



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, June 24, 2026 at 5:30 PM

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

Homer City Hall

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

Zoom Webinar ID: 954 2610 1220 Password: 556404

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

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- [A.](#) Port & Harbor Staff Report

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

- [A.](#) Homer Steel Grid Assessment
- [B.](#) Land Storage Packet
- [C.](#) Review of the USCG Pioneer Dock Lease
- [D.](#) U.S. Coast Guard Request – Cutter Support Building, Berth and Improvements

INFORMATIONAL MATERIALS

- [A.](#) City Managers Reports
- [B.](#) Engineers cost Estimate
- [C.](#) HHE Quarterly Report

[D.](#) PHAC City Council HHE Repoprt

[E.](#) Commissioner update

[F.](#) PHAC Commissioners Update

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is Wednesday, July 22nd, 2026, at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.



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

Memorandum

To: Port and Harbor Advisory Commission
From: Byran Hawkins, Port Director
Date: May 20, 2026
Subject: May Staff Report

Status on Boat Haul Out

Commented [MF1]: Casey suggestion. Please add.

Included in your packet is a report on land storage revenues, which covers activity related to the marine haulout and repair facility.

As of this report, the last of the Vitus fleet (barge *Hannah*) has launched, and crews will be moving directly into yard cleanup. Public Works has begun preparing the ground west of Pier One Theatre. Depending on their progress, this may allow us to reopen a portion of the campground as early as this weekend.

There are two remaining fishing vessels on site completing work as quickly as possible; however, it is likely they will remain through the holiday period.

Vitus also has several days of yard cleanup remaining before the area east of Pier One Theatre is available. Once that work is complete, staff will move in to grade the area, apply calcium chloride, compact the surface, and reopen it for the camping season as soon as practicable

Financial Plan Update

Chair Siekaniec asked me to provide some background on the question:
"What should the resources look like for developing a financial plan policy, and what are the costs for analysis?"

This is really meant to help frame the discussion, not box us into anything today.



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Before getting too far into that discussion, I think it is important to be clear about what we are planning for. In my view, our immediate focus should be on the Small Boat Harbor and not combine that effort with future expansion planning.

The reason for this is that when we move forward with the next phase of harbor expansion, staff's recommendation would be to continue with the next phase of our contract with HDR, where financial planning is already a significant component.

For the Small Boat Harbor, the following are intended as discussion points for the Commission. These can be used informally for direction, or the Commission may choose to take action if desired.

(Note: Copilot was used to assist in organizing the following bullets.)

Key Components

A functional financial plan would include:

- Financial Policy: Goals, planning horizon, and guidance on reserves and debt
- Multi-Year Forecast: Projected revenues and expenditures, including identification of gaps
- Capital Planning: Prioritized projects aligned with funding and timing
- Current Projects: Status of approved but incomplete projects
- Funding Strategy: Use of reserves, grants, and financing; overall affordability
- Risk Considerations: Sensitivity to changes in revenue and costs
- Implementation: Link to the annual budget and ongoing updates

Key Consideration

The method of development will influence confidence in the final product:

- Staff provides the necessary data and operational context
- Independent review or facilitation can strengthen clarity and credibility
- A combined (staff + external) approach is commonly used

Discussion Points

- Desired level of detail and planning horizon
- Approach to capital prioritization
- Role of external assistance, if any
- Target timeline for a draft plan



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Port Moorage Rate Structure Review

As we all know spring came on the run this year and all hands are working to keep up with demand. The question of making a change to the day rate for moorage in the harbor from 5 days equal a month to some other number is more complicated than one might imagine and will require staff focus time that we simply have not had lately. However, we know that council has given us direction to come back with options as well as what the budget impacts will be for the changes to the day use moorage rate and we will meet that directive.

Food Truck Lease Update from Port Property Associate Mark Bowman

- Food Truck licensing documents will be managed by Community Development
- Land permission and arrangement will be managed by the P&H.

Phase I:

- Location: To be determined
- Lot size: To be determined
- Utilities: Shore Power at a minimum
 - i. How to charge (simple is better): TBD
 - ii. Operational Season Start: In time for Memorial Day
 - iii. Season End: After Labor Day
 - iv. Preferred Structure for Vendor selection: TBD

Phase II:

- List of requirements related to use of the space provided
- Determine and develop legal requirements
- Simple Payment system: Expect payment in full for the season, or term as part of approval.
- Determine Port Staff / Department responsibilities.
- Community Development meeting with planning updates.

Directors note: Although we all agree that this would be a great opportunity I have recommended, and the City Manager agrees that because of the current work load we simply do not have the time and or manpower to pull all the strands together to make it happen this spring. We will keep it on our list and work towards developing an implementation plan for next season.



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Small Vessel Insurance Requirements

Staff continues to research small vessel insurance requirements and has been working with insurance providers to better understand available options.

I met with Sea Mountain to discuss the challenges some small boat owners are experiencing in obtaining liability coverage. Through that discussion, I received a referral from Sea Tow to an insurance provider they commonly recommend. I followed up with that company to confirm their ability to work with small craft customers.

Based on that conversation, coverage options are available, though requirements vary. Depending on the age and condition of the vessel, a survey may be required, and providing photos can help streamline the process. While the company does not specialize in home-built vessels, it did not indicate that those vessels would be excluded from consideration.

Harbor Parking

We plan to have signage installed by Memorial Day for the addition of three (3) one-hour parking spaces in the harbor lot to provide better loading and unloading zones.

Lot 88-2

Refer to Attached Memorandum CC-26-083, Next Steps for Lot 88-2. Recommended action is to discuss scenarios and provide staff with directions for what information to include at a May 11, 2026, work session.

PIDP Grant for System 4 Replacement

This is dated news by now, but we did in fact receive notification that Homer was awarded 11.2 million dollars in the PIDP program. Staff are working through the details of council approval and signing the contract with MARAD. On a related front we are working to complete the contract with Turnagain Marine for completing the design, engineering, permitting and finally construction with a target substantially complete date of spring 2028.



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Memorandum

To: Port and Harbor Advisory Commission

Through: Memorandum CC 25-189/Ordinance 25-51

From: Bryan Hawkins Port Director

Date: 5-20-26

Subject: Steel Grid / Memorandum RE: CC 25-189/Ordinance 25-51

Background: please see the attached memorandum to Homer City Council for background on this subject. Staff engaged Respect Marine engineers to inspect and complete a report with recommendations to the city on the condition of and cost estimate for replacement of the Steel Grid facility at the harbor.

I don't think I need to remind this group of the value of a grid to the vessel owners or that because of our tidal exchange how it would be a shame to not be able to take advantage of that method of being able to do minor maintenance and inspections on the large vessel fleet without the cost of a full on haulout. I have had hallway conversations with DEC and was told that they did not see any major hurdles with replacing or repairing by replacement of the Steel Grid in Homer harbor. so that just leaves us with the same obstacle that we all face every day and that's money. You will note the engineer included a cost estimate and I recommend being in the seated position or having a spotter when you turn that page.

The steel grid is recognized as a Capital project (attached)

RECOMMENDATION:

Please review and make any recommendations in the form of a motion



ASSESSMENT OF HOMER GRID STRUCTURAL MEMBERS

HOMER HARBOR STEEL GRID

DRAFT



PREPARED BY

Jacob (Jake) Horazdovsky, PE, SE
Brittany Bullard, PhD, EIT

RESPEC

2700 Gambell Street, Suite 500
Anchorage, Alaska 99503

PREPARED FOR

City of Homer
491 E Pioneer Ave
Homer, AK 99603

MARCH 2026

Project Number I0306.25021



EXECUTIVE SUMMARY

The City of Homer oversees and operates the Steel Boat Grid structure (herein referred to as “the Homer Grid” or “the Grid”) in the Small Boat Harbor on the Homer Spit. The purpose of the Homer Grid is to support vessels out of the water for maintenance and inspection.

During the city’s inspection in 2024 holes were found in the piles of the steel grid and it was shut down. RESPEC was contracted to inspect the Steel Grid portion of the structure. The primary structural members of the grid are steel beams supported by steel piles. A wooden deck is also present which provides vessel access to workers. The Grid is more than 50 years old and has undergone past rehabilitation and repair work in an effort to extend the service life. The primary structural members are now past their useful service lives and are heavily damaged and/or corroded due to the harsh environmental conditions they are subjected to. Replacement and reconstruction of the primary structural elements is necessary for the continued functioning of the Homer Grid.



Figure E.1. Homer Harbor Steel Grid (low tide)



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1.0 STRUCTURAL ASSESSMENT

RESPEC was contracted to inspect the Steel Grid portion of the structure. The trestle, fender piles and support structure are good condition and outside of our scope of work.

RESPEC engineers Jacob Horazdovsky, PE and Luke Rubalcava, PE visited the Steel Homer Grid on October 7, 2025 to assess the state of the existing grid structural members. The following assessment summarizes the findings of the site visit and subsequent analysis.

1.1 PRIMARY STEEL GRID BEAMS/KEEL BENCHES

There are 11 primary steel support beams for vessels using the Grid. The beams are comprised of two wide-flange sections stacked vertically. The top wide flanges have been modified to be cruciform with two WT-sections welded transversely to the web to better resist demands on weak-axis bending. The top flanges of the upper cruciform sections have been retrofitted with rubber pads to reduce wearing and damage from docked vessels. An example of this individual beam configuration is shown in Figure 1-1. A plan view drawing of the beam layout is shown in Figure 1-2, and photographically shown in Figure 1-3 and Figure 1-4.



Figure 1-1. Photo of Cross-Section of Primary Structural Beams

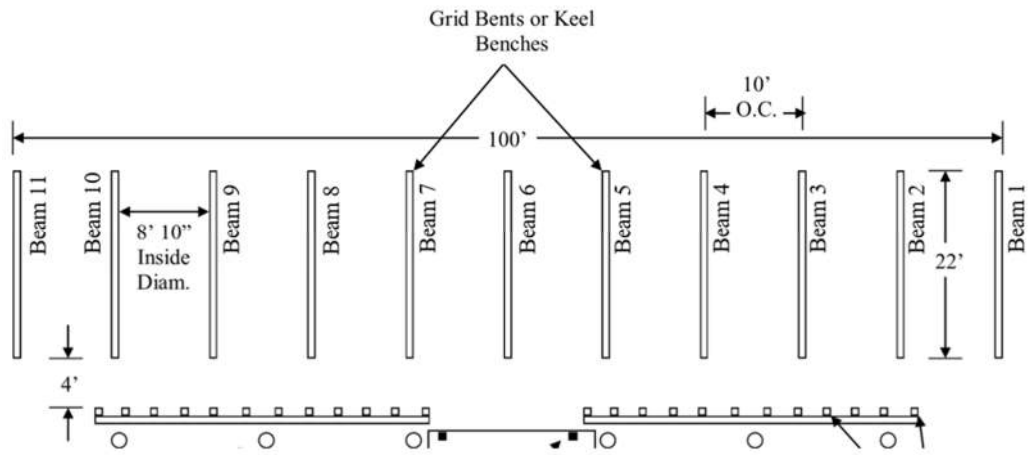


Figure 1-2. Plan-View Drawing of Beam Layout. Full sheet shown in Appendix A.



Figure 1-3. Aerial Photography of Homer Grid



Figure 1-4. Photograph of Primary Beams and Decking Taken from Pier

Heavy corrosion was observed on all 11 beams, which are fully covered with rust and marine growth. Repair of the beams and piles by reinforcing them is not a sufficient solution as the heavy corrosion has led to significant section loss and scaling. Section loss is particularly present along the beam flanges and between steel layers that have been added over the years severely decreasing the bending and shear capacities. Additionally, damage resulting in excessive deformation was observed at the top of the beams. These phenomena were observed in all the primary structural beams, indicating a need for replacement prior to the Grid reopening for use. A photo demonstrating the excessive corrosion in the beams is shown in Figure 1-5 and Figure 1-6, and a photo of a beam with excessive deformation in the flanges is shown in Figure 1-7.



Figure 1-5. Heavy Corrosion in Primary Structural Beams



Figure 1-6. Section Loss Due to Corrosion



Figure 1-7. Excessive Deformation in Beam Flanges

1.2 SECONDARY MEMBERS AND DECKING

Wood decking serves as a working platform for access to vessels using the Grid which is supported by secondary steel wide-flange members. Substantial decay was observed in the wood decking. Additionally, the secondary steel members show significant section loss and scaling due to corrosion. This degradation is shown photographically in Figure 1-8 and Figure 1-9.



Figure 1-8. Degradation of Wood Decking

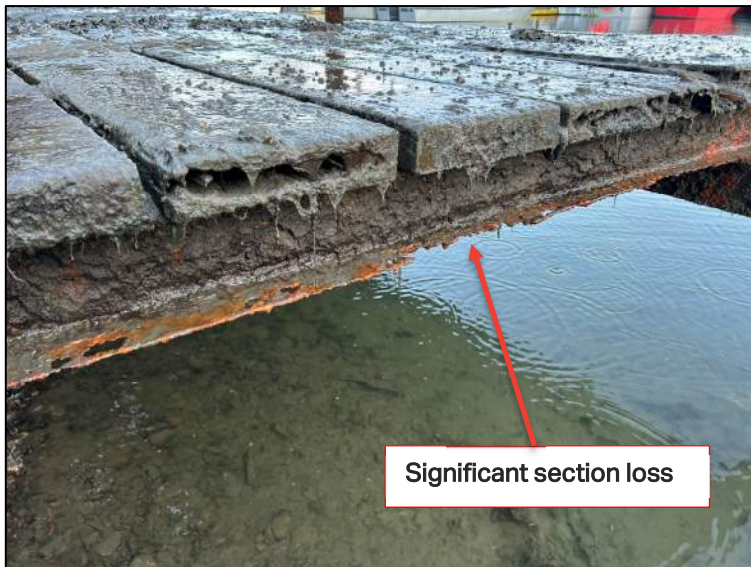


Figure 1-9. Section Loss in Secondary Steel Members

1.3 PILES

The Grid is supported by 12" diameter steel piles. The piles were noted to have the worst corrosion and section losses of all the structural members. In 3 of the piles, holes at least 1 inch in diameter were observed, indicating the piles are at the end of their useful lives and should not bear load. Existing galvanization has depleted completely, and no cathodic protection is present. Photos of a sample of piles are shown in Figure 1-10 and Figure 1-11.



Figure 1-10. Hole in Pile Under Beam 7



Figure 1-11. Hole in Pile Under Beam 5

2.0 SUMMARY AND RECOMMENDATIONS

All of the primary structural beams and piles, as well as the working platform decking and secondary supports were found to be heavily corroded during the site visit to the Homer Grid. The corrosion has led to significant section loss in beam flanges and holes in the steel piles. Rust, scaling and significant section loss were noted on all sections.

Based on inspection reports from 2002, it appears that the installation of the rubber pads on the 11 primary steel beams has helped reduce damage from vessels and increase longevity. However, damage to the flanges from vessels is likely to continue to mount as the section loss due to corrosion is weakening the top bearing surface.

The wood decking has significantly decayed, likely due to the fact that the planking is almost always in a saturated state and very old. Replacement of the decking and support system is recommended for user safety. Treated lumber should be used to maximize useful service life.

The piles which support the Grid are severely corroded with holes present in the sidewalls of the hollow sections. Existing galvanization has been completely depleted, likely leading to an increased rate of section loss in recent years. Furthermore, no cathodic protection was present, also leading to an increased rate of degradation.

Repair by select member replacement is not economical since the beams and piles supporting them are at the end of their useful life.

It is recommended that the Homer Grid be reconstructed. See 15% Design submittal by RESPEC for reconstruction drawings. The existing state of deterioration makes the Grid unsafe for vessels or workers to use. The primary structural members, particularly the piles, show substantial section loss and are at the end of their useful lives. A new Grid should be constructed using galvanized steel sections, treated lumber, and a cathodic protection system. Anodes are the recommended solution for cathodic protection at this time for the replaced steel grid.



