11.95725051	17.44970036
7/31/2025	3.13	21.87	11.46785803	16.72408684
7/31/2025	4.01	20.99	11.0005362	16.03259781
8/1/2025	3.73	21.27	11.14914761	16.25235183
8/1/2025	5.69	19.31	10.11040175	14.71901532
8/2/2025	4.15	20.85	10.92625864	15.92281178
8/2/2025	7.09	17.91	9.370511597	13.63040658
8/3/2025	4.15	20.85	10.92625864	15.92281178
8/3/2025	7.94	17.06	8.922068718	12.97193084
8/4/2025	3.51	21.49	11.26596699	16.42518806
8/4/2025	7.95	17.05	8.916796253	12.96419461
8/5/2025	2.29	22.71	11.91466002	17.38649058
8/5/2025	7.17	17.83	9.328280948	13.56835554
8/6/2025	0.82	24.18	12.69835417	18.55155869
8/6/2025	5.96	19.04	9.96757992	14.50865902
8/7/2025	-0.62	25.62	13.46840282	19.70060887
8/7/2025	4.59	20.41	10.69293524	15.57815814
8/8/2025	-1.84	26.84	14.12274455	20.68058817
8/8/2025	3.21	21.79	11.42534275	16.66112213
8/9/2025	-2.68	27.68	14.5743649	21.35900522
8/9/2025	1.92	23.08	12.11169745	17.67902037
8/10/2025	-3.02	28.02	14.75742539	21.63449201
8/10/2025	0.82	24.18	12.69835417	18.55155869
8/11/2025	-2.79	27.79	14.63357362	21.44807627
8/11/2025	0.01	24.99	13.13121017	19.19691449
8/12/2025	-1.94	26.94	14.17646135	20.76119116

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
8/12/2025	-0.39	25.39	13.34524631	19.51653895
8/13/2025	-0.56	25.56	13.43626895	19.6525703
8/14/2025	-0.32	25.32	13.30777638	19.46055934
8/14/2025	1.25	23.75	12.46886713	18.20995686
8/15/2025	0.18	24.82	13.04030145	19.06126251
8/15/2025	3.28	21.72	11.38814711	16.60604499
8/16/2025	0.93	24.07	12.63962862	18.46410763
8/16/2025	5.25	19.75	10.34328495	15.06225486
8/17/2025	1.56	23.44	12.3035492	17.96410153
8/17/2025	6.74	18.26	9.55533142	13.90207267
8/18/2025	1.58	23.42	12.29288711	17.94825169
8/18/2025	7.18	17.82	9.323002477	13.5606003
8/19/2025	0.74	24.26	12.74107217	18.61518759
8/19/2025	6.35	18.65	9.761391883	14.20516264
8/20/2025	-0.51	25.51	13.40949401	19.61254914
8/20/2025	4.81	20.19	10.57634103	15.40604867
8/21/2025	-1.62	26.62	14.0046121	20.50341187
8/21/2025	3.22	21.78	11.42002879	16.653253
8/22/2025	-2.31	27.31	14.3753246	21.05979796
8/22/2025	1.88	23.12	12.13300746	17.71067359
8/23/2025	-2.49	27.49	14.47213272	21.20528252
8/23/2025	0.92	24.08	12.64496674	18.47205588
8/24/2025	-2.16	27.16	14.29468318	20.93866944
8/24/2025	0.37	24.63	12.93873708	18.90978264
8/25/2025	-1.36	26.36	13.86507925	20.29428535
8/25/2025	0.25	24.75	13.00287816	19.0054381
8/26/2025	-0.18	25.18	13.23285388	19.34865802
8/26/2025	0.53	24.47	12.85324129	18.78232701
8/27/2025	1.29	23.71	12.44752988	18.17821419
8/28/2025	1.15	23.85	12.52221793	18.28933889
8/28/2025	2.96	22.04	11.5582243	16.85795602
8/29/2025	2.07	22.93	12.03180002	17.5603703
8/29/2025	4.7	20.3	10.63463257	15.49208549
8/30/2025	3.15	21.85	11.45722861	16.70834372
8/30/2025	6.41	18.59	9.729682043	14.15850722
8/31/2025	4.2	20.8	10.89973545	15.88361704
8/31/2025	7.94	17.06	8.922068718	12.97193084
9/1/2025	4.81	20.19	10.57634103	15.40604867
9/1/2025	8.92	16.08	8.40572165	12.21489866
9/2/2025	4.5	20.5	10.74064576	15.64860803
9/2/2025	8.73	16.27	8.505774704	12.36149679
9/3/2025	3.23	21.77	11.41471492	16.64538419
9/3/2025	7.38	17.62	9.217449752	13.40554848
9/4/2025	1.56	23.44	12.3035492	17.96410153
9/4/2025	5.49	19.51	10.21623658	14.87496554
9/5/2025	-0.07	25.07	13.17400238	19.26078938
9/5/2025	3.4	21.6	11.32439445	16.51166374
9/6/2025	-1.42	26.42	13.89727166	20.34252015
9/6/2025	1.32	23.68	12.4315281	18.15441098
9/7/2025	-2.28	27.28	14.35919399	21.03556439
9/7/2025	-0.53	25.53	13.42020362	19.62855641
9/8/2025	-2.55	27.55	14.50441147	21.25380919
9/8/2025	-1.97	26.97	14.19257887	20.78538043
9/9/2025	-2.15	27.15	14.28930812	20.93059769
9/9/2025	-2.79	27.79	14.63357362	21.44807627
9/10/2025	-1.12	26.12	13.73635412	20.10149577
9/10/2025	-2.87	27.87	14.67664453	21.51288939
9/11/2025	0.46	24.54	12.8906421	18.83807694
9/12/2025	-2.17	27.17	14.30005838	20.94674162
9/12/2025	2.44	22.56	11.83482083	17.26803099
9/13/2025	-0.83	25.83	13.58090546	19.86885778
9/13/2025	4.6	20.4	10.68763453	15.57033187
9/14/2025	0.81	24.19	12.70369352	18.559511
9/14/2025	6.6	18.4	9.629287347	14.01082807
9/15/2025	2.17	22.83	11.97854827	17.48131347
9/15/2025	7.83	17.17	8.980070875	13.05704527
9/16/2025	2.53	22.47	11.78692851	17.1969918
9/16/2025	7.55	17.45	9.127754755	13.27383306
9/17/2025	1.78	23.22	12.18628996	17.78983112
9/17/2025	5.89	19.11	10.00460176	14.56317653
9/18/2025	0.67	24.33	12.77845634	18.67088241
9/18/2025	3.91	21.09	11.05360305	16.1110534

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
9/19/2025	-0.21	25.21	13.24890676	19.3726304
9/19/2025	2.13	22.87	11.99984771	17.51293207
9/20/2025	-0.7	25.7	13.51125471	19.76468274
9/20/2025	0.7	24.3	12.76243388	18.64701096
9/21/2025	-0.75	25.75	13.53804105	19.80474199
9/21/2025	-0.3	25.3	13.29707175	19.44456872
9/22/2025	-0.41	25.41	13.35595307	19.53253668
9/22/2025	-0.86	25.86	13.59698161	19.89290788
9/23/2025	0.29	24.71	12.98149597	18.97354685
9/23/2025	-0.96	25.96	13.65057667	19.9731013
9/24/2025	1.3	23.7	12.44219585	18.17027943
9/24/2025	-0.61	25.61	13.46304688	19.69260144
9/25/2025	2.57	22.43	11.76564572	17.16542759
9/25/2025	0.15	24.85	13.05634173	19.08519301
9/26/2025	4.02	20.98	10.99523004	16.02475395
9/26/2025	1.25	23.75	12.46886713	18.20995686
9/27/2025	5.56	19.44	10.1791904	14.8203702
9/28/2025	2.57	22.43	11.76564572	17.16542759
9/28/2025	7.12	17.88	9.354674503	13.60713553
9/29/2025	3.9	21.1	11.05891026	16.11890067
9/29/2025	8.55	16.45	8.600585912	12.50045509
9/30/2025	4.83	20.17	10.56574377	15.39040944
9/30/2025	9.38	15.62	8.163594196	11.8603108
10/1/2025	4.83	20.17	10.56574377	15.39040944
10/1/2025	8.8	16.2	8.468910029	12.30747744
10/2/2025	3.82	21.18	11.10137142	16.18168997
10/2/2025	6.96	18.04	9.439147371	13.73127432
10/3/2025	2.34	22.66	11.88804436	17.34699556
10/3/2025	4.51	20.49	10.73534422	15.64077907
10/4/2025	0.86	24.14	12.67699785	18.51975313
10/4/2025	1.88	23.12	12.13300746	17.71067359
10/5/2025	-0.34	25.34	13.31848148	19.47655154
10/5/2025	-0.65	25.65	13.48447138	19.72463356
10/6/2025	-1.06	26.06	13.70418391	20.05333554
10/6/2025	-2.78	27.78	14.62819035	21.43997666
10/7/2025	-1.21	26.21	13.78461773	20.17376391
10/7/2025	-4.22	29.22	15.40476905	22.61106982
10/8/2025	-0.74	25.74	13.53268354	19.79672933
10/8/2025	-4.79	29.79	15.71295923	23.07736366
10/9/2025	0.3	24.7	12.9761507	18.96557499
10/9/2025	-4.39	29.39	15.49663719	22.74997295
10/10/2025	1.83	23.17	12.15964738	17.75024798
10/10/2025	-3.12	28.12	14.81129595	21.71561728
10/11/2025	3.69	21.31	11.170384	16.28376524
10/12/2025	-1.22	26.22	13.78998096	20.18179577
10/12/2025	5.65	19.35	10.13156591	14.75019641
10/13/2025	0.87	24.13	12.67165906	18.51180267
10/13/2025	7.3	17.7	9.259667035	13.46755714
10/14/2025	2.51	22.49	11.79757053	17.21277593
10/14/2025	7.92	17.08	8.932613878	12.98740402
10/15/2025	3.13	21.87	11.46785803	16.72408684
10/15/2025	6.93	18.07	9.454988333	13.75455765
10/16/2025	2.79	22.21	11.64861972	16.99192005
10/16/2025	4.98	20.02	10.48627587	15.27315258
10/17/2025	2.15	22.85	11.98919778	17.49712208
10/17/2025	3.01	21.99	11.53164297	16.81857293
10/18/2025	1.65	23.35	12.25557321	17.89278842
10/18/2025	1.31	23.69	12.43686192	18.16234502
10/19/2025	1.42	23.58	12.37819594	18.07509032
10/19/2025	-0.02	25.02	13.14725637	19.22086467
10/20/2025	1.44	23.56	12.36753081	18.05923049
10/20/2025	-0.94	25.94	13.63985669	19.95705936
10/21/2025	1.71	23.29	12.22359407	17.84526226
10/21/2025	-1.45	26.45	13.91336955	20.3666432
10/22/2025	2.22	22.78	11.95192633	17.44179794
10/22/2025	-1.52	26.52	13.95093564	20.42294498
10/23/2025	2.98	22.02	11.54759146	16.8422018
10/23/2025	-1.15	26.15	13.75244089	20.12558143
10/24/2025	3.94	21.06	11.03768199	16.08751347
10/24/2025	-0.4	25.4	13.35059963	19.52453762
10/25/2025	5.08	19.92	10.43330862	15.19501776
10/25/2025	0.67	24.33	12.77845634	18.67088241