APPENDIX A

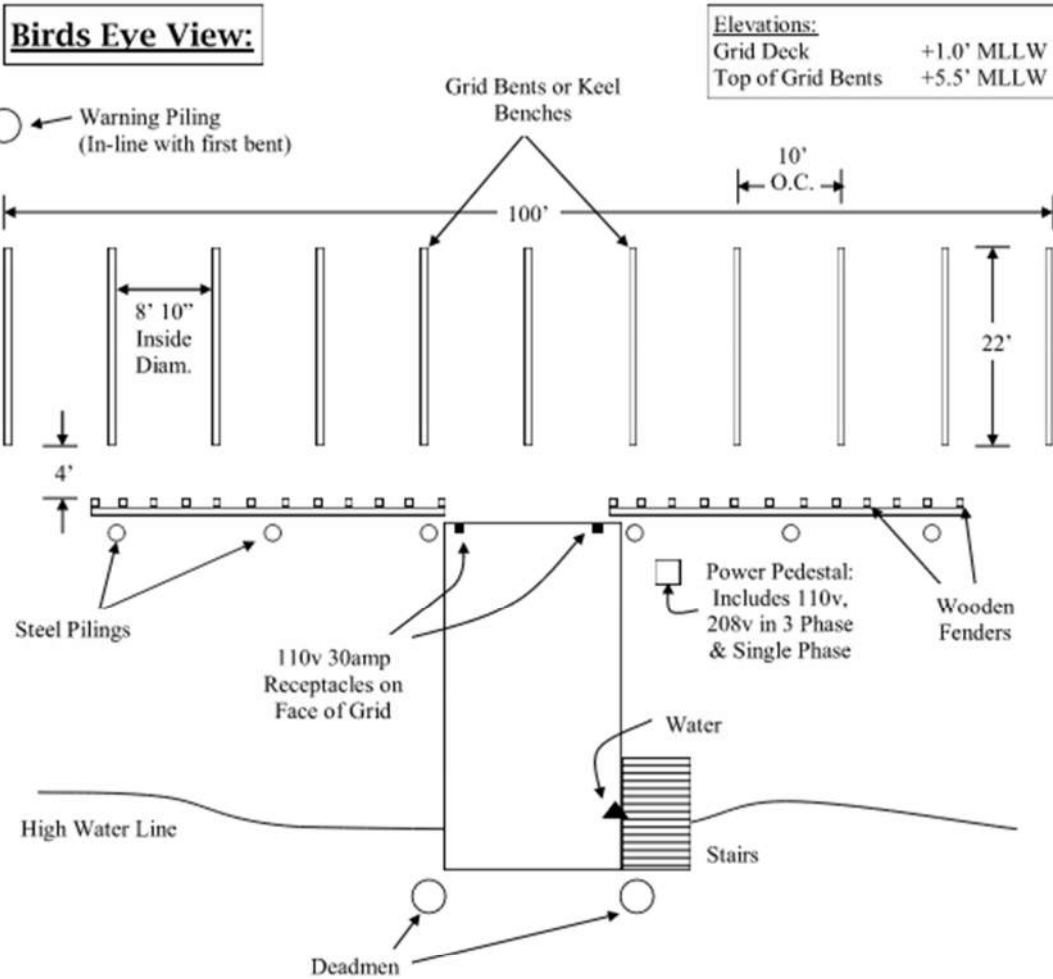
SUPPORTING DOCUMENTATION



APPENDIX A: SUPPORTING DOCUMENTATION

RESPEC

Homer Steel Grid



Rules & Restrictions:

- The minimum length allowed is 60 feet, max 120 feet, and up to 200 displacement tons only.
- Personnel must be on watch at all times!
- Secure a line from as high as possible on the vessel to a Deadman on shore. Lines may need to be moved around as the tide rises and falls.
- Secure mooring lines ONLY to Steel Pilings, not to Wooden Fenders.
- Sandblasting is not permitted on the grid, as well as any type of activity that would result in paints or non-marine growth particles landing onto the grid work platform or into the water, such as high PSI water blasting (pressure washing).
- Location of the bents are marked on face of grid with red paint.

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Port Director/City Manager

4 **ORDINANCE 25-51**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
7 AMENDING THE FY26 CAPITAL BUDGET BY APPROPRIATING
8 \$30,000 FROM THE PORT RESERVES FUND FOR AN ENGINEERING
9 ASSESSMENT OF THE HOMER HARBOR STEEL GRID.

10
11 WHEREAS, The Steel Grid is one of two tidal grids in the Harbor which operated until it
12 was condemned in the spring of 2024 because significant corrosion degraded the support
13 pilings; and

14
15 WHEREAS, The Steel Grid provided space for vessel owners with 60 to 120-foot vessels
16 to conduct routine or short-notice maintenance without incurring the expense of hauling out
17 of the harbor; and

18
19 WHEREAS, Since the condemnation of the Steel Grid, there have been requests from
20 large vessel owners and support from the Port and Harbor Advisory Commission to replace or
21 repair the Steel Grid; and

22
23 WHEREAS, Before committing to replacing the Steel Grid staff prefers to first estimate
24 the total cost for the project and identify opportunities for refurbishing rather than replacing
25 infrastructure; and

26
27 WHEREAS, Per the City of Homer Procurement Policy the Port & Harbor solicited several
28 quotes within the intermediate purchase range and RESPEC Engineering services was the
29 lowest responsive and responsible bidder.

30
31 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

32
33 Section 1. The Homer City Council hereby amends the FY26 Capital Budget by
34 appropriating \$30,000 as follows:

35

<u>Fund</u>	<u>Description</u>	<u>Amount</u>
456-0380	Steel Grid Engineering Assessment	\$30,000

37

38
39 Section 2. This ordinance is a budget amendment only, is not of a permanent nature
40 and is a non-code ordinance.
41

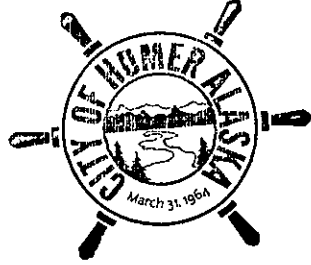
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ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this 17th day of August, 2025.

CITY OF HOMER



RACHEL LORD, MAYOR



ATTEST:

Renee Krause
RENEE KRAUSE, MMC, CITY CLERK

YES: 6
NO: 0
ABSTAIN: 0
ABSENT: 0

First Reading: 7/28/25
Public Hearing: 8/11/25
Second Reading: 8/11/25
Effective Date: 8/12/25



MEMORANDUM

Ordinance 25-51, An Ordinance of the City Council of Homer, Alaska, Amending the FY 26 Capital Budget by Appropriating \$30,000 from the Port Reserves Fund for an Engineering Assessment of the Homer Harbor Steel Grid. City Manager/Port Director.

Item Type: Back Up Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: July 7, 2025
From: Bryan Hawkins, Port Director
Through: Melissa Jacobsen, City Manager

The Steel Grid in the Homer Harbor has been out of service for the past two years. This decision was made by staff following a low tide inspection that revealed significant structural damage due to corrosion. The grid, estimated to be 50 years old, show substantial signs of degradation. Particularly to its support structure, posing a potential safety risk to the vessels.

Port and Harbor Advisory Commission

At the request of the Port Commission, staff have initiated steps to formally evaluate the condition of the Steel Grid. The goals of this evaluation include:

- Determining whether the existing structure is usable in any capacity
- Assessing if the grid is completely unsafe for continued use
- Estimating the cost of replacement
- Exploring creative or alternative options for restoring the facility to meet safe working load requirements, particularly for larger vessels needing inspection and minor hull maintenance

Funding

Staff recommends using funds from the Port and Harbor Reserve to fund the cost of this evaluation.

Recommendation

Staff respectfully requests approval for funding to hire an engineer to complete the evaluation of the Steel Grid.

**CITY OF HOMER
FINANCIAL SUPPLEMENT**

PROJECT NAME	<u>Engineering Assessment of the Homer Harbor Steel Grid</u>	DATE <u>07/23/2025</u>
DEPARTMENT	<u>Port and Harbor</u>	SPONSOR <u>City Manager/Port Director</u>
REQUESTED AMOUNT	<u>\$ 30,000</u>	

DESCRIPTION	The Steel Grid is one of two tidal grids in the Harbor which operated until it was condemned in the spring of 2024 because significant corrosion degraded the support pilings. The Steel Grid provided space for vessel owners with 60 to 120-foot vessels to conduct routine or short-notice maintenance without incurring the expense of hauling out of the harbor. Since the condemnation of the Steel Grid, there have been requests from large vessel owners and support from the Port and Harbor Advisory Commission to replace or repair the Steel Grid. Before committing to replacing the Steel Grid staff prefers to first estimate the total cost for the project and identify opportunities for refurbishing rather than replacing infrastructure. Per the City of Homer Procurement Policy the Port & Harbor solicited several quotes within the intermediate purchase range and RESPEC Engineering services was the lowest responsive and responsible bidder.
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FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	100%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	0%	0%	0%	0%

FUNDING SOURCE 1: PORT RESERVES (456-0380)	FUNDING SOURCE 2:	FUNDING SOURCE 3:
Current Balance <u>\$ 1,351,343</u>	Current Balance _____	Current Balance _____
Encumbered <u>\$ 759,647</u>	Encumbered _____	Encumbered _____
Requested Amount <u>\$ 30,000</u>	Requested Amount _____	Requested Amount _____
Other Items on Current Agenda <u>\$ 20,000</u>	Other Items on Current Agenda _____	Other Items on Current Agenda _____
Remaining Balance <u>\$ 541,696</u>	Remaining Balance _____	Remaining Balance _____
FUNDING SOURCE 4:	FUNDING SOURCE 5:	FUNDING SOURCE 6:
Current Balance _____	Current Balance _____	Current Balance _____
Encumbered _____	Encumbered _____	Encumbered _____
Requested Amount _____	Requested Amount _____	Requested Amount _____
Remaining Balance _____	Remaining Balance _____	Remaining Balance _____



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 50 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 usable 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 an engineer's condition evaluation in Phase 1.

The goals of this evaluation include:

- Determining whether the existing structure is usable in any capacity
- Assessing if the grid is completely unsafe for continued use
- Estimating the cost of replacement
- Exploring creative or alternative options for restoring the facility to meet safe working load requirements, particularly for larger vessels needing inspection and minor hull maintenance.

Plans & Progress: This project consists of three phases. The first phase is an engineer's inspection and condition report which was funded by the City in 2025. Phase 2 consists of engineering, design and permitting work to be followed by construction in Phase 3.

Total Project Cost:

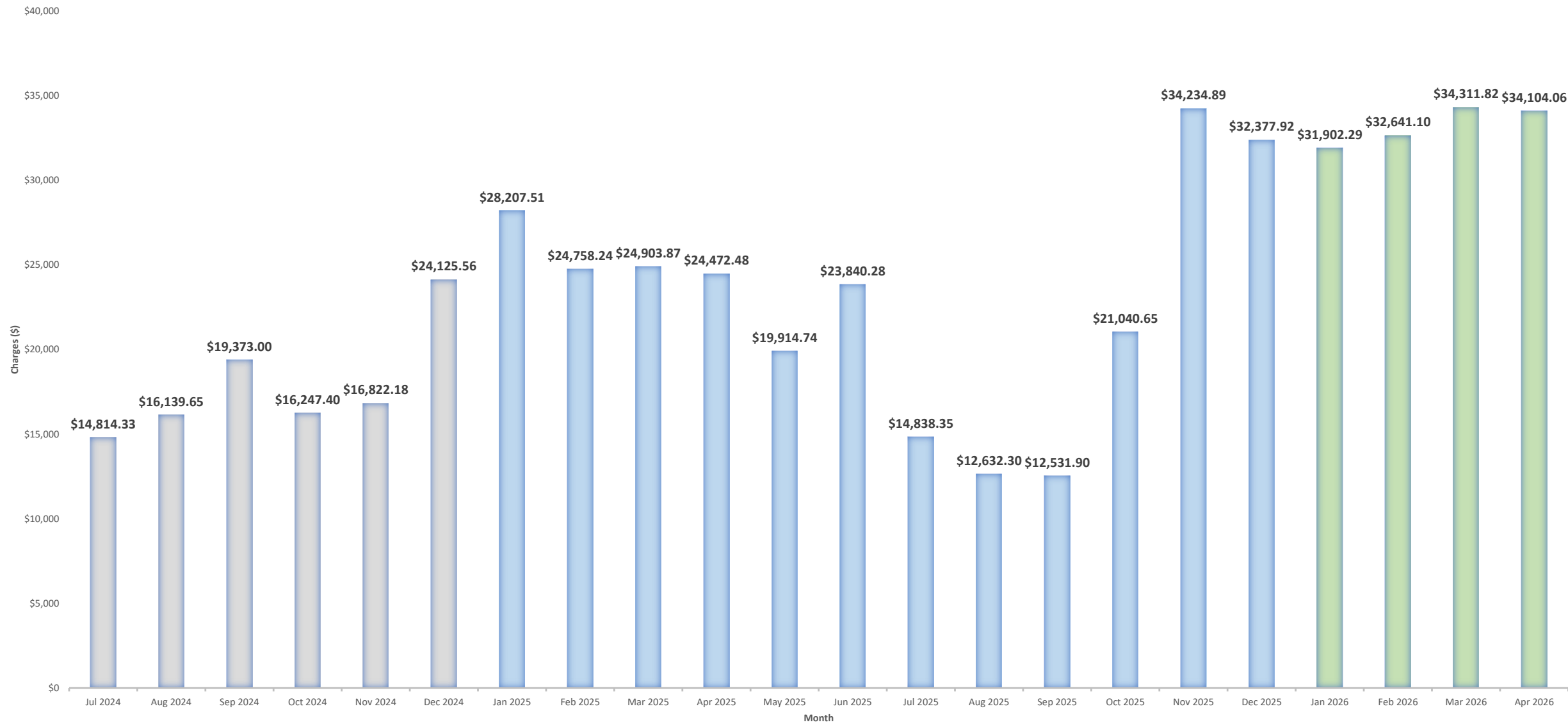
- Phase 1: Engineer's Condition Evaluation: \$30,000 (funded)
- Phase 2: Engineering, Design, Permitting and Cost Estimate: TBD
- Phase 3: Construction: TBD

Schedule: Phase 1: 2025-2026



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

MONTHLY CHARGES TREND - HOMER PORT AND HARBOR LAND STORAGE



2024 Jul - Dec	\$107,522.12
Qtr3/2024	\$50,326.98
Jul	\$14,814.33
Aug	\$16,139.65
Sep	\$19,373.00
Qtr4/2024	\$57,195.14
Oct	\$16,247.40
Nov	\$16,822.18
Dec	\$24,125.56
2025	\$273,753.13
Qtr1/2025	\$77,869.62
Jan	\$28,207.51
Feb	\$24,758.24
Mar	\$24,903.87
Qtr2/2025	\$68,227.50
Apr	\$24,472.48
May	\$19,914.74
Jun	\$23,840.28
Qtr3/2025	\$40,002.55
Jul	\$14,838.35
Aug	\$12,632.30
Sep	\$12,531.90
Qtr4/2025	\$87,653.46
Oct	\$21,040.65
Nov	\$34,234.89
Dec	\$32,377.92
2026	\$133,534.95
Qtr1	\$98,855.21
Jan	\$31,902.29
Feb	\$32,641.10
Mar	\$34,311.82
Qtr2	\$34,679.74
Apr	\$34,104.06
May	In Process
Jun	In Process



Memorandum

To: Port and Harbor Advisory Commission

From: Bryan Hawkins, Port Director

Date: June 17, 2026

Subject: Review of the USCG Pioneer Dock Lease

Background

Staff has conducted a detailed review of the City's leases with the U.S. Coast Guard (USCG), focusing on a new draft Lease, HSCG89-26-1-0012. This review identified several inconsistencies, particularly regarding change of premises that were adopted in 2010 but are not reflected in the current document. These inconsistencies and a new Lease Rent are currently being discussed with the USGC.

Premises

The Pioneer Dock Lease component has an annual Rent payment of \$4,680 that is contractually fixed for "the life of the dock". However, the draft inaccurately references a metal warehouse formerly located on a separate parcel. Furthermore, the parcel identified in the draft Lease is incorrect, having been exchanged for the current approximately 15,540 square feet of Lot 45-A to better align with USCG operations near Pioneer Dock and the existing warehouse Lease (DTC89-03-L-J-DL-025). However, this exchange was not incorporated into the draft Lease language. Additionally, information regarding the land area currently used for parking, located on the Lot 45-A, adjacent to the warehouse site, needs to be updated.

Recommended Financial Terms

The \$4,680 annual dock lease should remain unchanged per the original agreement. However, \$11,400 allocated annually to maintenance and repair, is not tied to the "life of the dock" provision. Staff recommend increasing this amount to reflect the cumulative inflation since 2003 (increase the maintenance portion to approximately \$19,300 annually). The CPI component should also be included in the proposed Lease and the rent adjusted accordingly.

Recommendation:

The above information represents the primary changes requiring mutual agreement prior to preparing final lease documents for City approval. Staff will incorporate

confirmed revisions to ensure accuracy, transparency, and alignment with current operational realities. City Staff recommend that the Port and Harbor Advisory Commission recommend to the City Council, approval of the Pioneer Dock Lease as negotiated by the City Manager.



Memorandum

To: Port and Harbor Advisory Commission

From: Bryan Hawkins, Port Director

Date: June 17, 2026

Subject: U.S. Coast Guard Request – Cutter Support Building, Berth and Improvements

Background

The U.S. Coast Guard (USCG) has formally requested the City of Homer's consent to abandon in place certain improvements associated with the lease for the Coast Guard Cutter Support Building, set to expire on August 31, 2026.

City staff conducted an inspection of the Cutter Support Building and associated improvements on August 28, 2025. The facility was found to be structurally sound and generally in good condition, with several maintenance and upgrade needs identified to make the building suitable for future use.

Analysis

The USCG is currently undergoing its internal divestiture process and is seeking to transfer ownership of the building and related improvements to the City, contingent on approval to abandon these assets in place.

Accepting the USCG proposal would allow the City to secure an asset with potential for:

- Municipal use
- Long-term leasing opportunities
- Multi-tenant occupancy based on building layout

However, bringing the building into a usable state will require additional investment.

Identified needs include:

- Roof and general exterior maintenance
- Interior non-structural repairs (flooring, ceiling, paint)
- Mechanical system evaluation (including possible boiler replacement)
- Electrical upgrades and lighting replacement

- Site and infrastructure improvements

Cost estimates to bring the structure into a usable condition have not yet been finalized. These estimates will be necessary to determine the overall feasibility and long-term value to the City.

If the City does not accept the USCG proposal, the Coast Guard has indicated that obtaining the necessary funding and approvals to complete removal or modifications would not be possible within the current fiscal year budget cycle. As a result, any alternative action would likely be delayed one year.

Recommendation

It is recommended that the City align with the U.S. Coast Guard's request to approve abandonment in place of the Cutter Support Building and associated improvements. This would result in Approving Abandonment (Transfer to City) of ownership for the core Cutter Support Building, empty hazmat storage and paint locker, perimeter fencing, sidewalks, parking area, and the primary electrical distribution systems.

This recommendation is based on:

- The building's generally sound condition and potential for repurposed usage.
- The risk of significant delay (approximately one year) if the proposal is not accepted
- The approaching lease expiration date of August 31, 2026

Staff will obtain cost estimates required to bring the structure into a usable state and provide additional analysis regarding long-term maintenance costs, appraised value, and revenue potential.



City of Homer

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Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: April 22, 2026
SUBJECT: City Manager's Report for April 27, 2026 Council Meeting

Homer Volunteer Fire Department Awards Banquet

On Friday, March 20, 2026, Homer Volunteer Fire Department proudly hosted its Awards Banquet at Land's End. Chief Jager presented awards, letters of appreciation, and challenge coins honoring the exceptional service, leadership, and dedication of the recipients. The ceremony recognized promotions, years of service, and individual achievements that reflect the commitment, professionalism, and genuine care our team brings to serving the community. Sincere appreciation is extended to all members, their families, and community partners for their continued support throughout the year. We are preparing for a recognition of award recipients at the May 11th Council meeting.

A few other HVFD updates-

- As of 4/22/26 HVFD has a total of 43 paid and volunteer members. This is an increase of 15 volunteer members since October 2025.
- April 2026 HVFD hosted and completed a Firefighter-1 Academy with 8 participants from HVFD, KESA and Western Emergency Services. We are waiting for test results from the State for certification status.
- September 2026 HVFD is hosting a EMT-1 course and Captain Chelsea Marsh is lead on that program. We have about 12 signed up, with potential for that number to increase by end of summer. Again, this is open to other area fire departments as well.

HVFD Rural Health Transformation Program Letter of Inquiry

On March 11, 2026, HVFD Staff submitted a Letter of Inquiry to the Alaska Department of Health (DOH) Rural Health Transformation Program (RHTP) for funding to acquire a new ambulance, with the goal of increasing capacity to respond to emergency calls. If invited to proceed with a full application, staff will seek Council approval through a resolution.

ISO Report

The City's Insurance Services Office (ISO) Public Protection Classification (PPC) report is in, and I'm pleased to say that we have retained our Community Classification of 4 out of 10. In the case of ISO, the lower the classification, the better! ISO's PPC plays an important role in the underwriting process at insurance companies, as each insurance company factors in the PPC as it independently determines the premiums it charges its policy holders. The PPC is important to communities and fire departments. In addition to potential insurance savings, it provides fire departments with a valuable benchmark for planning, budgeting, and justifying fire protection improvements.

Airport Terminal Update

The City is continuing the discovery work for the March 22nd Airport flooding event. Ground penetrating radar work was completed last week and we are awaiting the final report. As we await findings on the damage and a determination on the amount of work to be done to re-open the terminal, staff is looking ahead at ways to accommodate our airport tenants and customers when work on the building begins. Consideration is being given to securing a mobile restroom unit, like the ones we recently installed at Jack Gist and Karen Hornaday Park, and ATCO-type work trailers to accommodate each of the airport tenants Aleutian Air, Pioneer Car Rental, and Alaska Bus Company. Port Director Hawkins, Public Works Director Kort, Finance Director Fischer and I are participating in bi-weekly meetings with our APRA insurance adjusters who have been very responsive and great to work with.

Draft Feasibility Report Public Comment Period

At our last meeting Council adopted Resolution 26-024 Endorsing Alternative 2 as the Tentatively Selected Plan for the Homer Harbor Expansion General Investigation Study. This is an important milestone in the project, and we expect the US Army Corps of Engineers Draft Feasibility Report in late May, as they are aiming for a May 22nd release. The report's release will kick off the 30-day public comment period. The City and our partners at HDR will be working to support community outreach and engagement through the usual channels that include social media through our Facebook and Instagram pages, the City's website, newspaper and radio, and City Council and Port and Harbor Advisory Commission meetings. The team is also working on scheduling space at upcoming events. Stay tuned for more information!!

City Council Oaths of Office

With the change in the City's election date to November, City Clerk Woodruff will take updated oaths of office from Mayor Lord and all councilmembers to reflect that the expiration date for terms of office is in November rather than October.

Public Outreach Conducted at Democracy Fair

On Saturday, April 18th, staff from the Clerk's office provided information at the Democracy Fair hosted by community organizations. Content included relevant dates for the City elections now that they will be held in November, information on City boards and commissions, and information on how to provide public comment for City meetings. We would also like to acknowledge Mayor Lord, Planning Commissioner Heath Smith, and Library Director Dave Berry for participating in the event as panelists.

Attachment:

ISO Report

April Employee Anniversaries

**Public Protection Classification
(PPC®)
Summary Report**

Homer

ALASKA

Prepared by

**Insurance Services Office, Inc.
1000 Bishops Gate Blvd., Ste. 300
P.O. Box 5404
Mt. Laurel, New Jersey 08054-5404
1-800-444-4554**

**Report Created: February 2026
Effective June 1, 2026**

Background Information

Introduction

ISO collects and evaluates information from communities in the United States on their structure fire suppression capabilities. The data is analyzed using our Fire Suppression Rating Schedule (FSRS) and then a Public Protection Classification (PPC®) grade is assigned to the community. The surveys are conducted whenever it appears that there is a possibility of a PPC change. As such, the PPC program provides important, up-to-date information about fire protection services throughout the country.

The FSRS recognizes fire protection features only as they relate to suppression of first alarm structure fires. In many communities, fire suppression may be only a small part of the fire department's overall responsibility. ISO recognizes the dynamic and comprehensive duties of a community's fire service, and understands the complex decisions a community must make in planning and delivering emergency services. However, in developing a community's PPC grade, only features related to reducing property losses from structural fires are evaluated. Multiple alarms, simultaneous incidents and life safety are not considered in this evaluation. The PPC program evaluates the fire protection for small to average size buildings. Specific properties with a Needed Fire Flow in excess of 3,500 gpm are evaluated separately and assigned an individual PPC grade.

A community's investment in fire mitigation is a proven and reliable predictor of future fire losses. Statistical data on insurance losses bears out the relationship between excellent fire protection – as measured by the PPC program – and low fire losses. So, insurance companies use PPC information for marketing, underwriting, and to help establish fair premiums for homeowners and commercial fire insurance. In general, the price of fire insurance in a community with a good PPC grade is substantially lower than in a community with a poor PPC grade, assuming all other factors are equal.

ISO is an independent company that serves insurance companies, communities, fire departments, insurance regulators, and others by providing information about risk. ISO's expert staff collects information about municipal fire suppression efforts in communities throughout the United States. In each of those communities, ISO analyzes the relevant data and assigns a PPC grade – a number from 1 to 10. Class 1 represents an exemplary fire suppression program, and Class 10 indicates that the area's fire suppression program does not meet ISO's minimum criteria.

ISO's PPC program evaluates communities according to a uniform set of criteria, incorporating nationally recognized standards developed by the National Fire Protection Association and the American Water Works Association. A community's PPC grade depends on:

- **Needed Fire Flows**, which are representative building locations used to determine the theoretical amount of water necessary for fire suppression purposes.
- **Emergency Communications**, including emergency reporting, telecommunicators, and dispatching systems.
- **Fire Department**, including equipment, staffing, training, geographic distribution of fire companies, operational considerations, and community risk reduction.
- **Water Supply**, including inspection and flow testing of hydrants, alternative water supply operations, and a careful evaluation of the amount of available water compared with the amount needed to suppress fires up to 3,500 gpm.

Data Collection and Analysis

ISO has evaluated and classified over 39,000 fire protection areas across the United States using its FSRS. A combination of meetings between trained ISO field representatives and the dispatch center coordinator, community fire official, and water superintendent is used in conjunction with a comprehensive questionnaire to collect the data necessary to determine the PPC grade. In order for a community to obtain a grade better than a Class 9, three elements of fire suppression features are reviewed. These three elements are Emergency Communications, Fire Department, and Water Supply.

A review of the **Emergency Communications** accounts for 10% of the total classification. This section is weighted at **10 points**, as follows:

- Emergency Reporting 3 points
- Telecommunicators 4 points
- Dispatch Circuits 3 points

A review of the **Fire Department** accounts for 50% of the total classification. ISO focuses on a fire department's first alarm response and initial attack to minimize potential loss. The fire department section is weighted at **50 points**, as follows:

- Engine Companies 6 points
- Reserve Pumpers 0.5 points
- Pump Capacity 3 points
- Ladder/Service Companies 4 points
- Reserve Ladder/Service Trucks 0.5 points
- Deployment Analysis 10 points
- Company Personnel 15 points
- Training 9 points
- Operational considerations 2 points
- Community Risk Reduction 5.5 points (in addition to the 50 points above)

A review of the **Water Supply** system accounts for 40% of the total classification. ISO reviews the water supply a community uses to determine the adequacy for fire suppression purposes. The water supply system is weighted at **40 points**, as follows:

- Credit for Supply System 30 points
- Hydrant Size, Type & Installation 3 points
- Inspection & Flow Testing of Hydrants 7 points

There is one additional factor considered in calculating the final score – **Divergence**.

Even the best fire department will be less than fully effective if it has an inadequate water supply. Similarly, even a superior water supply will be less than fully effective if the fire department lacks the equipment or personnel to use the water. The FSRs score is subject to modification by a divergence factor, which recognizes disparity between the effectiveness of the fire department and the water supply.

The Divergence factor mathematically reduces the score based upon the relative difference between the fire department and water supply scores. The factor is introduced in the final equation.

PPC Grade

The PPC grade assigned to the community will depend on the community's score on a 100-point scale:

PPC	Points
1	90.00 or more
2	80.00 to 89.99
3	70.00 to 79.99
4	60.00 to 69.99
5	50.00 to 59.99
6	40.00 to 49.99
7	30.00 to 39.99
8	20.00 to 29.99
9	10.00 to 19.99
10	0.00 to 9.99

The classification numbers are interpreted as follows:

- Class 1 through (and including) Class 8 represents a fire suppression system that includes an FSRs creditable dispatch center, fire department, and water supply.
- Class 8B is a special classification that recognizes a superior level of fire protection in otherwise Class 9 areas. It is designed to represent a fire protection delivery system that is superior except for a lack of a water supply system capable of the minimum FSRs fire flow criteria of 250 gpm for 2 hours.
- Class 9 is a fire suppression system that includes a creditable dispatch center, fire department but no FSRs creditable water supply.
- Class 10 does not meet minimum FSRs criteria for recognition, including areas that are beyond five road miles of a recognized fire station.

New PPC program changes effective July 1, 2014

We have revised the PPC program to capture the effects of enhanced fire protection capabilities that reduce fire loss and fire severity in Split Class 9 and Split Class 8B areas (as outlined below). This new structure benefits the fire service, community, and property owner.

New classifications

Through ongoing research and loss experience analysis, we identified additional differentiation in fire loss experience within our PPC program, which resulted in the revised classifications. We based the differing fire loss experience on the fire suppression capabilities of each community. The new PPC classes will improve the predictive value for insurers while benefiting both commercial and residential property owners. Here are the new classifications and what they mean.

Split classifications

When we develop a split classification for a community — for example 5/9 — the first number is the class that applies to properties within 5 road miles of the responding fire station and 1,000 feet of a creditable water supply, such as a fire hydrant, suction point, or dry hydrant. The second number is the class that applies to properties within 5 road miles of a fire station but beyond 1,000 feet of a creditable water supply. We have revised the classification to reflect more precisely the risk of loss in a community, replacing Class 9 and 8B in the second part of a split classification with revised designations.

What's changed with the new classifications?

We've published the new classifications as "X" and "Y" — formerly the "9" and "8B" portion of the split classification, respectively. For example:

- A community currently displayed as a split 6/9 classification will now be a split 6/6X classification; with the "6X" denoting what was formerly classified as "9".
- Similarly, a community currently graded as a split 6/8B classification will now be a split 6/6Y classification, the "6Y" denoting what was formerly classified as "8B".
- Communities graded with single "9" or "8B" classifications will remain intact.

Prior Classification	New Classification
1/9	1/1X
2/9	2/2X
3/9	3/3X
4/9	4/4X
5/9	5/5X
6/9	6/6X
7/9	7/7X
8/9	8/8X
9	9

Prior Classification	New Classification
1/8B	1/1Y
2/8B	2/2Y
3/8B	3/3Y
4/8B	4/4Y
5/8B	5/5Y
6/8B	6/6Y
7/8B	7/7Y
8/8B	8/8Y
8B	8B

What's changed?

As you can see, we're still maintaining split classes, but it's how we represent them to insurers that's changed. The new designations reflect a reduction in fire severity and loss and have the potential to reduce property insurance premiums.

Benefits of the revised split class designations

- To the fire service, the revised designations identify enhanced fire suppression capabilities used throughout the fire protection area
- To the community, the new classes reward a community's fire suppression efforts by showing a more reflective designation
- To the individual property owner, the revisions offer the potential for decreased property insurance premiums

New water class

Our data also shows that risks located more than 5 but less than 7 road miles from a responding fire station with a creditable water source within 1,000 feet had better loss experience than those farther than 5 road miles from a responding fire station with no creditable water source. We've introduced a new classification —10W — to recognize the reduced loss potential of such properties.

What's changed with Class 10W?

Class 10W is property-specific. Not all properties in the 5-to-7-mile area around the responding fire station will qualify. The difference between Class 10 and 10W is that the 10W-graded risk or property is within 1,000 feet of a creditable water supply. Creditable water supplies include fire protection systems using hauled water in any of the split classification areas.

What's the benefit of Class 10W?

10W gives credit to risks within 5 to 7 road miles of the responding fire station and within 1,000 feet of a creditable water supply. That's reflective of the potential for reduced property insurance premiums.

What does the fire chief have to do?

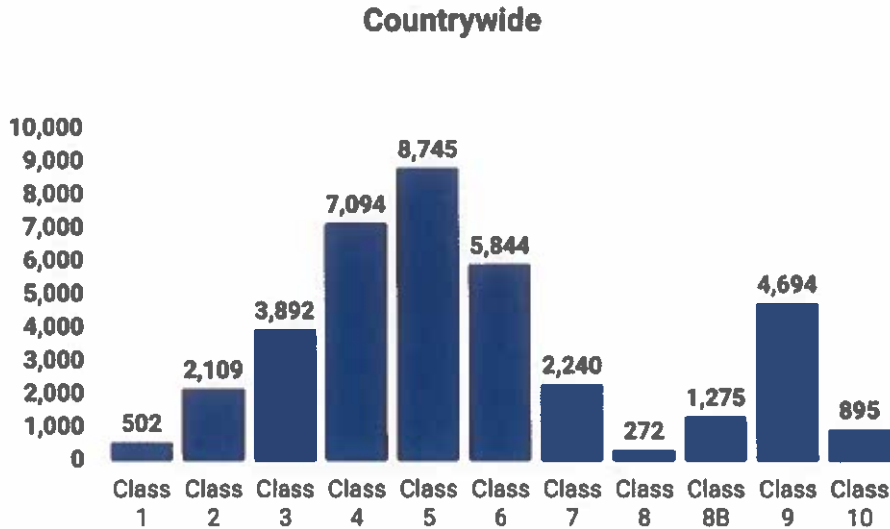
Fire chiefs don't have to do anything at all. The revised classifications went in place automatically effective July 1, 2014 (July 1, 2015 for Texas).

What if I have additional questions?

Feel free to contact ISO at 800.444.4554 or email us at PPC-Cust-Serv@iso.com.

Distribution of PPC Grades

The 2025 published countrywide distribution of communities by the PPC grade is as follows:



Assistance

The PPC program offers help to communities, fire departments, and other public officials as they plan for, budget, and justify improvements. ISO is also available to assist in the understanding of the details of this evaluation.

The PPC program representatives can be reached by telephone at (800) 444-4554. The technical specialists at this telephone number have access to the details of this evaluation and can effectively speak with you about your questions regarding the PPC program. What's more, we can be reached via the internet at www.isomitigation.com/talk/.

We also have a website dedicated to our Community Hazard Mitigation Classification programs at www.isomitigation.com. Here, fire chiefs, building code officials, community leaders and other interested citizens can access a wealth of data describing the criteria used in evaluating how cities and towns are protecting residents from fire and other natural hazards. This website will allow you to learn more about the PPC program. The website provides important background information, insights about the PPC grading processes and technical documents. ISO is also pleased to offer Fire Chiefs Online — a special, secured website with information and features that can help improve your PPC grade, including a list of the Needed Fire Flows for all the commercial occupancies ISO has on file for your community. Visitors to the site can download information, see statistical results and also contact ISO for assistance.

In addition, on-line access to the FSRS and its commentaries is available to registered customers for a fee. However, fire chiefs and community chief administrative officials are given access privileges to this information without charge.

To become a registered fire chief or community chief administrative official, register at www.isomitigation.com.

PPC Review

ISO concluded its review of the fire suppression features being provided for Homer. The resulting community classification is **Class 04/10**.

If the classification is a single class, the classification applies to properties with a Needed Fire Flow of 3,500 gpm or less in the community. If the classification is a split class (e.g., 6/XX):

- The first class (e.g., "6" in a 6/XX) applies to properties within 5 road miles of a recognized fire station and within 1,000 feet of a fire hydrant or alternate water supply.
- The second class (XX or XY) applies to properties beyond 1,000 feet of a fire hydrant but within 5 road miles of a recognized fire station.
- Alternative Water Supply: The first class (e.g., "6" in a 6/10) applies to properties within 5 road miles of a recognized fire station with no hydrant distance requirement.
- Class 10 applies to properties over 5 road miles of a recognized fire station.
- Class 10W applies to properties within 5 to 7 road miles of a recognized fire station with a recognized water supply within 1,000 feet.
- Specific properties with a Needed Fire Flow in excess of 3,500 gpm are evaluated separately and assigned an individual classification.