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
10/26/2025	6.32	18.68	9.777247935	14.22849396
10/27/2025	1.9	23.1	12.12235224	17.69484628
10/27/2025	7.56	17.44	9.122479283	13.26608733
10/28/2025	3.13	21.87	11.46785803	16.72408684
10/28/2025	8.61	16.39	8.568979552	12.45412739
10/29/2025	4.09	20.91	10.9580896	15.96985556
10/29/2025	8.96	16.04	8.384661149	12.18404627
10/30/2025	4.43	20.57	10.77775915	15.70341916
10/30/2025	8.06	16.94	8.858804147	12.87911193
10/31/2025	4.06	20.94	10.97400636	15.99338159
10/31/2025	6.04	18.96	9.925274396	14.44636972
11/1/2025	3.22	21.78	11.42002879	16.653253
11/1/2025	3.4	21.6	11.32439445	16.51166374
11/2/2025	2.25	22.75	11.93595443	17.41809274
11/2/2025	0.58	24.42	12.82652983	18.74251693
11/3/2025	1.4	23.6	12.3888615	18.09095158
11/3/2025	-2.03	27.03	14.22481735	20.83377061
11/4/2025	0.85	24.15	12.68233676	18.52770397
11/4/2025	-4.08	29.08	15.3291434	22.49678427
11/5/2025	0.71	24.29	12.75709328	18.63905456
11/5/2025	-5.3	30.3	15.98910393	23.49594786
11/6/2025	1.03	23.97	12.58625346	18.38464533
11/6/2025	-5.57	30.57	16.13545228	23.71808895
11/7/2025	1.81	23.19	12.17030409	17.76608018
11/7/2025	-4.89	29.89	15.76707553	23.15933554
11/8/2025	2.97	22.03	11.55290783	16.85007875
11/8/2025	-3.42	28.42	14.97298825	21.95926872
11/9/2025	4.38	20.62	10.80427151	15.742579
11/9/2025	-1.46	26.46	13.91873576	20.37468505
11/10/2025	5.82	19.18	10.04162781	14.61770752
11/11/2025	0.64	24.36	12.79447982	18.69475721
11/11/2025	6.89	18.11	9.476110751	13.78560568
11/12/2025	2.41	22.59	11.8507868	17.2917168
11/12/2025	7.07	17.93	9.381070062	13.64592188
11/13/2025	3.52	21.48	11.260656	16.41732854
11/13/2025	6.12	18.88	9.882974337	14.38409787
11/14/2025	3.97	21.03	11.02176179	16.06397633
11/14/2025	4.49	20.51	10.74594739	15.65643729
11/15/2025	4.01	20.99	11.0005362	16.03259781
11/15/2025	2.8	22.2	11.64330153	16.98403717
11/16/2025	3.92	21.08	11.04829593	16.10320645
11/16/2025	1.31	23.69	12.43686192	18.16234502
11/17/2025	3.83	21.17	11.09606344	16.17384022
11/17/2025	0.11	24.89	13.07773039	19.11710572
11/18/2025	3.79	21.21	11.11729595	16.20524111
11/18/2025	-0.76	25.76	13.54339867	19.81275505
11/19/2025	3.85	21.15	11.08544776	16.15814165
11/19/2025	-1.29	26.29	13.82752708	20.23803038
11/20/2025	4.05	20.95	10.97931213	16.00122422
11/20/2025	-1.45	26.45	13.91336955	20.3666432
11/21/2025	4.42	20.58	10.78306143	15.71125053
11/21/2025	-1.26	26.26	13.81143515	20.21392734
11/22/2025	4.97	20.03	10.49157309	15.28096766
11/22/2025	-0.75	25.75	13.53804105	19.80474199
11/23/2025	5.66	19.34	10.12627474	14.74240072
11/23/2025	-0.01	25.01	13.14190752	19.21288089
11/24/2025	6.42	18.58	9.724397362	14.15073224
11/24/2025	0.9	24.1	12.65564333	18.48795349
11/25/2025	7.11	17.89	9.359953454	13.61489229
11/25/2025	1.88	23.12	12.13300746	17.71067359
11/26/2025	7.56	17.44	9.122479283	13.26608733
11/27/2025	2.83	22.17	11.62734757	16.96039052
11/27/2025	7.46	17.54	9.175237517	13.34355581
11/28/2025	3.6	21.4	11.21817154	16.35446384
11/28/2025	6.52	18.48	9.671555142	14.07299713
11/29/2025	4.05	20.95	10.97931213	16.00122422
11/29/2025	4.76	20.24	10.60283581	15.44515189
11/30/2025	4.13	20.87	10.93686858	15.93849181
11/30/2025	2.44	22.56	11.83482083	17.26803099
12/1/2025	3.9	21.1	11.05891026	16.11890067
12/1/2025	-0.05	25.05	13.16330362	19.24481833
12/2/2025	3.48	21.52	11.28190058	16.44876851

Date	Min Tide	Ramp Height @ 25' ASL to T.O. Ramp	Min Ramp Slope in degrees @ 110' Long	Max Ramp Slope in degrees @ 76' Long
12/2/2025	-2.34	27.34	14.39145636	21.08403548
12/3/2025	3.02	21.98	11.52632701	16.81069729
12/3/2025	-4.11	29.11	15.34534659	22.52126607
12/4/2025	2.68	22.32	11.70712653	17.07865364
12/4/2025	-5.14	30.14	15.90242956	23.36448541
12/5/2025	2.59	22.41	11.75500495	17.14964749
12/5/2025	-5.34	30.34	16.01077838	23.52883394
12/6/2025	2.79	22.21	11.64861972	16.99192005
12/6/2025	-4.76	29.76	15.69672714	23.05278185
12/7/2025	3.3	21.7	11.37752067	16.59031157
12/7/2025	-3.52	28.52	15.02691274	22.04057853
12/8/2025	4.03	20.97	10.98992397	16.0169104
12/8/2025	-1.81	26.81	14.10663198	20.65641563
12/9/2025	4.84	20.16	10.56044527	15.38259026
12/9/2025	0.13	24.87	13.06703583	19.1011486
12/10/2025	5.51	19.49	10.20565152	14.85936546
12/11/2025	2.06	22.94	12.03712578	17.56827788
12/11/2025	5.76	19.24	10.07336781	14.66445914
12/12/2025	3.74	21.26	11.14383876	16.24449926
12/12/2025	5.43	19.57	10.24799389	14.92177254
12/13/2025	5.03	19.97	10.45979111	15.23408154
12/13/2025	4.56	20.44	10.70883791	15.60163875
12/14/2025	5.83	19.17	10.03633812	14.60991655
12/14/2025	3.39	21.61	11.32970663	16.51952708
12/15/2025	6.16	18.84	9.861826349	14.35296846
12/15/2025	2.17	22.83	11.97854827	17.48131347
12/16/2025	6.13	18.87	9.877687213	14.37631511
12/16/2025	1.04	23.96	12.58091656	18.37670112
12/17/2025	5.89	19.11	10.00460176	14.56317653
12/17/2025	0.09	24.91	13.08842542	19.13306439
12/18/2025	5.59	19.41	10.16331478	14.79697641
12/18/2025	-0.66	25.66	13.4898278	19.73264259
12/19/2025	5.32	19.68	10.30622389	15.00761188
12/19/2025	-1.15	26.15	13.75244089	20.12558143
12/20/2025	5.14	19.86	10.40153259	15.14815076
12/20/2025	-1.37	26.37	13.87044434	20.30232344
12/21/2025	5.1	19.9	10.42271625	15.17939427
12/21/2025	-1.32	26.32	13.84362012	20.26213715
12/22/2025	5.16	19.84	10.39094131	15.13253074
12/22/2025	-0.99	25.99	13.66665756	19.99716728
12/23/2025	5.27	19.73	10.33269563	15.04664115
12/23/2025	-0.39	25.39	13.34524631	19.51653895
12/24/2025	5.34	19.66	10.29563582	14.99200217
12/24/2025	0.48	24.52	12.87995559	18.82214651
12/25/2025	5.28	19.72	10.3274011	15.03883473
12/26/2025	1.57	23.43	12.2982181	17.95617643
12/26/2025	5.01	19.99	10.47038474	15.24970908
12/27/2025	2.81	22.19	11.63798344	16.97615463
12/27/2025	4.39	20.61	10.79896885	15.73474643
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12/29/2025	5.02	19.98	10.46508788	15.24189517
12/29/2025	1.91	23.09	12.11702479	17.68693315
12/30/2025	5.53	19.47	10.19506681	14.84376652
12/30/2025	0.16	24.84	13.05099485	19.07721579
12/31/2025	5.45	19.55	10.23740777	14.90616908
12/31/2025	-1.48	26.48	13.92946855	20.39077001

Exhibit B

I chose to bring two options to you to highlight that there are many varied options out there capable of the job at hand. Both are currently in use by the public in a program on trails within the Colorado Division of Parks and Wildlife state park system. Full disclosure, I have a son who is a game warden in Colorado. You can see this program in action by searching for CPW.state.co.us/Staunton Track Chair and Cheyenne Mountain State Park Terrain Hoppers. In reviewing their programs, I found that many grant programs assisted in their purchases. In my initial research I quickly focused on the terrain hopper model for the time I have available to create this proposal. It seems to check all the boxes. I have spent considerable time on the phone with the company owner Todd Lemay. He is very enthusiastic about helping in any way. His contact information is on the estimate attached. He fully believes that the Homer harbor project would qualify for a $5000 grant through the "Hopper for Heroes" organization (info@hoppersforheroes.org). He has also indicated he could offer a $500 per unit discount for purchase of multiple units. I am happy to forward our emails to anyone interested. However, the track chair does have a dealer in Anchorage (Alaska Mobility, owner Pat, 970-865-8150. Terrain Hopper is out of Arizona and only does direct sales.