FSRS Feature	Earned Credit	Credit Available
Emergency Communications		
414. Credit for Emergency Reporting	3.00	3
422. Credit for Telecommunicators	2.40	4
432. Credit for Dispatch Circuits	1.20	3
440. Credit for Emergency Communications	6.60	10
Fire Department		
513. Credit for Engine Companies	6.00	6
523. Credit for Reserve Pumpers	0.50	0.50
532. Credit for Pump Capacity	3.00	3
549. Credit for Ladder Service	3.91	4
553. Credit for Reserve Ladder and Service Trucks	0.00	0.50
561. Credit for Deployment Analysis	4.72	10
571. Credit for Company Personnel	5.64	15
581. Credit for Training	4.08	9
730. Credit for Operational Considerations	2.00	2
590. Credit for Fire Department	29.85	50
Water Supply		
616. Credit for Supply System	17.76	30
621. Credit for Hydrants	3.00	3
631. Credit for Inspection and Flow Testing	4.00	7
640. Credit for Water Supply	24.76	40
Divergence	-0.44	--
1050. Community Risk Reduction	4.41	5.50
Total Credit	65.18	105.50

Emergency Communications

Ten percent of a community's overall score is based on how well the communications center receives and dispatches fire alarms. Our field representative evaluated:

- Communications facilities provided for the general public to report structure fires
- Enhanced 9-1-1 Telephone Service including wireless
- Computer-aided dispatch (CAD) facilities
- Alarm receipt and processing at the communication center
- Training and certification of telecommunicators
- Facilities used to dispatch fire department companies to reported structure fires

	Earned Credit	Credit Available
414. Credit Emergency Reporting	3.00	3
422. Credit for Telecommunicators	2.40	4
432. Credit for Dispatch Circuits	1.20	3
Item 440. Credit for Emergency Communications:	6.60	10

Item 414 - Credit for Emergency Reporting (3 points)

The first item reviewed is Item 414 "Credit for Emergency Reporting (CER)". This item reviews the emergency communication center facilities provided for the public to report fires including 911 systems (Basic or Enhanced), Wireless Phase I and Phase II, Voice over Internet Protocol, Computer Aided Dispatch and Geographic Information Systems for automatic vehicle location. ISO uses National Fire Protection Association (NFPA) 1221, *Standard for the Installation, Maintenance and Use of Emergency Services Communications Systems* as the reference for this section.

Item 410. Emergency Reporting (CER)	Earned Credit	Credit Available
<p>A./B. Basic 9-1-1, Enhanced 9-1-1 or No 9-1-1</p> <p>For maximum credit, there should be an Enhanced 9-1-1 system, Basic 9-1-1 and No 9-1-1 will receive partial credit.</p>	20.00	20
<p>1. E9-1-1 Wireless</p> <p>Wireless Phase I using Static ALI (automatic location identification) Functionality (10 points); Wireless Phase II using Dynamic ALI Functionality (15 points); Both available will be 25 points</p>	25.00	25
<p>2. E9-1-1 Voice over Internet Protocol (VoIP)</p> <p>Static VoIP using Static ALI Functionality (10 points); Nomadic VoIP using Dynamic ALI Functionality (15 points); Both available will be 25 points</p>	25.00	25
<p>3. Computer Aided Dispatch</p> <p>Basic CAD (5 points); CAD with Management Information System (5 points); CAD with Interoperability (5 points)</p>	15.00	15
<p>4. Geographic Information System (GIS/AVL)</p> <p>The PSAP uses a fully integrated CAD/GIS management system with automatic vehicle location (AVL) integrated with a CAD system providing dispatch assignments.</p> <p>The individual fire departments being dispatched <u>do not</u> need GIS/AVL capability to obtain this credit.</p>	15.00	15
Review of Emergency Reporting total:	100.00	100

Item 422- Credit for Telecommunicators (4 points)

The second item reviewed is Item 422 "Credit for Telecommunicators (TC)". This item reviews the number of Telecommunicators on duty at the center to handle fire calls and other emergencies. All emergency calls including those calls that do not require fire department action are reviewed to determine the proper staffing to answer emergency calls and dispatch the appropriate emergency response. The 2013 Edition of NFPA 1221, *Standard for the Installation, Maintenance and Use of Emergency Services Communications Systems*, recommends that ninety-five percent of emergency calls shall be answered within 15 seconds and ninety-nine percent of emergency calls shall be answered within 40 seconds. In addition, NFPA recommends that eighty percent of emergency alarm processing shall be completed within 60 seconds and ninety-five percent of alarm processing shall be completed within 106 seconds of answering the call.

To receive full credit for operators on duty, ISO must review documentation to show that the communication center meets NFPA 1221 call answering and dispatch time performance measurement standards. This documentation may be in the form of performance statistics or other performance measurements compiled by the 9-1-1 software or other software programs that are currently in use such as Computer Aided Dispatch (CAD) or Management Information System (MIS).

Item 420. Telecommunicators (CTC)	Earned Credit	Credit Available
A1. Alarm Receipt (AR) Receipt of alarms shall meet the requirements in accordance with the criteria of NFPA 1221	20.00	20
A2. Alarm Processing (AP) Processing of alarms shall meet the requirements in accordance with the criteria of NFPA 1221	20.00	20
B. Emergency Dispatch Protocols (EDP) Telecommunicators have emergency dispatch protocols (EDP) containing questions and a decision-support process to facilitate correct call categorization and prioritization.	0.00	20
C. Telecommunicator Training and Certification (TTC) Telecommunicators meet the qualification requirements referenced in NFPA 1061, <i>Standard for Professional Qualifications for Public Safety Telecommunicator</i> , and/or the Association of Public-Safety Communications Officials - International (APCO) <i>Project 33</i> . Telecommunicators are certified in the knowledge, skills, and abilities corresponding to their job functions.	20.00	20
D. Telecommunicator Continuing Education and Quality Assurance (TQA) Telecommunicators participate in continuing education and/or in-service training and quality-assurance programs as appropriate for their positions	0.00	20
Review of Telecommunicators total:	60.00	100

Item 432 - Credit for Dispatch Circuits (3 points)

The third item reviewed is Item 432 "Credit for Dispatch Circuits (CDC)". This item reviews the dispatch circuit facilities used to transmit alarms to fire department members. A "Dispatch Circuit" is defined in NFPA 1221 as "A circuit over which an alarm is transmitted from the communications center to an emergency response facility (ERF) or emergency response units (ERUs) to notify ERUs to respond to an emergency". All fire departments (except single fire station departments with full-time firefighter personnel receiving alarms directly at the fire station) need adequate means of notifying all firefighter personnel of the location of reported structure fires. The dispatch circuit facilities should be in accordance with the general criteria of NFPA 1221. "Alarms" are defined in this Standard as "A signal or message from a person or device indicating the existence of an emergency or other situation that requires action by an emergency response agency".

There are two different levels of dispatch circuit facilities provided for in the Standard – a primary dispatch circuit and a secondary dispatch circuit. In jurisdictions that receive 730 alarms or more per year (average of two alarms per 24-hour period), two separate and dedicated dispatch circuits, a primary and a secondary, are needed. In jurisdictions receiving fewer than 730 alarms per year, a second dedicated dispatch circuit is not needed. Dispatch circuit facilities installed but not used or tested (in accordance with the NFPA Standard) receive no credit.

The score for Credit for Dispatch Circuits (CDC) is influenced by monitoring for integrity of the primary dispatch circuit. There are up to 0.90 points available for this Item. Monitoring for integrity involves installing automatic systems that will detect faults and failures and send visual and audible indications to appropriate communications center (or dispatch center) personnel. ISO uses NFPA 1221 to guide the evaluation of this item. ISO's evaluation also includes a review of the communication system's emergency power supplies.

Item 432 "Credit for Dispatch Circuits (CDC)" = 1.20 points

Fire Department

Fifty percent of a community's overall score is based upon the fire department's structure fire suppression system. ISO's field representative evaluated:

- Engine and ladder/service vehicles including reserve apparatus
- Equipment carried
- Response to reported structure fires
- Deployment analysis of companies
- Available and/or responding firefighters
- Training

	Earned Credit	Credit Available
513. Credit for Engine Companies	6.00	6
523. Credit for Reserve Pumpers	0.50	0.5
532. Credit for Pumper Capacity	3.00	3
549. Credit for Ladder Service	3.91	4
553. Credit for Reserve Ladder and Service Trucks	0.00	0.5
561. Credit for Deployment Analysis	4.72	10
571. Credit for Company Personnel	5.64	15
581. Credit for Training	4.08	9
730. Credit for Operational Considerations	2.00	2
Item 590. Credit for Fire Department:	29.85	50

Basic Fire Flow

The Basic Fire Flow for the community is determined by the review of the Needed Fire Flows for selected buildings in the community. The fifth largest Needed Fire Flow is determined to be the Basic Fire Flow. The Basic Fire Flow has been determined to be 3500 gpm.

Item 513 - Credit for Engine Companies (6 points)

The first item reviewed is Item 513 "Credit for Engine Companies (CEC)". This item reviews the number of engine companies, their pump capacity, hose testing, pump testing and the equipment carried on the in-service pumpers. To be recognized, pumper apparatus must meet the general criteria of NFPA 1901, *Standard for Automotive Fire Apparatus* which include a minimum 250 gpm pump, an emergency warning system, a 300 gallon water tank, and hose. At least 1 apparatus must have a permanently mounted pump rated at 750 gpm or more at 150 psi.

The review of the number of needed pumpers considers the response distance to built-upon areas; the Basic Fire Flow; and the method of operation. Multiple alarms, simultaneous incidents, and life safety are not considered.

The greatest value of A, B, or C below is needed in the fire district to suppress fires in structures with a Needed Fire Flow of 3,500 gpm or less: **3 engine companies**

- a) **2 engine companies** to provide fire suppression services to areas to meet NFPA 1710 criteria or within 1½ miles.
- b) **3 engine companies** to support a Basic Fire Flow of 3500 gpm.
- c) **3 engine companies** based upon the fire department's method of operation to provide a minimum two engine response to all first alarm structure fires.

The FSRS recognizes that there are **3 engine companies** in service.

The FSRS also reviews Automatic Aid. Automatic Aid is considered in the review as assistance dispatched automatically by contractual agreement between two communities or fire districts. That differs from mutual aid or assistance arranged case by case. ISO will recognize an Automatic Aid plan under the following conditions:

- It must be prearranged for first alarm response according to a definite plan. It is preferable to have a written agreement, but ISO may recognize demonstrated performance.
- The aid must be dispatched to all reported structure fires on the initial alarm.
- The aid must be provided 24 hours a day, 365 days a year.

FSRS Item 512.D "Automatic Aid Engine Companies" responding on first alarm and meeting the needs of the city for basic fire flow and/or distribution of companies are factored based upon the value of the Automatic Aid plan (up to 1.00 can be used as the factor). The Automatic Aid factor is determined by a review of the Automatic Aid provider's communication facilities, how they receive alarms from the graded area, inter-department training between fire departments, and the fire ground communications capability between departments.

For each engine company, the credited Pump Capacity (PC), the Hose Carried (HC), the Equipment Carried (EC) all contribute to the calculation for the percent of credit the FSRS provides to that engine company.

Item 513 "Credit for Engine Companies (CEC)" = 6.00 points

Item 523 - Credit for Reserve Pumpers (0.50 points)

The item is Item 523 "Credit for Reserve Pumpers (CRP)". This item reviews the number and adequacy of the pumpers and their equipment. The number of needed reserve pumpers is 1 for each 8 needed engine companies determined in Item 513, or any fraction thereof.

Item 523 "Credit for Reserve Pumpers (CRP)" = 0.50 points

Item 532 – Credit for Pumper Capacity (3 points)

The next item reviewed is Item 532 "Credit for Pumper Capacity (CPC)". The total pump capacity available should be sufficient for the Basic Fire Flow of 3500 gpm. The maximum needed pump capacity credited is the Basic Fire Flow of the community.

Item 532 "Credit for Pumper Capacity (CPC)" = 3.00 points

Item 549 – Credit for Ladder Service (4 points)

The next item reviewed is Item 549 "Credit for Ladder Service (CLS)". This item reviews the number of response areas within the city with 5 buildings that are 3 or more stories or 35 feet or more in height, or with 5 buildings that have a Needed Fire Flow greater than 3,500 gpm, or any combination of these criteria. The height of all buildings in the city, including those protected by automatic sprinklers, is considered when determining the number of needed ladder companies. Response areas not needing a ladder company should have a service company. Ladders, tools and equipment normally carried on ladder trucks are needed not only for ladder operations but also for forcible entry, ventilation, salvage, overhaul, lighting and utility control.

The number of ladder or service companies, the height of the aerial ladder, aerial ladder testing and the equipment carried on the in-service ladder trucks and service trucks is compared with the number of needed ladder trucks and service trucks and an FSRs equipment list. Ladder trucks must meet the general criteria of NFPA 1901, *Standard for Automotive Fire Apparatus* to be recognized.

The number of needed ladder-service trucks is dependent upon the number of buildings 3 stories or 35 feet or more in height, buildings with a Needed Fire Flow greater than 3,500 gpm, and the method of operation.

The FSRs recognizes that there are **1 ladder companies** in service. These companies are needed to provide fire suppression services to areas to meet NFPA 1710 criteria or within 2½ miles and the number of buildings with a Needed Fire Flow over 3,500 gpm or 3 stories or more in height, or the method of operation.

The FSRs recognizes that there are **0 service companies** in service.

Item 549 "Credit for Ladder Service (CLS)" = 3.91 points

Item 553 – Credit for Reserve Ladder and Service Trucks (0.50 points)

The next item reviewed is Item 553 “Credit for Reserve Ladder and Service Trucks (CRLS)”. This item considers the adequacy of ladder and service apparatus when one (or more in larger communities) of these apparatus are out of service. The number of needed reserve ladder and service trucks is 1 for each 8 needed ladder and service companies that were determined to be needed in Item 540, or any fraction thereof.

Item 553 “Credit for Reserve Ladder and Service Trucks (CRLS)” = 0.00 points

Item 561 – Deployment Analysis (10 points)

Next, Item 561 “Deployment Analysis (DA)” is reviewed. This Item examines the number and adequacy of existing engine and ladder-service companies to cover built-upon areas of the city.

To determine the Credit for Distribution, first the Existing Engine Company (EC) points and the Existing Engine Companies (EE) determined in Item 513 are considered along with Ladder Company Equipment (LCE) points, Service Company Equipment (SCE) points, Engine-Ladder Company Equipment (ELCE) points, and Engine-Service Company Equipment (ESCE) points determined in Item 549.

Secondly, as an alternative to determining the number of needed engine and ladder/service companies through the road-mile analysis, a fire protection area may use the results of a systematic performance evaluation. This type of evaluation analyzes computer-aided dispatch (CAD) history to demonstrate that, with its current deployment of companies, the fire department meets the time constraints for initial arriving engine and initial full alarm assignment in accordance with the general criteria of in NFPA 1710, *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*.

A determination is made of the percentage of built upon area within 1½ miles of a first-due engine company and within 2½ miles of a first-due ladder-service company.

Item 561 “Credit Deployment Analysis (DA)” = 4.72 points

Item 571 – Credit for Company Personnel (15 points)

Item 571 “Credit for Company Personnel (CCP)” reviews the average number of existing firefighters and company officers available to respond to reported first alarm structure fires in the city.

The on-duty strength is determined by the yearly average of total firefighters and company officers on-duty considering vacations, sick leave, holidays, “Kelley” days and other absences. When a fire department operates under a minimum staffing policy, this may be used in lieu of determining the yearly average of on-duty company personnel.

Firefighters on apparatus not credited under Items 513 and 549 that regularly respond to reported first alarms to aid engine, ladder, and service companies are included in this item as increasing the total company strength.

Firefighters staffing ambulances or other units serving the general public are credited if they participate in fire-fighting operations, the number depending upon the extent to which they are available and are used for response to first alarms of fire.

On-Call members are credited on the basis of the average number staffing apparatus on first alarms. Off-shift career firefighters and company officers responding on first alarms are considered on the same basis as on-call personnel. For personnel not normally at the fire station, the number of responding firefighters and company officers is divided by 3 to reflect the time needed to assemble at the fire scene and the reduced ability to act as a team due to the various arrival times at the fire location when compared to the personnel on-duty at the fire station during the receipt of an alarm.

The number of Public Safety Officers who are positioned in emergency vehicles within the jurisdiction boundaries may be credited based on availability to respond to first alarm structure fires. In recognition of this increased response capability the number of responding Public Safety Officers is divided by 2.

The average number of firefighters and company officers responding with those companies credited as Automatic Aid under Items 513 and 549 are considered for either on-duty or on-call company personnel as is appropriate. The actual number is calculated as the average number of company personnel responding multiplied by the value of AA Plan determined in Item 512.D.

The maximum creditable response of on-duty and on-call firefighters is 12, including company officers, for each existing engine and ladder company and 6 for each existing service company.

Chief Officers are not creditable except when more than one chief officer responds to alarms; then extra chief officers may be credited as firefighters if they perform company duties.

The FSRs recognizes **3.24 on-duty personnel** and an average of **7.17 on-call personnel** responding on first alarm structure fires.

Item 571 “Credit for Company Personnel (CCP)” = 5.64 points

Item 581 – Credit for Training (9 points)

Training	Earned Credit	Credit Available
<p>A. Facilities, and Use For maximum credit, each firefighter should receive 18 hours per year in structure fire related subjects as outlined in NFPA 1001.</p>	3.85	35
<p>B. Company Training For maximum credit, each firefighter should receive 16 hours per month in structure fire related subjects as outlined in NFPA 1001.</p>	15.25	25
<p>C. Classes for Officers For maximum credit, each officer should be certified in accordance with the general criteria of NFPA 1021. Additionally, each officer should receive 12 hours of continuing education on or off site.</p>	5.27	12
<p>D. New Driver and Operator Training For maximum credit, each new driver and operator should receive 60 hours of driver/operator training per year in accordance with NFPA 1002 and NFPA 1451.</p>	5.00	5
<p>E. Existing Driver and Operator Training For maximum credit, each existing driver and operator should receive 12 hours of driver/operator training per year in accordance with NFPA 1002 and NFPA 1451.</p>	5.00	5
<p>F. Training on Hazardous Materials For maximum credit, each firefighter should receive 6 hours of training for incidents involving hazardous materials in accordance with NFPA 472.</p>	0.00	1
<p>G. Recruit Training For maximum credit, each firefighter should receive 240 hours of structure fire related training in accordance with NFPA 1001 within the first year of employment or tenure.</p>	5.00	5
<p>H. Pre-Fire Planning Inspections For maximum credit, pre-fire planning inspections of each commercial, industrial, institutional, and other similar type building (all buildings except 1-4 family dwellings) should be made annually by company members. Records of inspections should include up-to date notes and sketches.</p>	5.98	12

Item 580 “Credit for Training (CT)” = 4.08 points

Item 730 – Operational Considerations (2 points)

Item 730 "Credit for Operational Considerations (COC)" evaluates fire department standard operating procedures and incident management systems for emergency operations involving structure fires.

Operational Considerations	Earned Credit	Credit Available
Standard Operating Procedures The department should have established SOPs for fire department general emergency operations	50	50
Incident Management Systems The department should use an established incident management system (IMS)	50	50
Operational Considerations total:	100	100

Item 730 "Credit for Operational Considerations (COC)" = 2.00 points

Water Supply

Forty percent of a community's overall score is based on the adequacy of the water supply system. The ISO field representative evaluated:

- the capability of the water distribution system to meet the Needed Fire Flows at selected locations up to 3,500 gpm.
- size, type and installation of fire hydrants.
- inspection and flow testing of fire hydrants.

	Earned Credit	Credit Available
616. Credit for Supply System	17.76	30
621. Credit for Hydrants	3.00	3
631. Credit for Inspection and Flow Testing	4.00	7
Item 640. Credit for Water Supply:	24.76	40

Item 616 – Credit for Supply System (30 points)

The first item reviewed is Item 616 “Credit for Supply System (CSS)”. This item reviews the rate of flow that can be credited at each of the Needed Fire Flow test locations considering the supply works capacity, the main capacity and the hydrant distribution. The lowest flow rate of these items is credited for each representative location. A water system capable of delivering 250 gpm or more for a period of two hours plus consumption at the maximum daily rate at the fire location is considered minimum in the ISO review.

Where there are 2 or more systems or services distributing water at the same location, credit is given on the basis of the joint protection provided by all systems and services available.

The supply works capacity is calculated for each representative Needed Fire Flow test location, considering a variety of water supply sources. These include public water supplies, emergency supplies (usually accessed from neighboring water systems), suction supplies (usually evidenced by dry hydrant installations near a river, lake or other body of water), and supplies developed by a fire department using large diameter hose or vehicles to shuttle water from a source of supply to a fire site. The result is expressed in gallons per minute (gpm).

The normal ability of the distribution system to deliver Needed Fire Flows at the selected building locations is reviewed. The results of a flow test at a representative test location will indicate the ability of the water mains (or fire department in the case of fire department supplies) to carry water to that location.

The hydrant distribution is reviewed within 1,000 feet of representative test locations measured as hose can be laid by apparatus.

For maximum credit, the Needed Fire Flows should be available at each location in the district. Needed Fire Flows of 2,500 gpm or less should be available for 2 hours; and Needed Fire Flows of 3,000 and 3,500 gpm should be obtainable for 3 hours.

Item 616 “Credit for Supply System (CSS)” = 17.76 points

Item 621 – Credit for Hydrants (3 points)

The second item reviewed is Item 621 “Credit for Hydrants (CH)”. This item reviews the number of fire hydrants of each type compared with the total number of hydrants.

There are a total of 427 hydrants in the graded area.

620. Hydrants, - Size, Type and Installation	Number of Hydrants
A. With a 6 -inch or larger branch and a pumper outlet with or without 2½ -inch outlets	427
B. With a 6 -inch or larger branch and no pumper outlet but two or more 2½ -inch outlets, or with a small foot valve, or with a small barrel	0
C./D. With only a 2½ -inch outlet or with less than a 6 -inch branch	0
E./F. Flush Type, Cistern, or Suction Point	0

Item 621 “Credit for Hydrants (CH)” = 3.00 points

Item 630 – Credit for Inspection and Flow Testing (7 points)

The third item reviewed is Item 630 “Credit for Inspection and Flow Testing (CIT)”. This item reviews the fire hydrant inspection frequency, and the completeness of the inspections. Inspection of hydrants should be in accordance with AWWA M-17, *Installation, Field Testing and Maintenance of Fire Hydrants*.

Frequency of Inspection (FI): Average interval between the 3 most recent inspections.

Frequency	Points
1 year	30
2 years	20
3 years	10
4 years	5
5 years or more	No Credit

Note: The points for inspection frequency are reduced by 10 points if the inspections are incomplete or do not include a flushing program. An additional reduction of 10 points are made if hydrants are not subjected to full system pressure during inspections. If the inspection of cisterns or suction points does not include actual drafting with a pumper, or back-flushing for dry hydrants, 20 points are deducted.

Total points for Inspections = 4.00 points

Frequency of Fire Flow Testing (FF): Average interval between the 3 most recent inspections.

Frequency	Points
5 years	40
6 years	30
7 years	20
8 years	10
9 years	5
10 years or more	No Credit

Total points for Fire Flow Testing = 0.00 points

Item 631 “Credit for Inspection and Fire Flow Testing (CIT)” = 4.00 points

Divergence = -0.44

The Divergence factor mathematically reduces the score based upon the relative difference between the fire department and water supply scores. The factor is introduced in the final equation.

Community Risk Reduction

	Earned Credit	Credit Available
1025. Credit for Fire Prevention and Code Enforcement (CPCE)	1.63	2.2
1033. Credit for Public Fire Safety Education (CFSE)	1.79	2.2
1044. Credit for Fire Investigation Programs (CIP)	0.99	1.1
Item 1050. Credit for Community Risk Reduction	4.41	5.50

Item 1025 – Credit for Fire Prevention Code Adoption and Enforcement (2.2 points)	Earned Credit	Credit Available
Fire Prevention Code Regulations (PCR) Evaluation of fire prevention code regulations in effect.	10.00	10
Fire Prevention Staffing (PS) Evaluation of staffing for fire prevention activities.	1.21	8
Fire Prevention Certification and Training (PCT) Evaluation of the certification and training of fire prevention code enforcement personnel.	3.38	6
Fire Prevention Programs (PCP) Evaluation of fire prevention programs.	15.00	16
Review of Fire Prevention Code and Enforcement (CPCE) subtotal:	29.59	40

Item 1033 – Credit for Public Fire Safety Education (2.2 points)	Earned Credit	Credit Available
Public Fire Safety Educators Qualifications and Training (FSQT) Evaluation of public fire safety education personnel training and qualification as specified by the authority having jurisdiction.	5.00	10
Public Fire Safety Education Programs (FSP) Evaluation of programs for public fire safety education.	27.50	30
Review of Public Safety Education Programs (CFSE) subtotal:	32.50	40

Item 1044 – Credit for Fire Investigation Programs (1.1 points)	Earned Credit	Credit Available
Fire Investigation Organization and Staffing (IOS) Evaluation of organization and staffing for fire investigations.	8.00	8
Fire Investigator Certification and Training (IQT) Evaluation of fire investigator certification and training.	4.05	6
Use of National Fire Incident Reporting System (IRS) Evaluation of the use of the National Fire Incident Reporting System (NFIRS) for the 3 years before the evaluation.	6.00	6
Review of Fire Investigation Programs (CIP) subtotal:	18.05	20

Summary of PPC Review

for

Homer

FSRS Item	Earned Credit	Credit Available
Emergency Communications		
414. Credit for Emergency Reporting	3.00	3
422. Credit for Telecommunicators	2.40	4
432. Credit for Dispatch Circuits	1.20	3
440. Credit for Emergency Communications	6.60	10
Fire Department		
513. Credit for Engine Companies	6.00	6
523. Credit for Reserve Pumpers	0.50	0.5
532. Credit for Pumper Capacity	3.00	3
549. Credit for Ladder Service	3.91	4
553. Credit for Reserve Ladder and Service Trucks	0.00	0.5
561. Credit for Deployment Analysis	4.72	10
571. Credit for Company Personnel	5.64	15
581. Credit for Training	4.08	9
730. Credit for Operational Considerations	2.00	2
590. Credit for Fire Department	29.85	50
Water Supply		
616. Credit for Supply System	17.76	30
621. Credit for Hydrants	3.00	3
631. Credit for Inspection and Flow Testing	4.00	7
640. Credit for Water Supply	24.76	40
Divergence		
	-0.44	-
1050. Community Risk Reduction	4.41	5.50
Total Credit	65.18	105.5

Final Community Classification = 04/10

INSURANCE SERVICES OFFICE, INC.
HYDRANT FLOW DATA SUMMARY

Community Homer State ALASKA (54) Witnessed by: Insurance Services Office Survey Date: August 4, 2025

TEST NO.	TYPE DIST.*	TEST LOCATION	SERVICE	FLOW - GPM $Q = (29.83(C(d)^{0.88}))$		PRESSURE PSI		FLOW -AT 70 PSI		REMARKS***	MODEL TYPE	FLOW TEST DATE
				INDIVIDUAL HYDRANTS	TOTAL	STATIC	RESID.	NEEDED **	AVAIL.			
1		Homer Spt Rd & Freight Dock Rd	Homer Public Works, Zone 5	0	850	78	20	4000	850		CNMP	07/21/2025
1.1		Homer Spt Rd & Freight Dock Rd	Homer Public Works, Zone 5	0	850	78	20	2500	850		CNMP	07/21/2025
2		Ocean Drive Loop & Lake Street	Homer Public Works, Zone 1 - 4	0	2100	66	20	3500	2100		CNMP	07/21/2025
3		East End Road & Kachemak Dr	Homer Public Works, Zone 1 - 4	0	1000	113	20	2250	1000		CNMP	07/21/2025
4		Sterling Hwy & W Pioneer Ave	Homer Public Works, Zone 1 - 4	0	2400	107	20	5000	2400	(D)-(3652 gpm)	CNMP	07/21/2025
4.1		Sterling Hwy & W Pioneer Ave	Homer Public Works, Zone 1 - 4	0	2400	107	20	4000	2400	(D)-(3652 gpm)	CNMP	07/21/2025
4.2		Sterling Hwy & W Pioneer Ave	Homer Public Works, Zone 1 - 4	0	2400	107	20	2500	2400		CNMP	07/21/2025
5		East Hill Rd & East End Rd	Homer Public Works, Zone 1 - 4	0	3300	98	20	2500	3300		CNMP	07/21/2025
6		East Pioneer Ave & Heath St	Homer Public Works, Zone 1 - 4	0	2750	90	20	5500	2800	(D)-(3652 gpm)	CNMP	07/21/2025
6.1		East Pioneer Ave & Heath St	Homer Public Works, Zone 1 - 4	0	2750	90	20	3500	2800		CNMP	07/21/2025
7		Soundview Ave & Bartlett St	Homer Public Works, Zone 1 - 4	0	1450	56	20	3500	1500		CNMP	07/21/2025
8		Svedlund St & Hornidon St	Homer Public Works, Zone 1 - 4	0	1550	74	20	3500	1600		CNMP	07/21/2025
9		Approx. 1400 Hillside Pl	Homer Public Works, Zone 1 - 4	0	900	63	20	500	900		CNMP	07/21/2025
10		Approx 259 Mountain View Drive	Homer Public Works, Zone 1 - 4	0	1550	46	20	750	1600		CNMP	07/21/2025
11		Fireweed Ave east of E. Hill	Homer Public Works, Zone 1 - 4	0	1450	94	20	500	1500		CNMP	07/21/2025
12		169 Sterling Hwy	Fire Department Supply	0	700	0	0	5000	700		CTR	09/03/2025

THE ABOVE LISTED NEEDED FIRE FLOWS ARE FOR PROPERTY INSURANCE PREMIUM CALCULATIONS ONLY AND ARE NOT INTENDED TO PREDICT THE MAXIMUM AMOUNT OF WATER REQUIRED FOR A LARGE SCALE FIRE CONDITION.
THE AVAILABLE FLOWS ONLY INDICATE THE CONDITIONS THAT EXISTED AT THE TIME AND AT THE LOCATION WHERE TESTS WERE WITNESSED.

*Comm = Commercial; Res = Residential.
**Needed is the rate of flow for a specific duration for a full credit condition. Needed Fire Flows greater than 3,500 gpm are not considered in determining the classification of the city when using the Fire Suppression Rating Schedule.
*** (A)-Limited by available hydrants to gpm shown. Available facilities limit flow to gpm shown plus consumption for the needed duration of (B)-2 hours, (C)-3 hours or (D)-4 hours.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR LORD AND CITY COUNCIL
FROM: Andrea Browning
DATE: April 27, 2026
SUBJECT: April Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Joe Young	Public Works	19	Years
Jean Arno	Public Works	12	Years
Jaclyn Arndt	Fire	10	Years
Dave Berry	Library	7	Years
Ricky Borland	Port	7	Years
Aaron Yeaton	Public Works	7	Years
Will Kern	Public Works	5	Years
Hunter Dixon	PW	2	Years
Derek Haws	Fire	2	Years
Chelsea Marsh	Fire	2	Years
Phillip Hillstrand	Fire	1	Year



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Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: May 6, 2026
SUBJECT: City Manager's Report for May 11, 2026 Council Meeting

Federal PIDP Funds to Replace Float System Four

We at the City sincerely thank Senators Lisa Murkowski and Dan Sullivan and Congressman Nick Begich for their strong support of our Harbor infrastructure, and their role in the award of \$11.2 million from the U.S. Department of Transportation's Port Infrastructure Development Program (PIDP). The funding will be used to replace the critically deteriorated Float System 4 in Homer Harbor. Replacing System 4 helps safeguard critical marine transportation infrastructure that sustains essential freight shipping networks in southcentral and western Alaska, provides non-road connected communities access to healthcare facilities and Homer's regional airport, and supports economic and recreational activity.

The Homer Port and Harbor award was one of seven Alaska port projects funded through the FY2025 PIDP grants announced April 22. In total, Senators Lisa Murkowski and Dan Sullivan and Congressman Nick Begich secured over \$115.4 million in federal funding for ports across Alaska. The Float System 4 replacement project has additionally benefited from Denali Commission funding and a fiscal year 2026 federal appropriation championed by Congressman Begich.

Homer Harbor Expansion General Investigation Update

Be sure to read the Homer Harbor Expansion monthly update attached as part of my City Manager's Report. The Homer Harbor Expansion study is approaching a significant milestone. The USACE will release the Draft Feasibility Report on May 22, 2026, which kicks off a 30-day Public Comment period. The USACE will notify the public through news releases, and City staff will expand that outreach both prior to and during the public comment period to ensure the community, harbor users and stakeholders are informed and encouraged to participate. See the attached monthly update for full details.

Land Acquisitions

In March, the Homer City Council approved the purchase of four properties in the Bridge Creek watershed. We are pleased to share that these transactions are now complete, and the City of Homer owns four additional parcels within the watershed. Also on the land acquisition front, the Kenai Peninsula Borough Assembly approved the sale of five properties in the Kachemak "sponge" area to the City for long-term conservation and stormwater filtration. These borough properties will now proceed through the NOAA review process, which is expected to take approximately four to six months before closing. We'll share another update when the deal is finalized.

Up next: we will continue negotiations to acquire additional property in the Bridge Creek watershed using NOAA funds, in partnership with the Kachemak Bay National Estuarine Research Reserve and the Kachemak Heritage Land Trust. Staff anticipates effort on the Kachemak Sponge and Bridge Creek NOAA grants will continue over the next 18-24 months.

Raw Water Transmission Main Replacement Project Update

Work is progressing steadily on the water line replacement project. In April, the contractor completed site preparation, welded the new 12-inch HDPE pipe into 500-foot sections, staged it along the project alignment, and disconnected and drained the existing cast iron water line. The contractor is currently excavating the trench, removing the old pipe, and installing the new 12-inch HDPE raw water line with fiber optic cable conduit, starting from the pump house and immediately backfilling as work progresses. The new pipe's minimum bury depth is 7-ft to the top of the pipe (our minimum standard bury depth). As of May 5, the new pipe was nearing the water treatment facility and is expected to reach the building early next week, around the time of the council meeting.

Spring conditions have been favorable for construction. While most of the Homer area experienced 7 to 8 feet of frost penetration due to lack of snow cover this winter, the project site is encountering only approximately 3 feet of frost depth. The top of Diamond Ridge maintained snow cover for most of the winter, which insulated the soil and reduced frost penetration. These frozen ground conditions are beneficial—they minimize wetland damage and provide stable support for heavy equipment, preventing it from sinking into the wetland soils.



City Surplus Sale Report

The City's initial surplus auction on the Public Surplus website was a success. 64 items were listed on the Public Surplus site and sold for a total of \$35,215.48. Items that did not sell were approved for disposal through donation by the City Manager as authorized under HCC 18.30.040(a). The online system streamlined the process of disseminating information and collecting payments, and the City will be opening another surplus auction soon.

Airport Update

As of the writing of this report the final structural engineer's report on the damage to the building is still pending and I hope to have a verbal update at the meeting. In the meantime, staff have been able to locate a mobile restroom unit that is available for purchase without any lead time. The cost of purchasing a unit is significantly less expensive than a longer-term rental, and the team at APRA was supportive of this cost saving measure.