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
LINDA PETKASH	Oxygen Compromised, Boat owner, steep ramp difficult
Dale Petkash	Harbor Slip Boat owner
Dyle L. Carman	93 yrs old with repaird hip.
ANDREW MILLER	LETS HELP MORE PEOPLE ENJOY BOATING
Todd K Martin	Cost Effective Compromise
Jerry W BLY	Have Hip Replacement Help with Fishing [redacted]
Lisa Allison	Harbor Boat Slip
Holly Dennis	Hospice equipmet to keep people on the water!
Lori Pond	ADA accesibility at the Harbor is needed.
JEREMIAH BLAKE	BOAT OWNER
Julie Small	Accessibility is needed.
Carl Hottel	Bad knee and this would make access easier.
Tina Bottjen	This would help me get up & down - I have bad knees
Jacque Larch	I have back issues - this would really help
Karrie Youngblood	I have hip issues and would find this helpful
JOSEPH BRENER	I SUPPORT THIS FOR SAKE OF THE PUBLIC
Jeremy Young	I support Better Access
Louise Rempel	87 - hip replacement recovery !!
Ashley Moore	Development Director SPBHS - Our Bay should be accessible to all.
[illegible]	Older folks need help!

Let's keep our seniors on the water!

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
Katherine Koppman	Fully Support!
Marjorie Dunn	Excellent cause
Tonja Robinson	yes please!
Jane Dunn	Yes, this would help everyone
Diana S. Scott	Diana S Scott

WHO CARES? - WE CARE!

The following individuals endorse the City of Homer's ADA Advisory Board's pursuit of this concept as a possible solution to handicapped accessibility issues at the Homer Small Boat Harbor.

Printed Name	Comments
John Calhoun	ABSOLUTELY NEEDED FOR HANDICAPS & SENIORS
Mary Calhoun	Please consider and approve - needed
Penny Fenley	Great Idea!!
Esther Ashment	Fabulous Idea
Ken Manville	Yes!
Dixie Andress	Good for aging

TerrainHopper USA LLC
8270 S Kyrene Rd # B-106
Tempe, AZ 85284 US
+18338467737
info@terrainhopperusa.com
www.terrainhopperusa.com

TERRAINHOPPER
CREATED FOR ADVENTURE

Estimate

ADDRESS
Dale Petkash

SHIP TO
Dale Petkash
Dale Petkash

ESTIMATE # 2595
DATE 07/14/2025

PRODUCT/SERVICE	QTY	PRICE	AMOUNT
Standard TerrainHopper 4ZS - Handlebar Controls Speed Selection: 4mph Control Side: Dual Color Choice: TBD	1	19,995.00	19,995.00
Option - Joystick Control Upgrade	1	1,995.00	1,995.00
Option - Waterproofing Motors and Battery Box	1	1,495.00	1,495.00
Option - Lithium 100AH Batteries with 16 Amp Victron Smart Charger	1	1,500.00	1,500.00
Option - Manual Rotating Seat	1	395.00	395.00
Option - 4 Point Harness	1	250.00	250.00
Crating	1	450.00	450.00
Shipping	1	950.00	950.00

SUBTOTAL	27,030.00
TAX	0.00
TOTAL	**$27,030.00**

Accepted By

Accepted Date

TERRAINHOPPER

CREATED FOR ADVENTURE

Standard Features
Every TerrainHopper comes in one of our standard colors and includes four-wheel independent suspension, four electric motors, side roll bar opening on both sides, LED safety lights, security key, lap belt, and a 60AH Lithium battery pack with a range of 8-10 miles.*

*range varies depending on terrain, user weight and speed selection

Handlebar Control	$19,995
Dual Control Upgrade Including Joystick Controls	$1,995
Options:	
Waterproofing Motors and Battery Box	$1,495
Extended Chassis Length from 66" to 72" (Users Over 6' tall)	$995
4 Point Harness	$295
5 Point Harness	$345
Adjustable Footrest Plate	$250
Additional LED Lighting Front and Rear	$495
Cup Holder	$75
Manual Rotating Seat	$395
WARN Winch with Mount and Controller	$795
Givi Trekker 37ltr Rear Mounted Lockable/Removable Case	$750
Rear or Front Mounted 1 ¼ Hitch Receiver	$295
Rear 16Wx12D Storage Platform with Four Tie-Down Rings	$395
Rifle Mount	$145
Dual Fishing Pole Holder	$145
12V Accessory Power Plug	$195
Bazooka 24" Bluetooth Sound Bar	$595
Overhead Roll Bar	$750
Attendant Stop Switch	$250
Full Size Spare Wheel with Tire/Tube	$350
Monster Tire Upgrade (180/90-14)	$895
Lithium Upgrade Option 1 – 100AH	$1,500
Lithium Upgrade Option 2 – 200AH	$3,000

www.terrainhopperusa.com

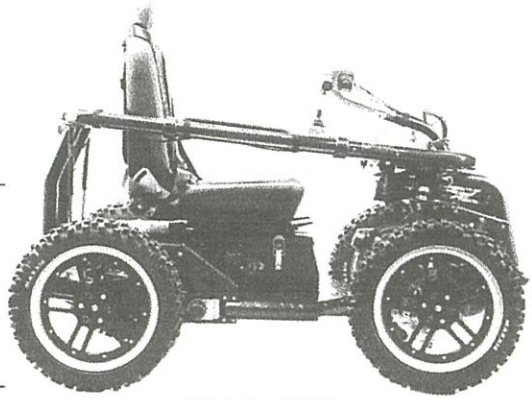
833-T HOPPER (833-846-7737)
email: info@terrainhopperusa.com
8270 S Kyrene Road, Suite B-106
Tempe, AZ 85284

TERRAIN

46" Total Height

37" With Seat Folded Down

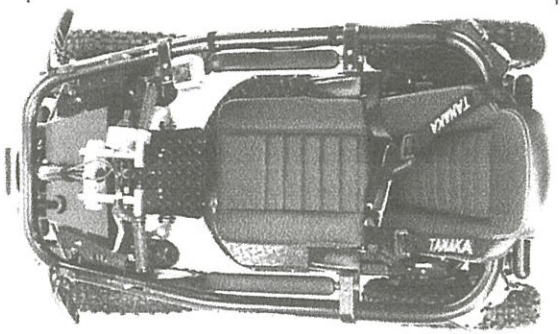
26" Seat Height



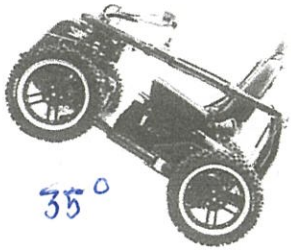
Weight: 450 lbs
(not including batteries)

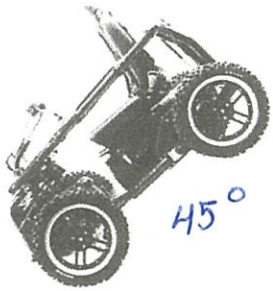
66"

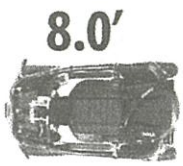
34"



72" (with winch)







Action Trackchair

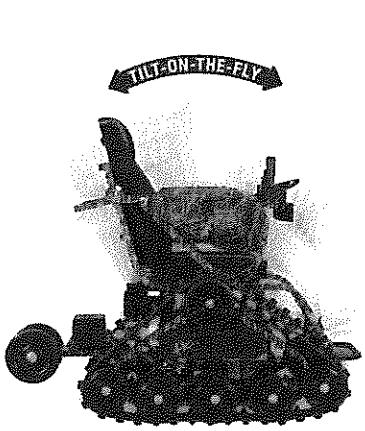
ST

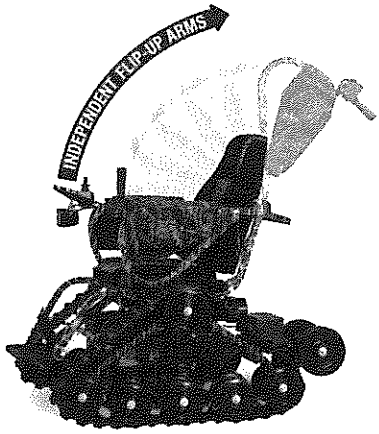
The original. The gold standard.

Unveiled in 2009, the Action Trackchair ST redefines outdoor freedom. From conquering snow-covered landscapes to navigating challenging mud and sand, the ST model empowers users to go further and venture beyond concrete constraints. The ST model is patented for design and functionality, features a wide stable base, and is built to withstand the test of time.

Trackchair ST Specs	
Height	43"
Length	52.5"
Weight	~400 lb
Seat Height	23"
Range	Variable up to 7 miles

Trackchair ST Models			
Model No.	Width	Seat Depth	Total Width
ST18	18"	16"	37"
ST20	20"	16"	39"
ST22	22"	16"	41"
ST24	24"	16"	43"





With four different model sizes, a variety of modifications, and dozens of colors & accessories available, your Action Trackchair ST will be suited for you!

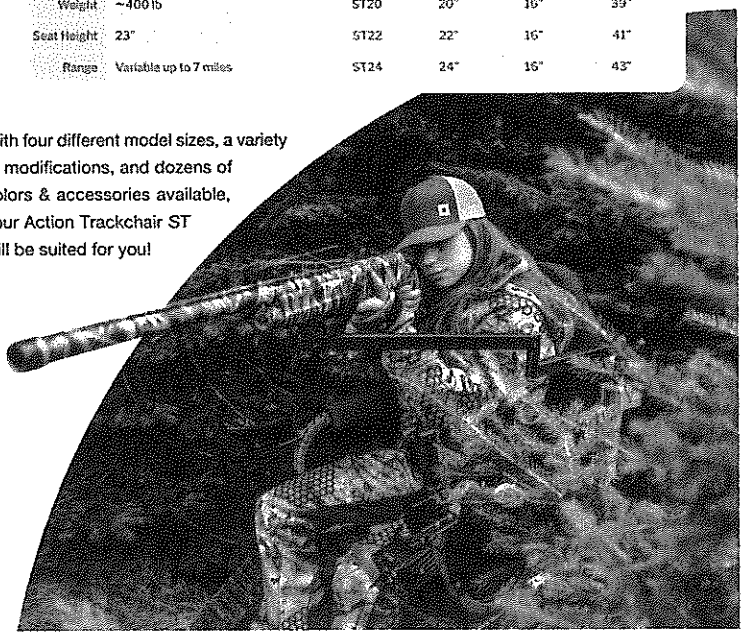


Exhibit C

COLORADO
Parks and Wildlife
Department of Natural Resources

CMSP Admin:
Application #_____
Reservation Date:_____
Participation Date:_____

TERRAIN HOPPER ACKNOWLEDGEMENT, AGREEMENT, AND WAIVER

We at Colorado Parks and Wildlife ("CPW") are pleased to provide you with a Terrain Hopper for your recreational enjoyment of Cheyenne Mountain State Park (the "Park"). In return, you must acknowledge that using the Terrain Hopper and exploring the Park are dangerous, agree to the terms below, and waive your rights to sue for any and all injuries you sustain at the Park. Read this document carefully, and sign and date at the bottom. **BY SIGNING THIS DOCUMENT YOU GIVE UP ALL RIGHTS TO SUE THE STATE OF COLORADO, THE DEPARTMENT OF NATURAL RESOURCES, THE PARKS AND WILDLIFE COMMISSION, AND THE DIVISION OF PARKS AND WILDLIFE (COLLECTIVELY, THE "STATE"), ITS AUTHORIZED AGENTS, EMPLOYEES, CONTRACTORS, OR VOLUNTEERS IN CONNECTION WITH YOUR VISIT TO THE PARK.**

THIS IS A RELEASE OF LEGAL LIABILITY AND WAIVER OF CERTAIN LEGAL RIGHTS.