Attachment:

Homer Harbor Expansion Monthly Report

Homer Harbor Expansion Draft Feasibility Study Public Notice Flyer



Homer Harbor Expansion General Investigation Update

Item Type: Informational Memorandum
Prepared For: Homer City Council, Port & Harbor Advisory Commission
Date: May 5, 2026
From: Jenny Carroll, Special Projects & Communications Coordinator
Through: Melissa Jacobsen, City Manager

Purpose: This memorandum provides the Homer Harbor Expansion Study monthly written update to Homer City Council per Resolution 23-037.

Update: Since confirming Alternative 2 as the Tentatively Selected Plan, the USACE Project Development Team has been finalizing the Draft Feasibility Report, which has recently been submitted for internal USACE review and approval.

The Draft Feasibility Report summarizes the full body of work completed during the feasibility study — including the engineering, environmental, and economic analysis of each alternative considered, the factors that led to the selection of Alternative 2 as the Tentatively Selected Plan, and the proposed project's estimated costs and benefits.

Save the Date! Draft Feasibility Report Release — May 22, 2026

The USACE anticipates releasing the Draft Feasibility Report on May 22, 2026, opening a 30-day public comment period. The report will be publicly available on the USACE Alaska District website under Reports and Studies at <https://www.poa.usace.army.mil/Library/Reports-and-Studies/>. Hard copies will also be available at the Homer Public Library and the City Clerk's office at City Hall. The City will share the direct link and submission instructions through the HHE mailing list, website, and other media as soon as the report is released.

Public Comment Period: Comments on the Draft Feasibility Report must be submitted directly to the USACE by email or U.S. mail. Detailed submission instructions will be provided upon the report's release and shared widely by the City. All community members, harbor users, and stakeholders are encouraged to review the report and submit comments — all feedback is important and will be considered by the USACE. Comments that identify gaps or missing information, address how well Alternative 2 meets navigational or operational needs, or raise

additional navigational or operational factors that warrant consideration are particularly valuable to the process.

Outreach and Public Engagement: The USACE will issue news releases announcing the report's availability and the opening of the public comment period. The City will broadly amplify that outreach through the HHE mailing list, HHE website, and other channels before and throughout the public comment period to ensure the community, harbor users, and stakeholders are informed and encouraged to participate. In addition, the following events are planned and others are in the works:

- Joint Worksession — Homer City Council and Homer Port and Harbor Advisory Commission: Scheduled for [June 8, 2026](#), beginning at 4:00 p.m. in Cowles Chamber, Homer City Hall, 491 E. Pioneer Avenue. The worksession will provide an opportunity to review pertinent components of the Draft Feasibility Report and for City leadership to ask questions of City and HDR staff involved in study development. The public is welcome to attend in person or virtually.
- KBBI AM 890 Coffee Table Discussion — June 10 from 9:00 to 10:00 am.
- Community Events: Informational presence at LSF/Kachemak Gear Shed Customer Appreciation Day May 14 and HarborFest June 5-6.

Study Schedule — Remaining Milestones

Draft Feasibility Report Released / 30-day Public Comment Opens	May 22, 2026
Command Validation Milestone	August 18, 2026
District Final Report Submitted	November 27, 2026
Signed Chief's Report (End of Feasibility Study)	March 29, 2027

Coming soon! May 22



**U.S. Army Corps
of Engineers**

30-day Public Comment Period on the Draft Feasibility Report

The draft report summarizes the work completed during the study and why Alternative 2 was recommended to address overcrowding and safety issues.

Community members, harbor users, and stakeholders are encouraged to review the report and submit comments — all feedback is important.

Go to [HomerHarborExpansion.com](https://www.HomerHarborExpansion.com) for more info!



April 27, 2026

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Homer Community,

This letter serves as our quarterly report for the period of January 1 to March 31, 2026. We regret to share that longtime Homer Business Advisor Robert Green departed from the Alaska SBDC during the quarter. The Alaska SBDC moved quickly to post the position and received a strong pool of qualified candidates. We anticipate hiring a new Homer Business Advisor during the first half of the upcoming quarter. Kenai Peninsula Center Director Cliff Cochran, the longest-tenured advisor at the Alaska SBDC, will lead training efforts for the new hire and provide co-advising support until they are fully established in the role. Here is a summary of deliverables to the Homer community during the quarter:

Advising Hours: 90.4	Jobs Supported: 35
Clients Advised: 22	Capital Infusion: \$2,200,000
New Businesses Started or Bought: 3	Client Surveys: 100% positive

The next section provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. This quarter, financing and capital remained at the top of the topics list, with business planning and legal issues joining the list. For industries, food services remained atop the list for a sixth consecutive quarter, by a wide margin, followed again by manufacturers, with service, professional, and administrative business models joining the list.

Topics

1. Financing/Capital: 27.1 hrs (30%)
2. Business Planning: 24.5 hrs (27%)
3. Startup Assistance: 17.3 hrs (19%)
4. Buy/Sell Business: 9.0 hrs (10%)
5. Legal Issues: 4.0 hrs (4%)

Industries

1. Food Services: 41.8 hrs (46%)
2. Manufacturers: 13.5 hrs (15%)
3. Services: 9.8 hrs (11%)
4. Administrative and Support: 6.5 hrs (7%)
5. Professional and Technical: 5.5 hrs (6%)

We would like to thank the City of Homer for its continued support of the Homer Business Advisor position. We appreciate this partnership and look forward to welcoming a new Homer Business Advisor soon. Please do not hesitate to contact us if you have any questions.

Sincerely,

Signed by:

D3BE7A15D8D7402...

Kendra Conroy
Acting State Director
Alaska SBDC



5151 Fairbanks Street
Anchorage, AK 99503
PO Box 190288
Anchorage, AK 99519-0288
www.enstarnaturalgas.com

April 30, 2026

Regulatory Commission of Alaska
701 West Eighth Avenue, Suite 300
Anchorage, Alaska 99501

Re: 2026 First Quarter Homer Surcharge Reconciliation

Dear Commissioners:

In compliance with Order No. U-19-014(9), ENSTAR Natural Gas Company, LLC. submits its Homer Surcharge Reconciliation to the Commission for the quarter ending March 31, 2026.

Please contact me at 334-7620 if you have any questions concerning this filing.

Sincerely,

A handwritten signature in cursive script that reads "Chelsea Guintu".

Chelsea Guintu
Manager of Regulatory and Planning
Phone: 907-334-7620
Fax: 907-334-7657
Chelsea.Guintu@enstarnaturalgas.com

Enclosures:
Homer Surcharge Reconciliation ending March, 2026

CERTIFICATE OF SERVICE

I hereby certify that on April 30, 2026, a true and correct copy of the foregoing document was served by electronic mail on the following:

Fiona Yiu
Fiona.yiu@alaska.gov

Jeff Waller
Jeff.waller@alaska.gov

City of Homer Clerks
clerk@cityofhomer-ak.gov

Kachemak City Clerks
kachemak@xyz.net

Kenai Peninsula Borough Clerks
assemblyclerk@kpb.us



Nathan Enslow
Regulatory Financial Analyst

ENSTAR Natural Gas Company
Homer Line Extension Surcharge
Calculation Example Schedule

Updated Homer Extension Surcharge Example				Funded by		Funded by		Amount over	
Line #		Total Cost		State Grant		Surcharge	TA 226-4 Est	TA 226-4 Est	
1	Cost of Pipeline as of 10/31/2013	\$ 11,710,421.39	\$	8,150,000.00	\$	3,560,421.39			
2	Final Cost of Pipeline	\$ 11,780,072.22	\$	8,150,000.00	\$	3,630,072.22	\$ 2,550,000.00		(1,080,072.22)
				Rate of Return		Income Tax Recovery Rate			
3	Prior to Oct 2017 (From Docket U-99-69)			9.25%		4.50%			
4	Effective Oct 2017 (Order U-16-066(19) issued on 9-22-2017)			8.59%		4.29%			
5	Federal Tax Rate Change Effective Jan 2018 (2017 TCJA)			8.59%		2.44%			
6	Proposed methodology change Effective January 1, 2019			5.06%		1.04%			
7	Line Extension Surcharge =	\$ 1.00							
8	Balance at 12/31/18	\$ 5,862,076							
9	Final Cost Funded by Surcharge	\$ 3,630,072							
10	Unrecovered Carrying Costs at 12/31/18	\$ 2,232,004	\$	467,177	\$	336,098.50			
11	Excess ADIT-Grossed Up	\$ 1,074,827							
	Unrecovered Net of Excess ADIT	\$ 1,157,177							
	Adjustment	\$ (400,000)							
12	Adjusted Unrecovered Net of Excess ADIT	\$ 757,177		Est. Amort. Period (Years)	13.5	Monthly Amort. =	\$	4,673.93	

		Beginning Balance	Additional Costs	Rate of Return	Income Tax Recovery	Total Carrying Cost	Mcf Sales	Surcharge Receipts	Amortization of Unrecovered Carrying Cost Net of Excess ADIT	Ending Balance
		A	B	C	D	E	F	G	H	I
91	4/30/2025	\$ 1,604,697.88	\$ -	6,706.45	\$ 1,379.96	\$ 8,086.41	28,469.87	\$ (28,470)	\$ 4,673.93	\$ 1,588,988.36
92	5/31/2025	\$ 1,588,988.36	\$ -	6,632.38	\$ 1,364.72	\$ 7,997.10	32,183.46	\$ (32,183)	\$ 4,673.93	\$ 1,569,475.93
93	6/30/2025	\$ 1,569,475.93	\$ -	6,563.87	\$ 1,350.62	\$ 7,914.49	25,655.60	\$ (25,656)	\$ 4,673.93	\$ 1,556,408.75
94	7/31/2025	\$ 1,556,408.75	\$ -	6,536.39	\$ 1,344.97	\$ 7,881.36	12,555.36	\$ (12,555)	\$ 4,673.93	\$ 1,556,408.68
95	8/31/2025	\$ 1,556,408.68	\$ -	6,526.71	\$ 1,342.98	\$ 7,869.69	17,143.67	\$ (17,144)	\$ 4,673.93	\$ 1,551,808.63
96	9/30/2025	\$ 1,551,808.63	\$ -	6,516.47	\$ 1,340.87	\$ 7,857.34	12,800.23	\$ (12,800)	\$ 4,673.93	\$ 1,551,539.67
97	10/31/2025	\$ 1,551,539.67	\$ -	6,504.46	\$ 1,338.40	\$ 7,842.86	17,957.82	\$ (17,958)	\$ 4,673.93	\$ 1,546,098.65
98	11/30/2025	\$ 1,546,098.65	\$ -	6,433.11	\$ 1,323.72	\$ 7,756.83	40,919.36	\$ (40,919)	\$ 4,673.93	\$ 1,517,610.05
99	12/31/2025	\$ 1,517,610.05	\$ -	6,310.60	\$ 1,298.51	\$ 7,609.11	42,050.61	\$ (42,051)	\$ 4,673.93	\$ 1,487,842.48
100	1/31/2026	\$ 1,487,842.48	\$ -	6,136.21	\$ 1,262.63	\$ 7,398.84	65,228.21	\$ (65,228)	\$ 4,673.93	\$ 1,434,687.05
101	2/28/2026	\$ 1,434,687.05	\$ -	5,946.43	\$ 1,223.58	\$ 7,170.01	48,931.26	\$ (48,931)	\$ 4,673.93	\$ 1,397,599.73
102	3/31/2026	\$ 1,397,599.73	\$ -	5,790.09	\$ 1,191.41	\$ 6,981.50	48,909.95	\$ (48,910)	\$ 4,673.93	\$ 1,360,345.22



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
 FROM: Melissa Jacobsen, City Manager
 DATE: May 20, 2026
 SUBJECT: City Manager's Report for May 26, 2026 Council Meeting

Draft Feasibility Study 30-Day Comment Period

The US Army Corps of Engineers (USACE) Draft Feasibility Report (DFR) for the Homer Harbor Expansion (HHE) Study is scheduled to open Friday, May 22nd. According to the information distributed to HHE website subscribers, the DFR summarizes the full body of the work completed during the general investigation study, including the engineering, environmental, and economic analysis of each alternative considered, the factors that led to the selection of the Alternative 2 as the Tentatively Selected Plan, and the proposed projects estimated cost and benefits.

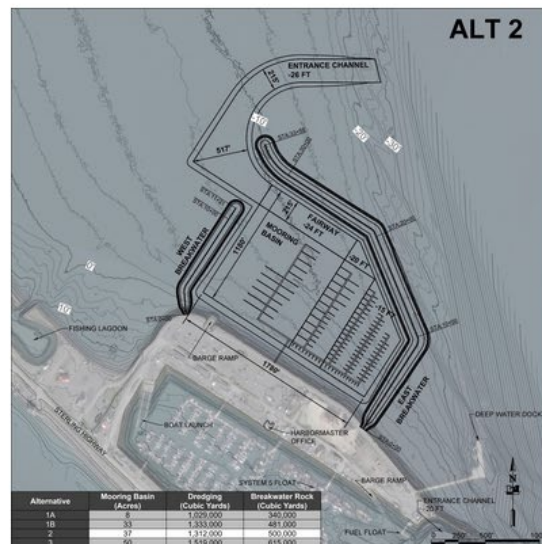
The USACE will publish the report and instructions for how to submit comments to the USACE on the Alaska District website under Reports and Studies and hard copies will be available for review at the Homer Public Library and the Clerks Office at Homer City Hall. The link was not available at the writing of this report, so check the City Website for more information on or after May 22nd.

There will be a Joint Worksession on June 8th at 4:00 p.m. at City Hall Cowles Council Chambers with the City Council and Port and Harbor Advisory Commission. It will be an opportunity to review components of the DFR and for City Leadership to ask questions of City and HDR staff involved in the development. If you'd like to join the HHE email list to receive updates like this, go to <https://homerharborexansion.com/>

Alternative 2 Details

- Mooring Basin: 37 acres
- Dredging: 1,312,000
- Breakwater Rock: 500,000 cy
- Breakwater alignments remain the same after geotechnical study results; breakwater cross-section widened from 15'-20'
- The parking area does not appear in the current diagram because the USACE considers it a Local Service Facility – not required for safe navigation and moorage and therefore outside the federal project scope. The City fully recognizes the importance of adequate parking to harbor users and the community and is committed to addressing this as a key consideration in future design phases.

USACE Design Alternatives



Alaska Remote Sellers Sales Tax Commission (ARSSTC) Changes

The ARSSTC was established in 2019 to coordinate sales tax collection for remote sales into Alaska, and the City of Homer is a member. The ARSSTC recently approved amendments to its Intergovernmental Agreement (IGA) and Uniform Code (UC). The primary IGA change authorizes the Commission to collect from marketplace facilitators if a member jurisdiction opts in. The UC amendments add definitions related to accommodations and room charges.

Currently, the Kenai Peninsula Borough (KPB) collects remote sellers' sales tax on behalf of the City for businesses with a physical presence in the borough, including short-term rentals and retailers such as Walmart and Home Depot. The Assembly introduced Ordinance 2026-24 at its May 19 meeting to opt out of the ARSSTC changes. This would allow KPB to continue collecting these taxes and enforcing sales tax obligations for entities with a borough presence.

As a member, the City must decide whether to opt in or out and I will bring forward an ordinance at the next meeting. A key consideration is fiscal impact: opting in would increase service fees. The fees are Because KPB currently collects taxes from businesses with a physical presence, the City does not pay service fees on those sales from short-term rentals and major retailers. If the City opts in, it will become responsible for the additional fees. Fees to participate in the program include GovOS (filing platform) base rate of 12% or lower based on annual tax revenue tier, ATR (Tax Technology and Research) fixed at 1.4% and ASSRTC Commission fee fixed at 2.25%.

2026 Cruise Ship Schedule

The Chamber of Commerce has provided a copy of the 2026 Cruise Ship schedule for Homer, and a copy is attached to my report. The first one arrived on May 19, the Viking Venus carrying 930 passengers, and despite the cool start to the day it was lovely to see our guests walking in town and enjoying all that Homer has to offer.

Short Term Rental Update

The EDC has commenced work at the Council's direction regarding short-term rentals. A work plan has been developed for the coming months so the Commission can complete their recommendations to the Council by late October. A city website dedicated to the EDC's work will be launched soon and will include meeting dates so that interested members of the public may stay informed. Short term rental regulation and housing were hot topics at the EDC's May meeting

Attachments:

- City of Homer Employee Anniversaries
- Homer Harbor Expansion Draft Feasibility Report Information Flyer
- Kenai Peninsula Borough Backup Memo to KPB Ordinance 2026-24
- 2026 Chamber of Commerce Cruise Ship Schedule
- Letter from the Division of Elections regarding Polling Place Changes for Homer-Area Precincts



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR LORD AND CITY COUNCIL
FROM: Andrea Browning
DATE: May 26, 2026
SUBJECT: May Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Sean McGrorty	Port	10	Years
Ralph Skorski	Public Works	8	Years
Taylor Crowder	Police	5	Years
Sean Love	Public Works	5	Years
Galina Orlova	Fire	2	Years



Coming Soon!

Draft Feasibility Report and 30-day Public Comment Period

May 22

More info

The report summarizes the economic, engineering and environmental analyses and why Alternative 2 was recommended to reduce overcrowding and improve safety in Homer Port & Harbor.

From May 22 to June 20, review the report and comment. Are there operational, environmental, design or community factors the Corps should consider that aren't reflected in the report?



www.homerharborexansion.com

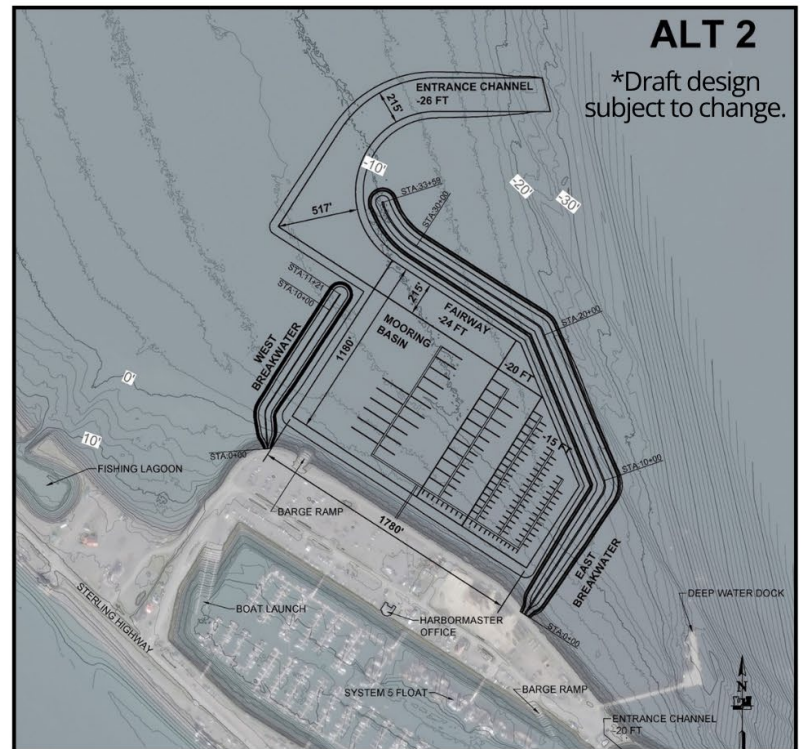
The US Army Corps of Engineers is wrapping up a feasibility study of options to alleviate navigational safety risks, overcrowding, and operational inefficiencies in Homer Port & Harbor.

They recommend Alternative 2, a new 37-acre basin adjacent to the existing harbor to accommodate:

- all large vessels on the overcrowded System 5 transient float,
- vessels relying on the Deep Water Dock for moorage, and
- all vessels on the Harbor's current waitlist.

Note: A parking area does not appear in Alt 2 because it is not required for safe navigation and moorage and therefore outside the federal design scope, but it will be addressed by the City in a future design phase.

On May 22, the Corps will publish the draft report and instructions on how to comment on the USACE Alaska District website under Reports and Studies: <https://www.poa.usace.army.mil/Library/Reports-and-Studies/>. Hard copies will be available at Homer Public Library and the Homer City Clerk's office at City Hall.



The Draft Feasibility Report is not a construction commitment — it is a study that recommends Alternative 2 as the path forward. Community members, harbor users, and stakeholders are encouraged to review the report and comment by June 20. The report is long, but the executive summary gives an overview, while the appendices provide backup data.

Kenai Peninsula Borough

Finance Department

MEMORANDUM

TO: Ryan Tunseth, Assembly President
Members, KPB Assembly

THRU: Peter A. Micciche, Borough Mayor *PAM*

FROM: Brandi Harbaugh, Finance Director *BH*

DATE: May 7, 2026

RE: Ordinance 2026-24, Amending KPB Chapter 5.19, Uniform Remote Seller Sales Tax Code, in Accordance with Amendments Adopted by the Alaska Remote Seller Sales Tax Commission (Mayor)

At its March 31, 2026, Alaska Remote Seller Sales Tax Commission (ARSSTC) members meeting, the membership, by majority vote, approved amendments to the Uniform Remote Seller Sales Tax Code (Uniform Code). The approved changes are intended to allow a municipality, if it so elects, to require certain marketplace facilitators that facilitate services and rentals within a municipality, to report and remit directly to the ARSSTC. This would require certain marketplace facilitators who service local businesses for qualifying services to file with the ARSSTC instead of locally with the Kenai Peninsula Borough.

Member jurisdictions requested the option to decide whether to opt-in to the revisions. It is in the best interest of the Kenai Peninsula Borough to retain current code changes related to businesses, including marketplace facilitators, that have a physical presence in the KPB and not elect to change current practices to require such business file with ARSSTC. Implementing a split reporting situation will impose complex and duplicative filing requirements on local businesses and require additional reconciliations between filings. The fees associated with the ARSSTC range between 15.65% at the beginning of each calendar year and 7.65% depending on where the tiered fee arrangement is at the time of the transaction. Therefore, opting-in would also reduce sales tax revenues available for funding education.

Your consideration is appreciated.

Homer, AK

2026 Cruise Ship Schedule



May

Tuesday
May 19, 2026
Viking
Venus
(930 guests)
08:00-18:00

Tuesday
May 26, 2026
Ritz Carlton
Luminera
(452 guests)
08:00-20:00

June

Sunday
June 7, 2026
Viking Orion
(930 guests)
08:00-18:00

Monday
June 22, 2026
Crystal
Symphony
(606 guests)
08:00-17:00

July

Tuesday
July 7, 2026
Hanseatic
Inspiration
(230 guests)
06:00-22:00

Saturday
July 11, 2026
Hanseatic
Inspiration
(230 guests)
06:00-22:00

August

Tuesday
Aug. 4, 2026
Hanseatic
Inspiration
(230 guests)
06:00-22:00

**Saturday -
Monday**
Aug. 8-10,
2026
World of
Residensea
(200 guests)
Saturday
09:00
Monday
22:00
Saturday
Aug. 22, 2026
Viking
Orion
(930 guests)
09:00-19:00

Sept

Friday
Sept. 4, 2026
Silversea
Silver Moon
(596 guests)
08:00-18:00

Saturday
Sept. 12, 2026
Viking
Venus
(930 guests)
08:00-18:00

Wednesday
Sept. 23, 2026
Holland
America
Zaandam
(1432 guests)
08:00-17:00

Oct

Thursday
Oct. 1, 2026
Viking
Orion
(930 guests)
08:00-18:00

For more information on the Cruise Ship Schedule please contact the Homer Chamber of Commerce & Visitor Center at 907-235-7740. Or visit us at 201 Sterling Highway, Homer AK 99603



Director's Office
PO Box 110017
Juneau, Alaska 99811-0017
907-465-4611 907-465-3203 FAX
elections@gov.state.ak.us



Region I Office
9109 Mendenhall Mall Rd, Ste 3
Juneau, AK 99801-7136
907-465-3021; 907-465-2289 FAX
electionsrl@alaska.gov

STATE OF ALASKA
Division of Elections
Office of the Lieutenant Governor

May 7, 2026

Amy Woodruff
City Clerk
491 E Pioneer Ave
Homer AK 99603-7624

Dear Amy:

As required by Alaska Statute 15.10.090, this letter serves notice that the Division of Elections has changed the Election Day polling place location for the following precinct:

Precinct	Old Location	New Location
06-210 Diamond Ridge	Homer Chamber of Commerce 201 Sterling Hwy Homer, AK 99603	Kachemak Bay Campus 500 E Pioneer Ave Homer, AK 99603
06-230 Homer No. 1	Homer City Council Chambers 491 E Pioneer Ave Homer, AK 99603	Kachemak Bay Campus 500 E Pioneer Ave Homer, AK 99603

The above changes will be in effect for the November 3rd, 2026 Kenai Peninsula Borough election and all future state and federal elections.

If you have questions or concerns about the above changes, please feel free to contact me.

Sincerely,
Region I Elections Staff



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: June 3, 2026
SUBJECT: City Manager's Report for June 8, 2026 Council Meeting

Homer Terminal Update

Regarding the airport, we've issued an RFP for professional engineering services for airport water damage repair. The structural report has identified the cargo area, baggage claim, and bathrooms as the areas as the primary focus of repairs. There will be some work necessary in the waiting area and counter area as well. Dan and I are keeping the conversation about ADA accessibility active in the project and design. This work provides the opportunity to get the bathrooms in compliance and check it off in the Transition Plan.

Why Aren't we Improving the HERC?

At the May 26th worksession Council discussed some next steps for a Multi-Use Recreation Center and a question was raised as to why we aren't using the existing HERC building. A quick jaunt down memory lane turned up [Resolution 14-084](#) that acknowledges the potential expenses to bring the entire HERC facility up to city code exceeds the potential useful life of the facility and the results of PARC Needs Assessment supported that notion. Also the [HERC Feasibility Study](#) that was developed by the Council appointed HERC Task Force that was included with the May 26th materials recommends that *the 60-year-old HERC 1 building without substantial repairs may not have safe, ongoing or efficient use beyond 5 years. If a long term solution is not implemented over a five-year period, options for HERC 1 could range from planning a new facility, demolishing HERC 1 and 2 (or taking advantage of any major changes that are not foreseeable right now), while reserving the property as a park until a long term plan for the property is developed for the site.* It seems the Council and many in the community have recognized the limitations and challenges of attempting to renovate the big HERC.

Sterling Hwy MP 157-169 Rehabilitation - Phasing Update

In an email from the Central Region office of Alaska Department of Transportation and Public Facilities (DOT), the City has been advised that DOT leadership has given direction to combine the two phased projects back into a single project and DOT is working to get the project advertised this year. This is good news that the road improvements from Anchor Point all the way to Baycrest Hill will be completed more quickly,. Unfortunately, it means the discussion of an underpass and trail at Diamond Creek will need to be deferred to another project. I was advised that the best way to move that forward is to work with DOT's Planning section to develop a new project.

Summer Road Maintenance

After winter thaw, Homer's gravel roads are drying out, creating dusty conditions. Before applying dust control, Public Works must wait for roads to fully thaw and dry enough to support heavy equipment, then grade them to restore proper surface and drainage. Once ready, Calcium Chloride is applied to reduce dust and strengthen the road and applying it too early can cause costly damage. Because the product needs some moisture to be effective, crews may add water until rain helps. Treating about 30 miles of roads takes 2-3 weeks, and not all roads are ready at the same time due to varying conditions.

A summary of routine summer maintenance includes:

- Sweeping all paved City roads
- Cleaning storm drains using a vac truck and tool cat working from the roadside.
- Cutting brush in the Right of Ways as needed throughout City limits for visibility, equipment passage and ditch maintenance.
- Re-grading all the roads as they thaw and dry out enough to support the weight of the grader.

After the roads are graded and reshaped from winter break up:

- Apply dust control to all gravel roads
- Ditch areas with poor drainage
- Replace culverts damaged over the winter

Please stay clear of equipment when possible and drive with care when passing work crews. We appreciate the community's patience as we conduct this important maintenance. Your road safety awareness and keeping the right of ways clear allows our local Public Works crew to do their work safely and efficiently.

City of Homer Surplus Sale

Don't miss out! The City is having a Surplus Sale and the closing date is June 11th. All items will be sold online at Public Surplus and may be viewed at www.publicsurplus.com. After going to publicsurplus.com, select the Alaska Region and select City of Homer as the agency and you will see our surplus equipment, which includes items such as office-related equipment, printers, and other miscellaneous items. All items are sold in "as is, where is" condition, no warranties expressed or implied. Inspection of items may be arranged by contacting the respective department at the phone numbers shown on item listing during regular office hours through Thursday, June 11th, 2026.

Attachment:

- June Employee Anniversaries
- SBDC 2026 Jan-Mar Report



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR LORD AND CITY COUNCIL
FROM: Andrea Browning
DATE: June 8, 2026
SUBJECT: June Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Melissa Jacobsen	Admin	22	Years
Mike Illg	Admin	20	Years
Mike Szocinski	Public Works	14	Years
Bethany Christman	Public Works	7	Years
Russell Anderson	Public Works	7	Years
Randon Birchette	Dispatch	2	Years



April 27, 2026

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Homer Community,

This letter serves as our quarterly report for the period of January 1 to March 31, 2026. We regret to share that longtime Homer Business Advisor Robert Green departed from the Alaska SBDC during the quarter. The Alaska SBDC moved quickly to post the position and received a strong pool of qualified candidates. We anticipate hiring a new Homer Business Advisor during the first half of the upcoming quarter. Kenai Peninsula Center Director Cliff Cochran, the longest-tenured advisor at the Alaska SBDC, will lead training efforts for the new hire and provide co-advising support until they are fully established in the role. Here is a summary of deliverables to the Homer community during the quarter:

Advising Hours: 90.4	Jobs Supported: 35
Clients Advised: 22	Capital Infusion: \$2,200,000
New Businesses Started or Bought: 3	Client Surveys: 100% positive

The next section provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. This quarter, financing and capital remained at the top of the topics list, with business planning and legal issues joining the list. For industries, food services remained atop the list for a sixth consecutive quarter, by a wide margin, followed again by manufacturers, with service, professional, and administrative business models joining the list.

Topics

- 1. Financing/Capital: 27.1 hrs (30%)
- 2. Business Planning: 24.5 hrs (27%)
- 3. Startup Assistance: 17.3 hrs (19%)
- 4. Buy/Sell Business: 9.0 hrs (10%)
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Industries

- 1. Food Services: 41.8 hrs (46%)
- 2. Manufacturers: 13.5 hrs (15%)
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- 4. Administrative and Support: 6.5 hrs (7%)
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We would like to thank the City of Homer for its continued support of the Homer Business Advisor position. We appreciate this partnership and look forward to welcoming a new Homer Business Advisor soon. Please do not hesitate to contact us if you have any questions.

Sincerely,

Signed by:

D3BE7A15D8D7402...
 Kendra Conroy
 Acting State Director
 Alaska SBDC



City of Homer

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Homer, Alaska 99603

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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: June 17, 2026
SUBJECT: City Manager's Report for June 22, 2026 Council Meeting

Coast Guard Building Update

With the departure of the CGC Naushon from the Homer Harbor the US Coast Guard (USCG) has advised us they will not be renewing their lease at 4373 Freight Dock Road. The lease expires in August and USCG requested consent to abandon their improvements on the property upon termination of the lease. Port and Public Works staff have conducted a walkthrough of the building and agree that although it's dated, it's in generally good condition and appears structurally sound. There is some deferred maintenance that would be needed, including paint, repair of broken concrete, and replacement of ceiling tile, electrical and lighting fixtures, and carpet. The boiler needs inspection and possible replacement. It's currently oil fired and a replacement would likely be a natural gas system, and the fuel tank would be removed. There is value in allowing the USCG to abandon their improvements. The building could be leased to one or multiple lessees or could be retained for City use. Perhaps my future office? I'll keep Council updated on this matter and work with legal to determine what Council action might be necessary to accept the USCG improvements.

Natural Gas Assessment Account

The Natural Gas Assessment District currently has only 49 delinquent assessments remaining that haven't been paid with a principal balance of \$130,000 that will be collected into the future along with interest and penalties. The finance department is still collecting these. The fund balance is approximately \$475,000. Council appropriated the fund balance accumulation of \$900,000 Ord 24-30(A) on 7/22/24 to the Multi-Use Community Recreation Building Fund. I can work with the Mayor on an ordinance to appropriate the current fund balance accumulation in the same manner, or there can be more discussion on what to do at an upcoming Committee of the Whole.

Homer Volunteer Fire Department (HFVD) and Kachemak Emergency Services Area (KESA) Automatic Aid Agreement

A City resident contacted me, and Kenai Peninsula Borough Mayor Micciche about an EMS call on Diamond Ridge Road. They shared that a friend's child experienced a medical emergency and, because the Diamond Ridge station is not staffed for immediate response, they had to wait for KESA crews to arrive from the station out East End Road. The child is now okay, but the resident expressed concern that both the Borough and the City should do better.

For context, HFVD responds to calls within the City of Homer, while KESA is responsible for areas outside the city, including Diamond Ridge. The City and KESA have an Automatic Aid Agreement for fire response, meaning each agency responds within its jurisdiction and requests assistance if needed for fire related matters. HFVD does not receive KESA dispatches and would only respond if directly requested.

Homer Airport Terminal Update

The Request for Proposals for Professional Engineering Services for Airport Water Damage Repair is scheduled to close on Tuesday, June 23rd. The project consists of furnishing labor, materials, equipment, tools, supervision, and other

facilities necessary to prepare planning/design documents and bid documents. We envision the project to be comprised of two stages: design and construction. The design stage would consist of preparing 65%, 95% and 100% bid documents, including obtaining all environmental and regulatory permits and incorporation of funding conditions. The construction phase would consist of providing bidding assistance, construction contract management, inspection services and project close-out services. I anticipate a resolution to award the contract for these services at the July 27th meeting.

Raw Water Transmission Line Update

Great news! As of June 8th the Raw Water Transmission Line project is mostly complete. All new piping between the raw water pumps and water treatment plan has been installed and pressure tested. Pump house modifications are nearly done also. Final site work is wrapping up including seeding disturbed areas, reinstalling fencing and pulling fiber optic cable to IT terminals at the Water Treatment Plant and the pump house.





June 4, 2026

City of Homer
Homer Foundation City Grant Program
491 East Pioneer
Homer, AK 99603

Dear Mayor Lord, City of Homer Council Members, and Homer Foundation Board of Directors,

I am writing on behalf of Kachemak Heritage Land Trust to thank you for the 2026 grant award from the City of Homer through the Homer Foundation (Grant #7219) received on May 27, 2026. This grant will fund general operating support.

Funding from the City shows our other supporters and grant funders that we are supported by our local government which is highly valuable to our organization. We so appreciate the City's dedication to our work and look forward to continuing to build and maintain a strong connection to the City's goals, including work under consideration in the Beluga wetlands area and on the Poopdeck Trail.

Sincerely,

A handwritten signature in cursive script, appearing to read "C. Chambers".