USING THE TERRAIN HOPPER IS DANGEROUS: Use of the Terrain Hopper can result in injury or death. We cannot possibly list all the risks, but we have listed some of them below. You accept all the risks listed, as well as all risks not listed, in any way connected to your visit and your use of the Terrain Hopper. Risks include, but are not limited to:

- The Terrain Hopper is battery powered. The Terrain Hopper could roll away if the power is not turned off. Brake failure could occur.

- The Terrain Hopper can flip or roll. The paths, trails, lots, and other areas of the Park are not flat, increasing the risk that the Terrain Hopper will flip or roll. You will encounter inclines, rocks, roots, curbs, bridges, and other obstacles, further increasing the risk.

- The Terrain Hopper is difficult to steer and control. You could lose control, roll down a hill, or crash into objects, other people, or the ground. You will encounter hikers, dogs, mountain bikers, horses, and other trail users, and cars and other vehicles on roads and parking lots

- The mountains are hazardous. The weather is extreme and can change severely and rapidly. You will be at high altitude (well over 6,000'). You may encounter intense sun, strong winds, heavy rain, hail or snow, dangerous wildlife, or other hazards.

- You could become stranded. The Terrain Hopper could break down or the battery could run out of charge, leaving you stranded. Help may take a long time to reach you.

- Operating the Terrain Hopper is physically demanding. You could suffer hyperthermia (too hot) or hypothermia (too cold) or other injuries or illnesses. Navigating over uneven ground can cause strong vibrations or other sudden or jarring movements. You could also be injured getting into or out of the Terrain Hopper, whether under your own power or with help.

- Use of the Terrain Hopper may involve transport in another vehicle. CPW staff, contractors, or volunteers may need to transfer you by car, truck, or other vehicle to or from the starting and ending

points for your use of the Terrain Hopper. You could be injured entering or exiting such a vehicle, or while riding in one.

YOU MUST AGREE TO SEVERAL CONDITIONS:

- Obey all written and verbal instructions of CPW staff and volunteers.
- Complete an orientation to familiarize yourself with the Terrain Hopper and its operations and capabilities. Start slow, and do not go beyond the limits of your own skill and ability.
- Only use the Terrain Hopper on designated trails. CPW staff and volunteers will instruct you on which trails you may use with the Terrain Hopper. Do not use the Terrain Hopper on trails that CPW staff or volunteers tell you are off limits.
- Do not allow more than one person on the Terrain Hopper at a time.
- Turn off the power when not moving.
- Do not navigate the Terrain Hopper on more than a 20-degree slope.

YOU MUST RELEASE THE STATE AND AGREE NOT TO SUE IF YOU ARE HURT:

- You agree that use of the Terrain Hopper is solely at your own risk.
- You are solely responsible for any injuries to yourself or others, or to your property.
- You agree, for yourself and for anyone who can or could in the future sue on your behalf, to give up all rights to sue the State— including its authorized agents, employees, contractors, and volunteers — if you are injured or killed during your visit to the Park, even if your injuries or death are the result of the State's or its authorized agents', employees', contractors', or volunteers' negligence.

I, _____ (print name), have read this Acknowledgement, Agreement, and Waiver carefully, and I acknowledge and agree to all of its terms.

Signature _____ Date _____

If the individual using the Terrain Hopper is a minor under the age of 18:

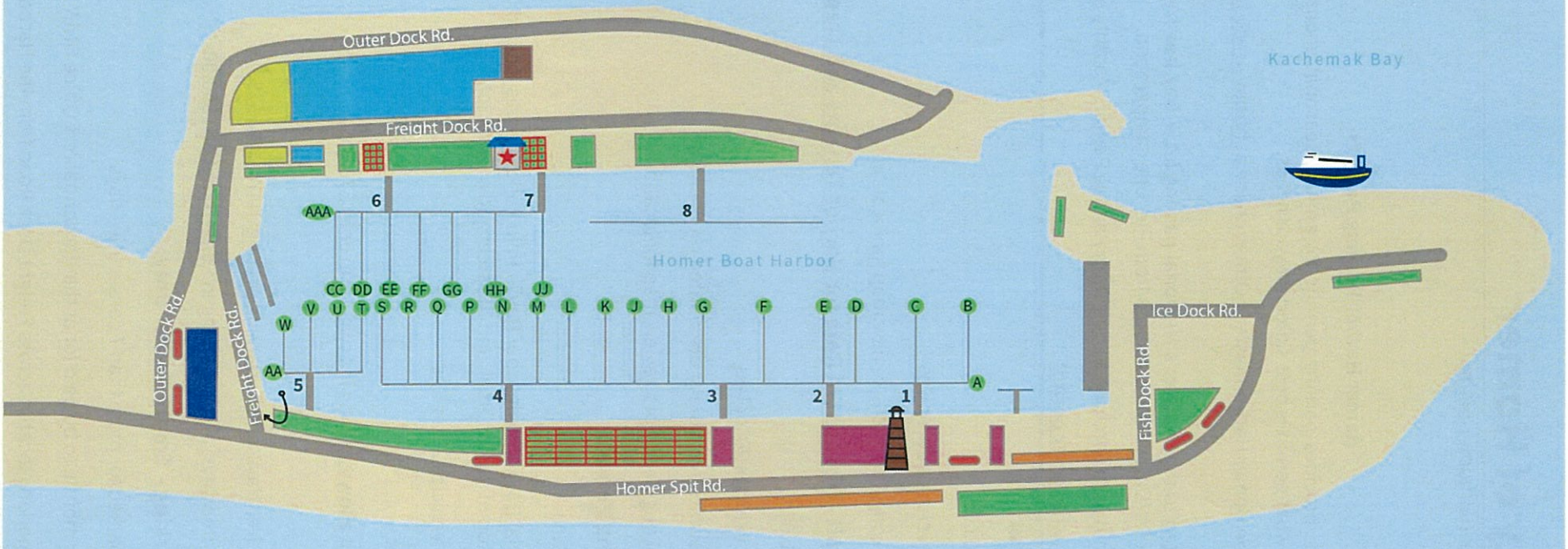
I acknowledge that I am the legal guardian of the Minor whose name appears below, that I have read the foregoing Acknowledgement, Agreement, and Waiver carefully, and that I agree to all the terms on behalf of the Minor.

Name of Minor (print name) _____
Signature of Legal Guardian_____ Date _____

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-7320

Homer Harbor Parking Map



LEGEND

- Daily fee parking $10 per calendar day
- 7 day free vehicle parking Long term permit allowed
- 7 day free vehicle parking No long term permit allowed
- Free 3 hour parking
- 7 day free parking for vehicles 20 feet +
- Day use ONLY for vehicle and attached trailer
- Paid long-term trailer parking
- 7 day free vehicle and trailer parking
- Bus parking, loading, and unloading zones
- Harbormaster Office

SUMMER HOURS	WINTER HOURS
Memorial Day - Labor Day M - F 8:00am - 5:00pm Sat 9:00am - 5:00pm	M - F 8:00am - 5:00pm Office: (907)235-3160 Self Service Portal 24/7

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
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Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Homer Harbor Parking Permits

The Homer Harbormaster's Office provides parking permits for annual, seasonal, monthly, and weekly use. Please review the information below for what permit is best suited for your needs.

All permits can be purchased at the Homer Harbormaster's Office, online at https://www.tocite.net/homerak/Portal, or scan the QR code below.

All Vehicles over 20' are Restricted to the Seafarer's Memorial parking lot, 7 Day free trailer parking area, or Parking area at the junction of Homer Spit Rd/Outer Dock Rd across from Pier one campground.

All vehicles over 20' are not permitted to purchase a Long Term Parking Permit. Monthly and weekly permits available.

All vehicle permits only allow 1 vehicle per permit

Long Term Parking Permit:

- Annual price: $150.00
- Only available for vehicles 20' or less
- Allows parking in Long-Term Lots, review map for location

Long Term Parking Permit - Discounted Rate for Harbor Tenants and Transient Annual Moorage:

- Annual price: $100.00
- Only available for vehicles 20' or less
- No more than 2 permits available at discounted rate per stall
- Allows parking in Long-Term Lots, review map for location

Seasonal Fee-Pay Parking Permit:

- Permit price: $150.00
- Valid from Memorial Day through Labor Day in Paid Parking areas located between Ramps 1 & 2, in the paved lots at the top of Ramps 3 & 4, and the steel grid parking lot
- Only available for vehicles 20' or less

Monthly Parking Permit:

- 30-day permit that allows parking in Long-Term Lots: $70.00

Weekly Parking Permit:

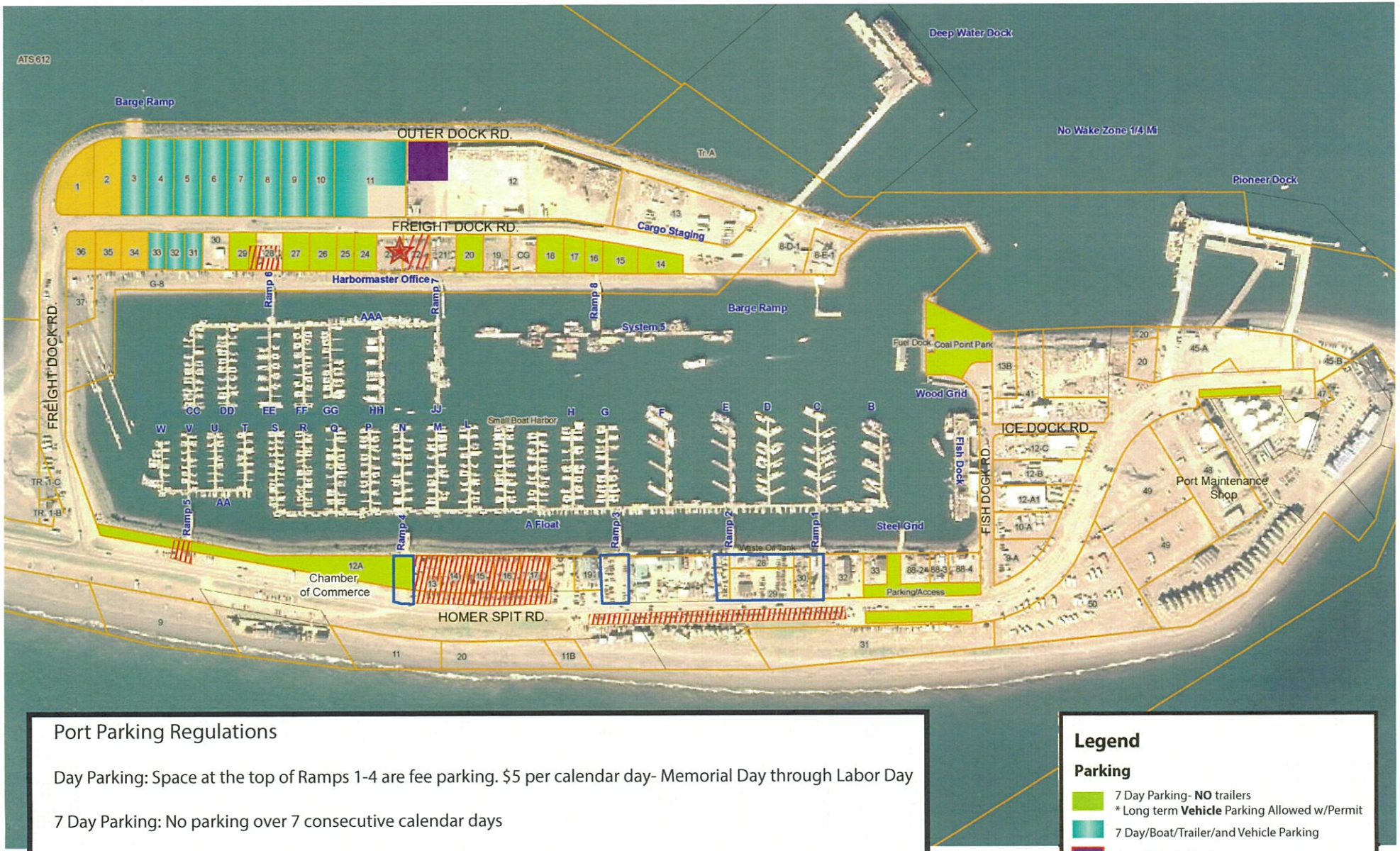
- 2 week permit + 7 free days, allows parking in Long-Term Lots: $25.00
- 3 week permit + 7 free days, allows parking in Long-Term Lots: $50.00