Carson Chambers
Communications & Development Manager



Project Name:

Homer Steel Grid Replacement

Project #:

10306.25021

Date:

0.006072874

Calculated by:

Janice Wells

Checked by:

Jacob Horazdovsky

ENGINEER'S COST ESTIMATE

DIRECT COST DESCRIPTION	QUANTITY		EQUIPMENT		MATERIAL		LABOR HOURS				OTHER	ADJUSTED			
	No.	UNITS	UNIT	COST	UNIT	COST	UNIT	TOTAL	LABOR	LABOR	COST	COST	TOTAL	UNIT	EQ. MATERIAL
			PRICE		PRICE		HOURS						HOURS	RATE	COST
Demo of piles	1100.00	VLF	\$16.36	\$17,996.00	\$0.00	\$0.00	.107	117.7	\$140.60	\$16,548.62	\$0.00	\$0.00	\$34,544.62	\$31.40	\$56,428.64
Demo of decking	2016.00	SF	\$0.00	\$0.00	\$0.00	\$0.00		16.0	\$215.44	\$3,447.04	\$0.00	\$0.00	\$3,447.04	\$1.71	\$5,630.74
Mobilization	1.00	LS	\$0.00	\$0.00	\$0.00	\$0.00		0.0	\$0.00	\$0.00	\$30,000.00	\$30,000.00	30000	\$49,005.00	
(22) W12x16, 18 ft long	396.00	LF	\$3.50	\$1,386.00	\$36.00	\$14,256.00	.064	25.3	\$159.26	\$4,036.29	\$0.00	\$0.00	\$19,678.29	49.69264	\$32,144.48
(22) 12" dia, Sch 80 piles, 50 ft long	1100.00	VLF	\$5.09	\$5,599.00	\$230.00	\$253,000.00	.085	93.5	\$158.39	\$14,809.47	\$310,000.00	\$583,408.47	530.37133	\$952,997.73	
(11) custom girders, 22 ft long (W14x170 weight equivalent)	847.00	SF	\$3.75	\$3,176.25	\$102.00	\$86,394.00	.156	132.1	\$112.25	\$14,831.82	\$0.00	\$104,402.07	123.261	\$170,540.78	
3x decking, 18 ft by 112 ft = 2016 sf	2016.00	SF	\$24.00	\$48,384.00	\$66.40	\$133,862.40	.381	768.1	\$157.92	\$121,297.72	\$0.00	\$303,544.12	150.56752	\$495,839.32	
Field Welding, 5/16"	210.00	LF	\$4.94	\$1,037.40	\$4.03	\$846.30	.211	132.9	\$130.25	\$17,314.13	\$0.00	\$19,197.83	91.41825	\$31,359.66	
ADJUSTED SUBTOTALS				\$126,725		\$797,734		1,286		\$314,098	\$563,558	\$1,103,222		\$1,802,114	

SUMMARY OF ADJUSTED COSTS

DESCRIPTION	%	EQUIPMENT COSTS	MATERIAL COSTS	LABOR HOURS	LABOR COSTS	OTHER COSTS	TOTAL DIRECT COST	TOTAL ADJUSTED COST
<u>TOTAL DIRECT COST - EQ. MATERIAL, LABOR, OTH</u>		\$77,579	\$488,359	1,286	\$192,285	\$345,000	\$1,268,706	
Engineering Design and Services During Construction	15.0%							\$165,483
								<u>\$165,483</u>
<u>LOCATION ADJUSTMENT - MATERIAL AND EQUIPMENT</u>	1.00%							\$565,937
								<u>\$565,937</u>
<u>CONTRACTOR OVER HEAD</u>	10.0%							\$110,322
								<u>\$1,213,545</u>
<u>CONTRACTOR PROFIT</u>	10.0%							\$121,354
								<u>\$1,334,899</u>
<u>ESTIMATING CONTINGENCY</u>	35.0%							\$525,134
								<u>\$1,917,952</u>



Homer Harbor Expansion General Investigation Update

Item Type: Informational Memorandum
Prepared For: Homer City Council, Port & Harbor Advisory Commission
Date: May 5, 2026
From: Jenny Carroll, Special Projects & Communications Coordinator
Through: Melissa Jacobsen, City Manager

Purpose: This memorandum provides the Homer Harbor Expansion Study monthly written update to Homer City Council per Resolution 23-037.

Update: Since confirming Alternative 2 as the Tentatively Selected Plan, the USACE Project Development Team has been finalizing the Draft Feasibility Report, which has recently been submitted for internal USACE review and approval.

The Draft Feasibility Report summarizes the full body of work completed during the feasibility study — including the engineering, environmental, and economic analysis of each alternative considered, the factors that led to the selection of Alternative 2 as the Tentatively Selected Plan, and the proposed project's estimated costs and benefits.

Save the Date! Draft Feasibility Report Release — May 22, 2026

The USACE anticipates releasing the Draft Feasibility Report on May 22, 2026, opening a 30-day public comment period. The report will be publicly available on the USACE Alaska District website under Reports and Studies at <https://www.poa.usace.army.mil/Library/Reports-and-Studies/>. Hard copies will also be available at the Homer Public Library and the City Clerk's office at City Hall. The City will share the direct link and submission instructions through the HHE mailing list, website, and other media as soon as the report is released.

Public Comment Period: Comments on the Draft Feasibility Report must be submitted directly to the USACE by email or U.S. mail. Detailed submission instructions will be provided upon the report's release and shared widely by the City. All community members, harbor users, and stakeholders are encouraged to review the report and submit comments — all feedback is important and will be considered by the USACE. Comments that identify gaps or missing information, address how well Alternative 2 meets navigational or operational needs, or raise additional navigational or operational factors that warrant consideration are particularly valuable to the process.

Outreach and Public Engagement: The USACE will issue news releases announcing the report's availability and the opening of the public comment period. The City will broadly amplify that outreach through the HHE mailing list, HHE website, and other channels before and throughout the public comment period to ensure the community, harbor users, and stakeholders are informed and encouraged to participate. In addition, the following events are planned and others are in the works:

- Joint Worksession — Homer City Council and Homer Port and Harbor Advisory Commission: Scheduled for [June 8, 2026](#), beginning at 4:00 p.m. in Cowles Chamber, Homer City Hall, 491 E. Pioneer Avenue. The worksession will provide an opportunity to review pertinent components of the Draft Feasibility Report and for City leadership to ask questions of City and HDR staff involved in study development. The public is welcome to attend in person or virtually.
- KBBI AM 890 Coffee Table Discussion — June 10 from 9:00 to 10:00 am.
- Community Events: Informational presence at LSF/Kachemak Gear Shed Customer Appreciation Day May 14 and HarborFest June 5-6.

Study Schedule — Remaining Milestones

Draft Feasibility Report Released / 30-day Public Comment Opens	May 22, 2026
Command Validation Milestone	August 18, 2026
District Final Report Submitted	November 27, 2026
Signed Chief's Report (End of Feasibility Study)	March 29, 2027

Your input matters! **Open thru June 22!**

Public Comment Period
on the
US Army Corps of Engineers
Draft Feasibility Report

More info

The report summarizes the economic, engineering and environmental analyses that led to Alternative 2 being recommended to reduce overcrowding and improve safety in Homer Harbor.

Review the report and comment. Are there operational, environmental, or design factors the USACE should consider that aren't reflected in the report? Will it meet the need?

www.homerharborexansion.com



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www.homerharborexansion.com



MEMORANDUM

CC-26-089

Confirming the Appointments of Patricia Westbrook to the ADA Advisory Board and Clay Duda to the Port & Harbor Advisory Commission

Item Type: Action Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: April 21, 2026
From: Amy Woodruff, City Clerk

SUMMARY:

The City Clerk's office has received an application for appointment for each of the open seats on the ADA Advisory Board and the Port & Harbor Advisory Commission. Mayor Lord has appointed the two applicants to those positions, subject to confirmation by City Council. Each seat was vacated by an advisory body member who did not renew at the end of his term. Their appointment terms are through May 31, 2029.

RECOMMENDATION:

Approve this memorandum to confirm the Appointments of Patricia Westbrook to the ADA Advisory Board and Clay Duda to the Port & Harbor Advisory Commission

ATTACHMENTS:

Redacted Applications for Appointment from Patricia Westbrook and Clay Duda

From: [Application for Appointment to an Advisory Body](#)
To: [Department Clerk](#)
Subject: ** Application for Appointment **
Date: Monday, April 13, 2026 10:46:13 PM

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

Submitted on Monday, April 13, 2026 - 10:46pm

Submitted by anonymous user: 65.74.105.93

Submitted values are:

Applicant Information

Full Name Clay Duda

Physical Address Where you Claim Residency 4017

Beluga Circle Homer AK 99603

Mailing Address PO Box 383 Homer AL99603

Phone Number(s) [REDACTED]

Advisory Bodies Port & Harbor Advisory

Commission – Meetings held on the 4th Wednesday of January through October at 5:30 p.m and the 2nd Wednesday of November and December at 5:30 p.m.

Residency

Are you a City Resident? Yes

If yes, how long have you been a City Resident? 9 years

How long have you been a resident of the South Peninsula Area? 9 years

Background Information

Have you ever served on a similar advisory body?

No.

Other memberships I'm a board member with the Homer Charter Association.

Special Training & Education

I have a 50 ton merchant mariners licenses, CPR certification, and TWIC card. I hold a bachelors degree in Journalism and at least 20 years of critical thinking.

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

I really don't have an agenda. I think my background and involvement with the community makes me a good fit for the appointment. I will do my best to make educated decisions that are in the best interest of the community.

For Port & Harbor Commission Only: Do you use the Homer Port and/or Harbor on a regular basis? Yes

If yes, what is your primary use? I own a charter

fishing boat and also use the harbor recreationally throughout the year.

Email



The results of this submission may be viewed at:

<https://www.cityofhomer-ak.gov/node/9051/submission/54453>



MEMORANDUM

CC-26-061

Confirming Appointments and Re-appointments to the City’s Advisory Bodies

Item Type: Action Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: March 19, 2026
From: Mayor Rachel Lord

Ordinance 26-09 amended HCC § 2.58.035 Commission and board member terms so that all terms expiring in a given year will expire on March 31st. All Commissioners whose terms expire in 2026 were notified and either submitted an application for re-appointment or confirmed that they wish to resign effective at the end of their term.

The Clerk’s Office solicited applications for new Commissioners and Board Members through word of mouth, the City website, social media, flyers, the Homer Chamber of Commerce newsletter, Homer News, and KBBi Clerk’s Calendar Report. Four applications have been received. The following tables summarize reappointments to seats expiring this year, other vacancies created by off-cycle resignations, and appointments of new applicants.

Seats expiring March 31, 2026

First	Last	Advisory Body	Applied?	Reappointed?	New Term Expires
Karin	Marks	EDC	Yes	Yes	2029
Theo	Noomah	EDC	Yes	Yes	2029
Charles	Barnwell	PC	Yes	Yes	2029
David	Schneider	PC	Yes	Yes	2029
Andy	Haas	LAB	Yes	Yes	2029
Kathy	Carssow	LAB	Yes	Yes	2029
Jan	Keiser	PARCAC	Resigned	--	--
Ingrid	Harrald	PARCAC	Yes	Yes	2029
Bruce	Friend	PHC	Resigned	--	--
Ian	Pitzman	PHC	Resigned	--	--
Lacey	Velsko	PHC	Resigned	--	--
Mary	Darbonne	ADA	Yes	Yes	2029
Pat	Case	ADA	Resigned	--	--
Jim	Lepley	ADA	Yes	Yes	2029

Seats recently vacated by resignations - not expiring in 2026

First	Last	Advisory Body	Status	Seat Term Expires
Deborah	Isaak	EDC	Resigned	2028
Lisa (Red)	Asselin-Martin	LAB	Resigned	2027
Eleanor	Stefano	PARCAC	Resigned	2027

New Applicants

First	Last	Advisory Body	Appointed?	Term Expires
Landa	Baily	EDC	Yes	2028
Kristen	Phillips	LAB	Yes	2027
Mako	Haggerty	PHC	Yes	2029
Kenneth	Willis	PHC	Yes	2029

All applicants have been appointed or re-appointed by the Mayor, no one was rejected. If the appointments summarized above are confirmed by Council, the following seats will remain open due to a lack of applicants. The Mayor will continue to appoint advisory body members to vacant seats at any time throughout the year and confirmations will be brought to Council as applications are received.

Advisory Body	Seat Term Expires
PARCAC	2027
PARCAC	2029
PHC	2029
ADA	2029

ATTACHMENTS:

All applications received for appointment or re-appointment to City Advisory Bodies in the last 90 days.



Advisory Body Application

For Appointment to Committees, Commissions, Board & Task Forces

Office of the City Clerk
491 East Pioneer Avenue
Homer, Alaska 99603
Phone: (907) 235-3130
Fax: (907) 235-3143
clerk@cityofhomer-ak.gov

The Information provided on this form will provide the basic information to the Mayor and City Council on your interest in serving on the selected Advisory Body. It is considered public and will be included in the City Council meeting packet. This information will be published in the City Directory and within city web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council.

Applicant Information

Full Name: MAKO HAGGERTY

Physical Address Where you Claim Residency: 67560 Walter Thomas Rd

Mailing Address: PO Box 2001 Homer

City: Homer State: AK Zip: 99603

Phone Number(s): [REDACTED]

Email: [REDACTED]

Advisory Body You Are Requesting Appointment To

- Planning Commission** – Meetings held on the 1st and 3rd Wednesday of each month at 6:30 p.m. and Worksessions at 5:30 p.m. prior to each meeting. No first meeting in July or second meetings in November and December.
- Parks, Art, Recreation & Culture Advisory Commission** – Meetings held on the 3rd Thursday of February through June and August through November at 5:30 p.m.
- Port & Harbor Advisory Commission** – Meetings held on the 4th Wednesday of January, February, March, April, September, and October at 5:00 p.m.; the 4th Wednesday of May, June, July, and August at 6:00 p.m.; and the 2nd Wednesday of December at 5:00 p.m.
- Economic Development Advisory Commission** – Meetings held on the 2nd Tuesday of each month at 6:00 p.m.
- Library Advisory Board** – Meetings held on the 3rd Tuesday of each month, excluding June and July, at 5:30 p.m.
- 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.
- Other** – Please Indicate _____

Please Answer the Following

Are you a City Resident? Yes No If yes, how long have you been a City resident? _____

How long have you been a resident of the South Peninsula Area? 44 years



**CITY OF HOMER
APPLICATION TO SERVE ON ADVISORY BODY
COMMISSION, BOARD, COMMITTEE, TASK FORCE**

**CITY CLERK'S OFFICE
CITY OF HOMER
491 E. PIONEER AVE
HOMER, AK 99603
PH. 907-235-3130
FAX 907-235-3143
clerk@cityofhomer-ak.gov**

The information below provides some basic background for the Mayor and Council
This information is public and will be included in the Council Information packet

Name: Kenneth Willis Date: 3/17/26

Physical Address: 4163 Rainbow PL

Mailing Address: POB 2166

Phone #: [REDACTED] Cell #: _____ Work #: _____

Email Address: [REDACTED]

The above information will be published in the City Directory and within the city web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council

Please indicate the advisory body that you are interested in serving on by marking with an X.
You may select more than one.

ADVISORY PLANNING COMMISSION

1ST & 3RD WEDNESDAY OF THE MONTH AT 6:30 PM
WORKSESSION PRIOR TO EACH MEETING AT 5:30 PM

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

3RD THURSDAY OF THE MONTH AT 5:30 PM
NO MEETINGS IN JANUARY, JULY & DECEMBER

PORT & HARBOR ADVISORY COMMISSION

4th WEDNESDAY OF THE MONTH
OCT-APRIL AT 5:00 PM
MAY - SEPT AT 6:00 PM

ECONOMIC DEVELOPMENT ADVISORY COMMISSION

2ND TUESDAY OF THE MONTH AT 6:00 PM

CANNABIS ADVISORY COMMISSION

4TH THURSDAY OF THE MONTH AT 5:30 PM

LIBRARY ADVISORY BOARD

1ST TUESDAY OF THE MONTH AT 5:30 PM
NO MEETINGS IN JANUARY, JUNE AND JULY

OTHER - PLEASE INDICATE

CITY COUNCIL

2ND & 4TH MONDAY OF THE MONTH
SPECIAL MEETINGS & WORKSESSIONS AT 4:00 PM
COMMITTEE OF THE WHOLE AT 5:00 PM
REGULAR MEETING AT 6:00 PM

I have been a resident of the city for <1 years. I have been a resident of the area for 22 years.

I am presently employed at MW Willis & Sons LLC, family owned since 1909.

Please list any special training, education or background you may have which is related to your choice of advisory body.

I have extensive experience in shipyard management and maritime infrastructure; I managed a
family shipyard in NC for 20 yrs; large projects in Seattle, from small ships to aircraft carriers; was
production manager Seward Ship DryDock 8 yrs, & facility manager Magone/Resolve Marine, 9 yrs.

Have you ever served on a similar advisory body? If so please list when, where and how long:

I have not had that privilege; was always too busy.

Why are you interested in serving on the selected advisory body?

I have more time available and would very much like to contribute to this community; we have lived
in AK for more than 22 yrs, we have always loved Homer, this is our home.

Please list any current memberships or organizations you belong to related to your selection(s):
No, memberships, or organizations.

Please answer the following only if you are applying for the Advisory Planning Commission:
Have you ever developed real property other than a personal residence, if so briefly explain:

Please answer if your are applying for the Port & Harbor Advisory Commission:
Do you use the Homer Port and/or Harbor on a regular basis?

Yes No What is your primary use? Commercial Recreational

Please include any additional information that may assist the Mayor in his/her decision making:

My family and I truly value our community and the friendships we have built here in Homer.

I believe my experience will be an asset to the board and, ultimately, to the community we serve.

When you have completed the application please review and return to the City Clerk's Office. You may also email this to clerk@cityofhomer-ak.gov or fax to 907-235-3143. Thank you for applying!