Monthly Boat Trailer Parking – Empty Trailer Only:

- For boat trailers parked for more than 7 consecutive days
- $7.00/per foot per month, to be paid for at the Harbormasters Office ONLY
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office

Purchase your permit here:

City of Homer Port & Harbor Facilities Vehicle Parking



Port Parking Regulations

Day Parking: Space at the top of Ramps 1-4 are fee parking. $5 per calendar day- Memorial Day through Labor Day

7 Day Parking: No parking over 7 consecutive calendar days

Long Term Vehicle Parking: Over 7 consecutive calendar days. By permit only, see Harbormaster's Office

Long Term Boat Trailer Parking: By permit only, see Harbormaster. Lot located across the street from Harbormaster's office.

Legend

Parking

- 7 Day Parking- **NO** trailers
  * Long term **Vehicle** Parking Allowed w/Permit
- 7 Day/Boat/Trailer/and Vehicle Parking
- Long Term Trailer Parking
- No Parking over 7 Days
- Day Parking ONLY,vehicle with trailer ONLY
- Day Parking $$$ FEE of $5.00

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Annual / Monthly / Weekly Long Term Vehicle Parking Passes

Long term means vehicles that are parked anywhere in the port facility (excluding leased lots) in excess of seven consecutive 24 hour days. Annual and monthly passes are available for vehicles under 20'. Monthly passes are available for vehicles over 20' and are required to use the Seafarer's Memorial parking area.

- Regular annual price: **$200.00**
- Discounted annual price for vessel owners with reserved stall or pay transient annual moorage: **$100.00**
- Monthly pass for vehicles less than 20': **$70.00**
- Monthly pass for vehicles over 20': **$85.00**
- Annual passes are valid January 1 to December 31 of the year being used. Monthly passes are 30 consecutive days.
- Weekly pass for vehicles less than 20': **$25.00**
- Weekly pass for vehicles over 20': **$30.00**
- Restricted long-term parking areas from May 1 to October 1 – See map on other side for designated seasonal restricted areas.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).

Seasonal Fee-Pay Vehicle Parking Lot Pass

During the summer, the paved ramp access parking areas become PAID parking lots. For individuals that frequently use these areas, a fee-pay parking pass, good for the season, can be purchased in lieu of paying $5.00 each day.

- Pass price: **$250.00**
- Passes are valid Memorial Day to Labor Day.
- Park in the paved Paid Parking Areas above Ramps 1, 2, 3, and 4.
- Only vehicles less than 20' allowed.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).
- Monthly Fee-Pay Vehicle Parking Lot Pass also available for **$100.00**
- No long term parking allowed in these parking areas May 1 through October 1.

Monthly Boat Trailer Parking (No Boats on Trailers)

- For boat trailers parked for more than 7 consecutive days
- $7/per foot per month
- Passes are purchased at the Harbormaster's Office. A numbered plastic tag will be issued.
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office

Technical Memorandum

Date:	Thursday, July 24, 2025
Project:	ADA Access to Homer Small Boat Harbor
To:	Mark Robl, Acting City Manager, City of Homer
From:	KC Kent, EIT, HDR
Subject:	Response to RFI for Conceptual ADA Accessible Options to Access the Homer Small Boat Harbor Float System

Introduction

The City of Homer (City) is seeking rough order of magnitude cost estimate and design information for Americans with Disabilities (ADA) accessible options for float access in the Homer Small Boat Harbor. The City is seeking solutions to improve ADA access and safety in and out of the boat harbor, as the ramps and gangways become steep during low tides. This memorandum provides a project summary with estimated costs for use in the City's Capital Improvement Plan.

The Homer Harbor is used by locals and tourists, with vessels using the harbor slips permanently, as transient moorage, or the launch ramp to launch their personal vessels. Access to the float systems becomes challenging for some during the extreme tides experienced at the harbor location. ADA accessible options will focus specifically on the float system including CC through JJ, as this is the location for many water taxi options and provides the most space for accessing float systems. A map of the float layout can be found in Figure 1.

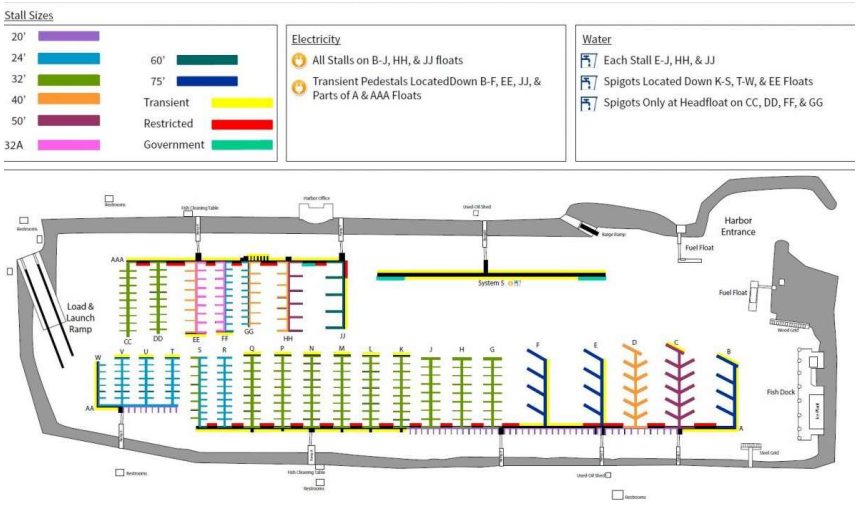


Figure 1. Float layouts in the Homer Harbor.

Background Information

Tidal Data

The nearest tide station to Homer actively recording tidal data is southeast of the project site, across Kachemak Bay in Seldovia (National Oceanic and Atmospheric Administration [NOAA] station 9455500). Homer does not currently support an active NOAA tidal station.

However, a short-term tide station at Coal Point, located at the end of the Homer Spit (NOAA station 9455558), recorded tidal data for a 4-month period between August and December 2018 and provides a tidal datum. In addition, the Coal Point NOAA station provides a correlation between the North American Vertical Datum of 1988 (NAVD88) and Mean Lower Low Water (MLLW) which can be used for the NOAA station in Seldovia. Tidal datum information for both NOAA stations are provided in Table 1.

Table 1. Tidal datum information at Coal Point (Homer) and Seldovia NOAA tide stations

Datum	Seldovia Station 9455500		Coal Point (Short-Term) Station 9455558	
	Elevation, feet MLLW	Elevation, feet NAVD88	Elevation, feet MLLW	Elevation, feet NAVD88
100-Year Water Level	+24.87	-	N/A	N/A
MHHW	+18.05	-	+18.43	+13.33
MHW	+17.23	-	+17.59	+12.49
MSL	+9.56	-	+9.73	+4.63
MTL	+9.47	-	+9.63	+4.53
MLW	+1.70	-	+1.66	-3.44
MLLW	0	-	0	-5.10
NAVD88	-	-	+5.10	0
Highest Observed Water Level	+23.31	N/A	+23.76	+18.66
Lowest Observed Water Level	-5.87	N/A	-6.22	-11.32

Note: MHHW = Mean Higher High Water; MHW = Mean High Water; MSL = Mean Sea Level; MTL = Mean Tide Level; MLW = Mean Low Water

Elevation data

Elevation data were extracted from the Division of Geological and Geophysical Surveys (DGGS) elevation portal (DGGS 2019). The latest available data were collected in 2019 by the U.S. Army Corps of Engineers (USACE) joint airborne LiDAR bathymetric mapping of Alaska and were used as an approximation for existing conditions.

For the purposes of design calculations in this memorandum, 27.4 feet NAVD88 (32.6 feet MLLW) is used as the elevation of the shore point for design considerations.

Design Considerations/Requirements

The primary objectives of improving access to the Homer Harbor are to provide people of all ages and abilities the opportunity to enjoy Kachemak Bay without impeding existing vessel

traffic. Additionally, if possible, the proposed solution should not cut off access to other parts of the harbor for marine vessel use.

ADA Considerations

Section 1005 Fishing Piers and Platforms from the ADA Accessibility Standards provides guidelines for ramp design. Chapter 10: *Fishing Piers and Platforms* of the Access Board of ADA Guides provides guidelines for gangway and floating pier structures (U.S. Access Board, 2025).

For ramps located on the ground:

1. Slopes must not be steeper than 1V:12H, or roughly 8.3% grade.
2. Cross slope must not be steeper than 1V:48H or roughly 2% grade.
3. Ramp width must be a minimum of 36 inches wide.
4. Handrails are required if the slope is greater than 1V:20H and must be 34-38 inches in height and run parallel to the structure.

For gangways (walkway connecting a fixed structure or land to a floating structure):

1. Gangway must have a maximum slope of 1H:12V (8.3% grade) if shorter than 30 feet.
2. There are no maximum slope requirements for gangways 30 feet or longer.
3. Ramp width must be a minimum of 36 inches wide.
4. Handrails are required if the slope is greater than 1V:20H and must be 34-38 inches in height and run parallel to the structure.

Existing ramps to the Homer Harbor meet federal ADA requirements, because they are all longer than 30 feet. These ramps are impractical, however, so any proposed designs will maintain the 8.3% grade restriction on ramps of any length.

Location Considerations

Any ADA access solution will take up more space than existing gangways due to slope requirements for wheelchair access. Therefore, there should be at maximum one access point per section of floats (one for floats CC-JJ and one for floats S-B, with another tentatively for floats W-T). Any proposed solution should integrate with existing structures and be able to fit in both the CC-JJ section and S-B section.

If it cuts off marine vessel traffic, it should do so in the most unobtrusive manner possible.

Preliminary Concepts

Two primary categories and multiple variations of these concepts were developed for improving ADA access to the Harbor.

These Include:

1. Electrically Powered Lift Access
2. Ramp Access

For each concept and their variations, a brief description and discussion on the benefits and potential drawbacks are provided. Conceptual-level schematic layouts and typical sections have been developed to provide a visualization of these concepts.

Electrically Powered Lifts

Vertical Lift

The vertical lift option would be mounted on a float, with a limit switch mounted on the shore to ensure it rose to the correct height. It would allow wheelchair users to drive onto a platform; a safety railing closed and raised to a ramp. They could then safely exit the elevator and enjoy the city of Homer.

Pros	Cons
• Most space-efficient solution • Would allow normal vessel traffic flow to be maintained • Fastest access solution (can be completely vertical and automated) • Does not take up more space horizontally with tidal swings	• Expensive to construct and maintain (operating costs include cost of electricity, additional hires required to operate) • Fire hazard in extreme weather events • Requires additional infrastructure

Graduated Lift Track Add on

The Lift Track add on would be integrated into existing gangway structures. It would be analogous to a home stair lift, but more robust for the outdoor elements and include a platform that would change relative angle to the ramp with the tidal swings.

Pros	Cons
• Can be added next to general pedestrian access • Does not require a separate structure for individuals with disabilities and general pedestrian traffic	• Expensive to construct and maintain (including operating and maintenance costs) • Introduces extra complexity and moving parts in a harsh environment (rain, snow, ice) • Fire hazard

Electric powered lifts were not further pursued due to operational requirements and general usefulness for the average ADA user.

Ramps

Several design options were considered for ramp access to the harbor including:

1. Switchback Ramp (Protruding)
2. Switchback Ramp (Shoreline)
3. Partial Fixed and Moving Ramp

Ramps are a relatively simple and tested method of access, easily moving with tidal swings and providing consistent ADA access. They can be made to accommodate all ages and abilities, balancing structural design efficiency to maximize time during the tidal cycle for the ideal grade of ramp for ADA access. Ramps could easily integrate with existing floating dock structures, or, depending on the chosen option, be made alongside existing access solutions.

Switchback Ramp Add on

The switchback ramp design is an add on to the existing gangways. It features a collapsing structure perpendicular to the shore along the existing horizontal gangway. A long, graduated ramp bridges to the float system. Between each segment of the switchbacks, a landing provides a resting place. The minimum grade of every ramp is 8.33% at MLLW. Detailed figures of this solution are shown in Figure 2 and Figure 3.

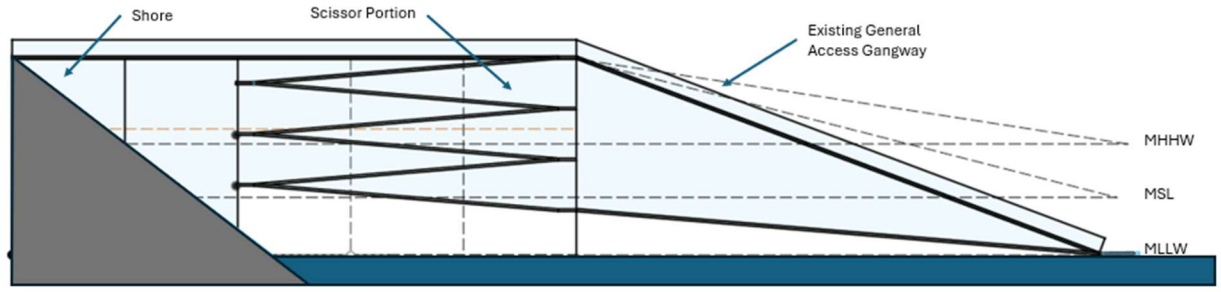


Figure 2. Switchback ramp add on alongside the existing gangway, shown at low tide.

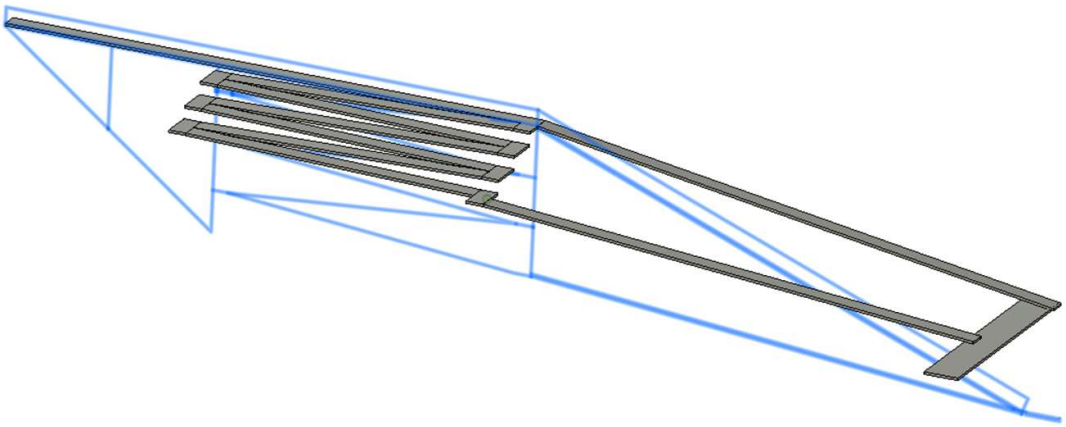


Figure 3. Alternative view of the gangway add on alongside the existing solution at high tide.

Pros	Cons
• Takes up a relatively small amount of potential docking spaces for the small vessels • Does not compromise existing general access solution – can be built alongside existing gangway	• Block access for small vessels during all tides underneath the ramp • Long access ramp to navigate

Switchback Ramp Shoreline

The second switchback ramp design idea utilizes parallel space along the shore. It features a collapsing switchback structure parallel to the shore. A floating graduated ramp bridges the switchback structure to the float system after the switchbacks. Between each segment of the switchbacks, a landing provides a resting place. The minimum grade of every ramp is 8.33% at MLLW. This option requires excavation into the shore to allow for room for each ramp to set down at low tide. An alternative option is to have the ramp set down onto pilings, slightly raised above the ground. The alternative set into the bank is shown in Figure 4 and Figure 5.

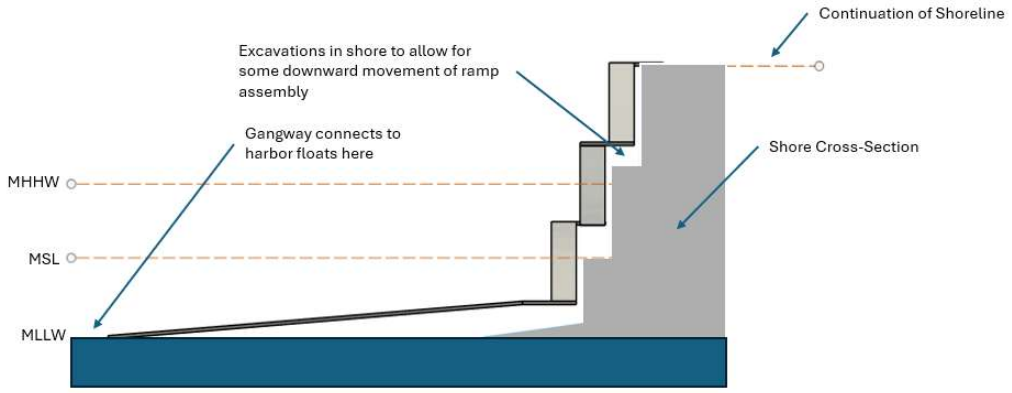


Figure 4. Switchback ramp along the shoreline.

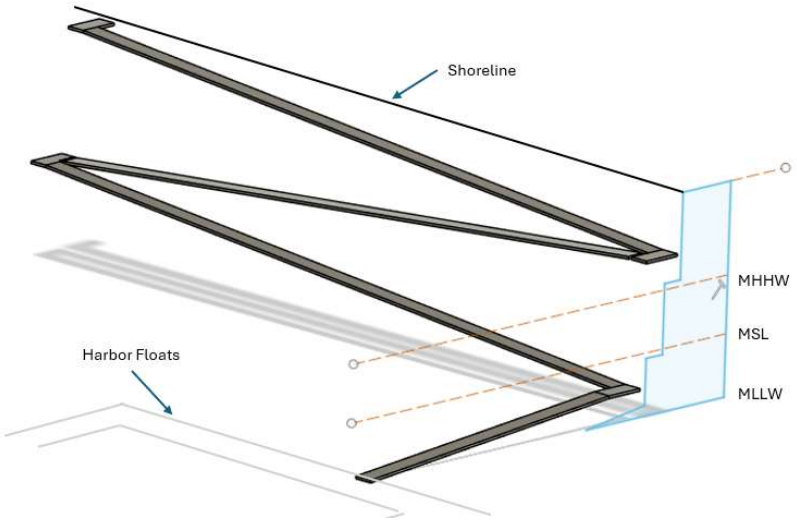


Figure 5. Alternative view for the layout of the switchbacks along the shoreline.

Pros	Cons
• Makes use of existing available space • Does not require an operator	• Expensive to install • Long ramp may be prohibitive to some users • Cuts off vessel traffic

Full Length Moving Ramp

Another option is a long ramp that parallels the shore. The length of this option allows for a portion of the ramp to be fixed and not move with the tides. The second half of the ramp would move up and down with the tide like the existing gangways. Because the ramp is so long, a

portion of it would need to be supported by piles. There is room for this ramp both at floats S-B and CC-JJ; however, the current rendition of the design would significantly impede marine vessel traffic. The ramps do not exceed a grade of 8.33% at the MLLW. Figure 6 shows a cross section of the ramp.

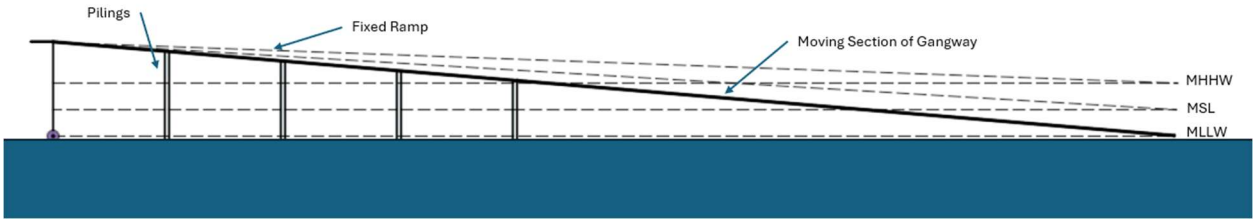


Figure 6. Long ramp with a fixed structure and moving float.

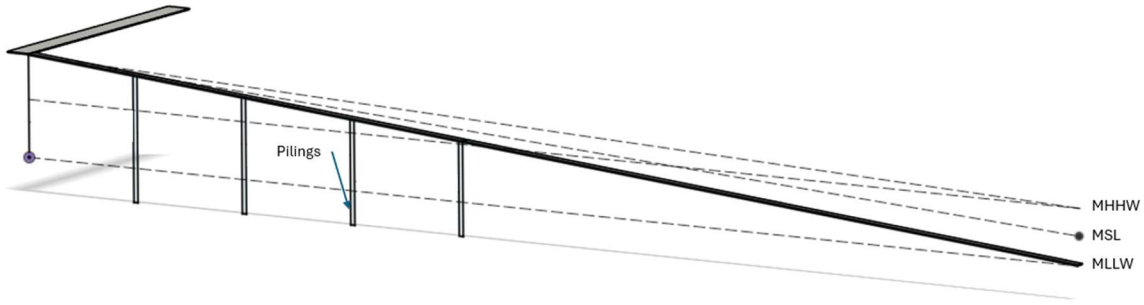


Figure 7. Alternative view for the layout of an extended ramp feature.

Pros	Cons
• Simple, mimics existing ramps • Preserves small boat access in all but one location	• Requires a lot of space

Conceptual Opinion of Probable Costs

Conceptual opinion of probable costs were based on a recent Homer Harbor grant application for floats and gangways, scaled from 2023 dollars to 2025 dollars, and an additional 35% for contingency to account for increase in costs associated with structure supplies, construction, and inflation.

A breakdown of the opinion of probable costs for each of the ramp structures is shown below in Table 2.

Table 2. Opinion of Probable Costs

Switchback Ramp (protruding)		Switchback Ramp (shoreline)		Mixed Fixed and Floating Ramp	
Floats:	$ 456,710	Floats:	$ 481,500	Floats:	$ 568,239
Railings:	$ 74,497	Railings:	$ 71,719	Railings:	$ 83,652
Pilings:	$ 120,000	Pilings:	$ 172,500	Pilings:	$ 160,000
Construction:	$ 300,000	Construction:	$ 300,000	Construction:	$ 300,000
Subtotal:	$ 951,206	Subtotal:	$ 1,025,719	Subtotal:	$ 1,380,130
Inflation Adjustment:	$ 71,340	Inflation Adjustment:	$ 76,929	Inflation Adjustment:	$ 103,510
Contingency:	$ 357,891	Contingency:	$ 385,927	Contingency:	$ 519,274
Grand Total:	**$ 1,380,438**	**Grand Total:**	**$ 1,488,574**	**Grand Total:**	**$ 2,002,914**

Resources

2025. Coast View. *Dudiak Fishing Lagoon, Homer Spit*. Accessed on June 2nd 2025. Accessible here: Dudiak Fishing Lagoon, Homer Spit | CoastView,

2019. DGGS. Division of Geological and Geophysical Surveys Elevation Portal. State of Alaska Mapper. Accessed on June 3rd, 2025. Accessible here: DGGS Elevation Portal(alaska.gov)

2025. Google Earth. Accessed on June 3rd, 2025.

2025. NOAA. *NOAA Tides and Currents.* Station 9455500 Seldovia, AK. Accessed on June 2nd, 2025. Accessible here: Station Home Page - NOAA Tides & Currents

2025. NOAA. *NOAA Tides and Currents.* Station 9455558 Coal Point, AK. Accessed on June 2nd, 2025. Accessible here: Station Home Page - NOAA Tides & Currents

2025. U.S. Access Board. *Chapter 10: Fishing Piers and Platforms.* Accessed on June 3rd, 2025. Accessible here: Chapter 10: Fishing Piers and Platforms (access-board.gov)

INFORMAL REQUEST FOR INFORMATION TO
PROVIDE CONCEPTUAL ADA ACCESSIBLE OPTIONS TO ACCESS
THE HOMER SMALL BOAT HARBOR FLOAT SYSTEM
By the
City of Homer, Alaska

Background

The City of Homer Americans with Disabilities (ADA) Advisory Board is seeking rough cost estimates and design information on possible solutions for ADA Compliant Accessibility for All Ages and Abilities for the float system in the Homer Small Boat Harbor. The Homer Spit is a popular destination for visitors and residents. Our Small Boat Harbor at the end of the Spit is a working harbor as well as a starting point for visitors interested in taking trips to the communities of Halibut Cove and Seldovia; take fishing charters to Cook Inlet and Kachemak Bay, or to launch their personal vessel for day of fishing or cruising the waters of Kachemak Bay.

The City of Homer's small boat harbor's access is compliant with Federal ADA regulations but given the tidal cycles in our region the ADA Advisory Board is seeking possible solutions for improved ADA access and safety into and out of the small boat harbor float systems using the ramps/gangways that become very steep during tidal fluctuations. This information will be used to draft a project summary with estimated costs to present to City Council for approval and inclusion in the City of Homer Capital Improvement Plan. This plan includes projects the City and community consider top priority, and assists the City in seeking grants and funding sources to have the projects completed

Submittal of any information is on a non-compensation basis, cost estimates and or conceptual designs will not result in task orders or contracts for work.

Information Desired: Estimated Costs, Conceptual Designs or Solutions:

The ADA Advisory Board is interested in information that may be relative to assisting patrons with using the existing ramps/gangways to access the float systems in the Homer Small Boat Harbor. Information may include conceptual drawings and estimated costs of an engineered solution.

Submission of RFI Response:

Please submit responses to this Request for Information to the Office of the City Clerk, City of Homer, 491 E. Pioneer Avenue, Homer, Alaska 99603 by **5:00 p.m. on Thursday, June 26, 2025.**

An electronic copy of this RFI advertisement and Plan Holder Registration Form are available online at https://www.cityofhomer-ak.gov/rfps. A paper copy can be obtained at the City Clerk's Office.

Please direct questions in writing regarding this RFI to Renee Krause, City Clerk/ADA Coordinator 491 E. Pioneer Avenue, Homer, Alaska, 99603 Email: cityclerk@ci.homer.ak.us

CITY OF HOMER

Mark Robl, Acting City Manager

Ad#25-040 Publish May 29, 2025 and June 5, 2025

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Mary Darbonne

Has been appointed to

serve as

"Board Member"

on the

"Americans with Disabilities Act Advisory Board"

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

In Witness whereof I hereunto set my hand this 28th day of July, 2025.

Rachel Lord, Mayor

Attest:

Renee Krause

Renee Krause, MMC, City Clerk

From: Application for Appointment to an Advisory Body
To: Department Clerk
Subject: ** Application for Appointment **
Date: Wednesday, July 16, 2025 5:18:42 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Submitted on Wednesday, July 16, 2025 - 5:18pm

Submitted by anonymous user: 66.223.242.29

Submitted values are:

Applicant Information

Full Name Mary Darbonne
Physical Address Where you Claim Residency 1948 Mission Rd. Homer, AK 99603
Mailing Address 1948 Mission Rd. Homer, AK 99603
Phone Number(s) (970)301-9053
Email maryldarbonne@gmail.com

Advisory Bodies ADA Advisory Board – Meetings held on the 2nd Thursday in the months of April, May, June, July, October, November, and as needed at 5:00 p.m.

Residency

Are you a City Resident? Yes

If yes, how long have you been a City Resident? 6 years

How long have you been a resident of the South Peninsula Area? 6 years

Background Information

Have you ever served on a similar advisory body? I have not served on a similar advisory body.

Other memberships

Please list any current memberships or organizations you belong to related to your selection(s): None.

Special Training & Education

Please list any special training, education, or background you may have which is related to your selection(s): Registered Nurse with three years experience in SCI/TBI rehabilitation/recreation, and three years experience as an Alaska Public Health Nurse.

Why are you interested in serving on the selected Advisory Body?

Please briefly state why you are interested in serving on the advisory body selected. This may include information on future goals or projects you wish to see accomplished or any additional information that may assist the Mayor in the

decision making process.

I am interested in serving on the ADA Advisory Board because I am passionate about Homer being accessible for all abilities. Through my work as a Therapeutic Recreation Nurse for individuals with recently sustained brain and spinal cord injuries, my eyes were opened to the ways small improvements in accessibility can make large impacts on individuals mental and physical well being. As a Homer Public Health Nurse working on our healthcare system as a whole, I became keenly aware of how closely our overall health is connected to the place that we live, play, work, and age. I hope to combine my experiences with individualized ADA accommodations as well as my experience with systems change to improve overall wellbeing for Homer--the place we live, play, work, and age.

The results of this submission may be viewed at:

https://www.cityofhomer-ak.gov/node/9051/submission/53622

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Allison Engebretsen

Has been appointed to

serve as

"Student Board Member"

on the

"Americans with Disabilities Act Advisory Board"

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

In Witness whereof I hereunto set my hand this 28th day of July, 2025.

Rachel Lord, Mayor

Attest:

Renee Krause

Renee Krause, MMC, City Clerk

From: Application for Appointment to an Advisory Body
To: Department Clerk
Subject: ** Application for Appointment **
Date: Thursday, July 17, 2025 6:59:09 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Submitted on Thursday, July 17, 2025 - 6:59pm

Submitted by anonymous user: 63.140.89.74

Submitted values are:

Applicant Information

Full Name Allison Engebretsen
Physical Address Where you Claim Residency xxxxxxxxxx

Mailing Address PO BOX 791, Anchor Point, AK 9956
Phone Number(s) xxxxxxxxxx
Email xxxxxxxxxx @gmail.com

Advisory Bodies ADA Advisory Board – Meetings held on the 2nd Thursday in the months of April, May, June, July, October, November, and as needed at 5:00 p.m.

Residency

Are you a City Resident? No

How long have you been a resident of the South Peninsula Area? xxxxxxxxxxx

Background Information

Have you ever served on a similar advisory body? If so please list when, where, and how long: No

Other memberships

Please list any current memberships or organizations you belong to related to your selection(s):

Special Training & Education

Please list any special training, education, or background you may have which is related to your selection(s):

Why are you interested in serving on the selected Advisory Body?

Please briefly state why you are interested in serving on the advisory body selected. This may include information on future goals or projects you wish to see accomplished or any additional information that may assist the Mayor in the decision making process.

I have interest in accessibility and mobility issues and l would like to learn more about them and how they tend to get resolved. I am interested in serving as a student and will be attending Homer High in

August.

The results of this submission may be viewed at:

https://www.cityofhomer-

ak.gov/node/9051/submission/53627

ADA ADVISORY BOARD
2025 Annual Calendar of Meetings and Topics

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	No Meeting Scheduled			
FEBRUARY	Wednesday 2/5 5:00 p.m.	Thursday 2/13 4:00 p.m.	Monday 2/24 6:00 p.m.	ADA Budget Review *may not be applicable during non-budget years Review Annual Strategic Plans & Goals Draft Review of Trails Transition Plan Discussion of Community Recreation Transition Plan CIP Project Development
MARCH	Wednesday 3/5 5:00 p.m.	Thursday 3/13 4:00 p.m.	Monday 3/24 6:00 p.m.	Meeting canceled
APRIL	Wednesday 4/2 5:00 p.m.	Thursday 4/10 4:00 p.m.	Monday 4/13 6:00 p.m.	• ADA Budget Review FY26/FY27 • CIP Project Draft RFI Memo
MAY	Wednesday 4/30 5:00 p.m.	Thursday 5/8 4:00 p.m.	Monday 5/22 6:00 p.m.	• Community Rec Transition Plan Discussion
JUNE	Wednesday 6/4 5:00 p.m.	Thursday 6/12 4:00 p.m.	Monday 6/22 6:00 p.m.	• Status Update of Adopted Transition Plans • CIP Project Final Draft
JULY	No Meeting Scheduled			
AUGUST	Wednesday 8/6 5:00 p.m.	Thursday 8/14 4:00 p.m.	Monday 8/24 6:00 p.m.	• Reapplications Due to Clerks Office • CIP Project Recommendations • Term Expiration Notices/Reapplications Distributed • CIP Review and Recommendations
SEPTEMBER	Wednesday 9/3 5:00 p.m.	Thursday 9/11 4:00 p.m.	Monday 9/22 6:00 p.m.	Board Training by the City Clerk Review Strategic Plan & Goals
OCTOBER	Wednesday 10/01 5:00 p.m.	Thursday 10/09 4:00 p.m.	Monday 10/12 6:00 p.m.	• Approve Meeting Schedule for Upcoming Year • Review Transition Plan - Facilities
NOVEMBER	Wednesday 11/05 5:00 p.m.	Thursday 11/13 4:00 p.m.	Monday 11/23 6:00 p.m.	Review Transition Plan – Facilities & Updates
DECEMBER	No Meeting Scheduled			

*The Board's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Board's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.

CITY OF HOMER AMERICAN WITH DISABILITIES ADVISORY BOARD
BYLAWS

ARTICLE I – NAME AND AUTHORIZATION

This organization shall be called the Americans with Disabilities Act (ADA) Advisory Board, established via Ordinance 22-53(A), existing by virtue of the provisions of Chapter 2.70 of the Homer Municipal Code, and exercising the powers and authority and assuming the responsibilities delegated under said Code. The following bylaws were adopted on June 23, 2025 via Resolution 25-062 and shall be in effect and govern the procedures of the ADA Advisory Board.

ARTICLE II – PURPOSE

Section 1. Act in an advisory capacity to the City Manager and City Council on Title II Regulations of the Americans with Disabilities Act within the City of Homer which covers programs, activities, and services of public entities.

Section 2. Develop grievance procedures to outline the process of providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II of the ADA Regulations.

Section 3. Develop and perform annual updates to maintain transition plan(s) for city facilities, programs, parks, trails, play areas and campgrounds, listing any barriers that would limit accessibility of its programs, activities or services to individuals; the methods to be utilized to remove those barriers and schedules for taking necessary steps to achieve compliance.

Section 4. Perform reviews of any new programs, activities, and services offered by the City of Homer and incorporate into existing transition plans.

Section 5. Annually review the City of Homer Comprehensive Plan and make recommendations prioritizing accessibility.

Section 6. Consider any specific proposal, problem or project as directed by the City Council or the City Manager and report or submit recommendations thereon directly to the City Council through the City Manager.

ARTICLE III – MEMBERS

Section 1. The Board shall consist of six members, one Council member and one Student Representative member. Members shall be nominated by the Mayor and confirmed by City Council. Not more than three members may reside outside city limits. Public members will be appointed to serve for three-year terms to expire on August 31st of designated years. Council member will be appointed for their term elected.

Section 2. Notice of term expirations will be delivered to members by the City Clerk's Office. Members wishing to continue services upon the completion of a three-year term must submit a reappointment application to the City Clerk's Office, which is subject to review by the Mayor and confirmed by City Council. There are no limits on the number of terms a member may serve.

Section 3. Members may not have alternates. If a position is vacated during a term, it shall be filled for the unexpired term by an appointee selected by the Mayor and confirmed by City Council.

Section 4. A member's appointment is vacated under the following conditions:

- A member fails to qualify to take office within 30 days after their appointment;
- A member resigns;
- A member is physically or mentally unable to perform the duties of the office;
- A member is convicted of a felony or of an offense involving a violation of their oath of office; or
- A member has two consecutive unexcused absences, or misses half of all meetings within an appointment year, whether excused or unexcused.

Section 5. The Mayor and City Manager may serve as non-voting, consulting members.

Section 6. The Mayor may appoint, subject to confirmation by the City Council, one Homer area high school Student Representative to serve as consulting, non-voting members. The term will expire with their graduation from High School or resignation from the Board.

ARTICLE IV – OFFICERS

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

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

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

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

ARTICLE V – CITY STAFF ROLES

Section 1. The ADA Coordinator shall serve as a staff liaison to the Board. The staff liaison shall assist the Chairperson in setting meetings, preparing agendas, and other documentary material, and coordinating the acquisition of needed materials and training. The staff liaison shall submit reports and recommendations for those agenda items requiring decisions or recommendations by the Board. Other staff having experience, education, and professional training in a subject matter on the agenda may provide input, reports and recommendations, or may provide supplemental information. The information submitted may be oral, written or graphic, or some combination of all.

Section 2. The City Clerk shall designate a recording clerk to take minutes for the Board and serve as the Board's parliamentary advisory pursuant to AS 29.20.380(10) and HCC 2.12.010, and assist the Chairperson with the conduct of the meeting.

ARTICLE VI – MEETINGS

Section 1. Regular meetings shall be open to the public and held on the second Thursday of each month, excluding the months of July and December at 4:30 p.m. in the designated location and shall be posted for public information as required by Homer City Code and Alaska State Statutes.

Section 2. Special meetings and Worksessions may be called by the ADA Coordinator, Chair, or a majority of the Board. Notice of such meetings shall be posted in the same manner as that for regular meetings.

Section 3. A quorum for the transaction of business at any meeting shall consist of four members. For purposes of determining the existence of a quorum, consulting members shall not be counted. Worksessions do not require a quorum, however, no action may be taken at a worksession; items on the agenda are for discussion only.

Section 4. Any member who is unable to attend a meeting, whether regular or special, shall contact the Clerk in advance no later than two hours prior to the scheduled meeting time for excusal.

Section 5. Meeting agenda deadline is at 5:00 p.m. the Wednesday preceding the meeting. Allowances will be made for holidays.

Section 6. The order of business for the regular meetings shall include, but not be limited to, the following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda shall be posted for public information as required by Homer City Code and Alaska State Statutes.

CITY LOGO NOTICE OF MEETING DEPT. CONTACT INFO
REGULAR MEETING AGENDA (City Clerk's Office)
NAME OF BODY
DAY OF WEEK, DATE, AND TIME OF MEETING
PHYSICAL LOCATION OF MEETING & MEETING ROOM

1. CALL TO ORDER
2. AGENDA APPROVAL
3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)
4. RECONSIDERATION
5. APPROVAL OF MINUTES
6. VISITORS/PRESENTATIONS (Chair set time limit not to exceed 20 minutes. Public may not comment on the visitor or the visitor's topic until audience comments. No action may be taken at this time.)
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS
8. PUBLIC HEARING (3 minute time limit)
9. PENDING BUSINESS
10. NEW BUSINESS
11. INFORMATIONAL MATERIALS (No action may be taken on these matters, for discussion only.)
12. COMMENTS OF THE AUDIENCE (3 minute time limit)
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
15. COMMENTS OF THE BOARD (includes Comments of the Chair since they are part of the board.)

16. ADJOURNMENT Next regular meeting is scheduled for _____. (Note any other worksessions, special meetings, committee meetings etc.) All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (The meeting may be scheduled for the Conference Room or virtually.)

Section 7. Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally be limited to three minutes per person. Exceptions may be provided for at the Chairperson's discretion or by a majority vote of the members in attendance.

Section 8. Recorded minutes shall be made available by the City Clerk's Office to the Board prior to the next meeting and a record of all voting will be included in the minutes of each meeting. Minutes shall be available to the public as required by Homer City Code and Alaska State Statutes.

Section 9. Teleconference participation is allowed per the rules and limitations set forth in Homer City Code 2.58.060.

ARTICLE VII – GENERAL OPERATING PROCEDURES

Section 1. The Board shall abide by the current edition of Robert's Rules of Order insofar as it is consistent with the Board's bylaws, other provisions of Homer City Code, or standing rules. In all other cases, bylaws, the code, or the standing rule shall prevail. This includes, but is not limited to, HCC 1.18 Conflicts of Interest, Partiality, and Code of Ethics; HCC 2.58 Boards and Commissions; HCC 2.70 ADA Advisory Board; and the Open Meetings Act – AS 44.62.310-312.

Section 2. Each member, including the Chairperson, shall vote, and shall not abstain from voting, unless such member claims a conflict of interest, or has an excused absence, in which event the member shall be excused from voting. The member shall then state for the record the basis for the abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the order to be rotated; or by unanimous consent if no objection is expressed. Voting by proxy or absentee is prohibited.

Section 3. Any rule or resolution of the Board, whether contained in these Bylaws or otherwise, may be suspended temporarily in connection with business at hand; and such suspension to be valid; may be taken only at a meeting at which at least four of the members of the Board shall be present, and two thirds of those present shall so approve.

Section 4. Training sessions developed or arranged by the City Clerk and approved by the City Manager shall be mandatory unless a member's absence is excused by the Chairperson. The City Manager and/or City Clerk, in their discretion and in consultation with the City Attorney as needed, may develop model procedures to be used as a guide for the Board.

ARTICLE VIII – COMMITTEES

Section 1. Committees of one or more members for such specific purposes as the business of the Board will only become active upon approval of Council. A memorandum and resolution will go before Council outlining the reason, tasks assigned and termination date. Committees shall be considered to be discharged upon completion of the purpose for which it was appointed, and after its final report is made to and approved by the Board.

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

ARTICLE IX – BYLAW AMENDMENTS

The Bylaws may be amended at any meeting of the Board by a majority plus one of the members, provided that notice of said proposed amendment is given to each member in writing. The proposed amendment shall be introduced at one meeting and action shall be taken at the next Board meeting. Amendments to bylaws shall be effective upon approval of the amendments by City Council via resolution.