



AGENDA

ADA Advisory Board Regular Meeting

Thursday, August 10, 2023 at 5:00 P.M.

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: 998 6324 0301 Password 404451

<https://cityofhomer.zoom.us>

Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or
or 877-853-5247

CALL TO ORDER, 5:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF THE MINUTES

- A. Unapproved Meeting Minutes for the Regular Meeting of July 13, 2023
- B. Unapproved Meeting Minutes for the Regular Meeting of June 8, 2023
Memorandum ADA 23-022 from City Clerk as backup.

VISITORS/PRESENTATIONS

REPORT(S)

- A. ADA Coordinators Report
Memorandum ADA 23-018 August Regular Report
- B. ADA Advocacy Efforts Report

PUBLIC HEARING(S)

PENDING BUSINESS

- A. ADA Advisory Board Strategic Plan and Goals Draft v4 – Review and Approve
Memorandum ADA 23-019 from ADA Coordinator as backup
- B. ADA Transition Plan for Facilities Update – Review and Adopt
Memorandum ADA 23-020 from ADA Coordinator as backup

- C. ADA Transition Plan for Parks, Play Areas & Campgrounds – Review and Adopt Memorandum ADA 23-021 from ADA Coordinator as backup
- D. City of Homer Draft 2024-2029 Capital Improvement Plan Memorandum from Special Projects & Communications Coordinator as backup

NEW BUSINESS

INFORMATIONAL MATERIALS

- A. ADA Board Annual Calendar 2023
- B. City Manager’s Report
CM Report for City Council Meeting on July 24, 2023
- C. City Newsletter 2023
August Newsletter
- D. Disaster Resilience Tool Kit

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

COMMENTS OF THE STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

The next regular meeting is **Thursday, October 12, 2023 at 5:00 p.m.** A Worksession is scheduled for **Thursday, August 17, 2023 9:00 am to 12:00 pm to conduct Trail Site Audits.** The works will include Poopdeck Trail (city portion), Beluga Slough Trail, Homer Spit Trail, Calhoun Trail, Lucky Shot Trail, Fairview Ave Trail, and Karen Hornaday Park Trail. Friday August 18, 2023 9:00 am to Noon is scheduled as a backup date to accomplish inclement weather or concluded Site Audits if needed. All meetings are scheduled to be held in City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

1. CALL TO ORDER, 5:00 P.M.

Session 23-05 a Regular Meeting of the ADA Advisory Board was called to order by Chair Donna Aderhold at 5:00 p.m. on July 13, 2023, from the Cowles Council Chambers, City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

PRESENT: BOARD MEMBERS ADERHOLD, GEISLER, LEPLEY, PARSONS, SAFRA, SORTER, THORSRUD

STAFF: ADA COORDINATOR KRAUSE, CITY CLERK JACOBSEN

2. AGENDA APPROVAL

GEISLER/LEPLEY MOVED TO APPROVE THE AGENDA

There was brief discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

Pat Case, city resident, commented regarding a correction to his comments in the June 8, 2023 meeting minutes.

4. RECONSIDERATION

5. APPROVAL OF THE MINUTES

- 5. A. Unapproved Meeting Minutes
Unapproved Regular Meeting Minutes for June 8, 2023

SORTER/LEPLEY MOVED TO ADOPT THE MINUTES.

PARSON/GEISLER MOVED TO POSTPONE APPROVAL OF THE MINUTES UNTIL A PUBLIC COMMENT IS CORRECTED AS PER A PUBLIC COMMENT.

There was no discussion on the motion to postpone.

VOTE (postponement): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

6. VISITORS/PRESENTATIONS

- 6. A. City of Homer Capital Improvement Plan & Legislative Request FY2025
Jenny Carroll, Special Projects & Communications Coordinator

Special Projects and Communications Coordinator Carroll reviewed the CIP and Legislative request preparation and approval process and explained the Board's role in reviewing projects and providing feedback for accessibility content and prepare to provide input at the next meeting. She provided updates on current projects and responded to questions from Board Members.

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

7. A. ADA Coordinator Report ADA 23-013

ADA Coordinator Krause reviewed her report that was included in the packet. The Board discussed concerns regarding Ordinance 23-43 that re-appropriates State Community Assistance Program funds in the FY23 Capital Budget from ADA Improvements for city facilities to other capital needs for the City. The Board also addressed reporting at City Council meetings.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9. A. Status of Advocacy Efforts for ADA Compliance in Homer

Board Member Safra reported she's had a hard time connecting with the Chamber of Commerce but they're still trying to set something up regarding an education presentation with businesses in the fall.

ADA Coordinator Krause raised her question from the memorandum in the packet as to whether this agenda topic should be listed as a regular monthly report instead of a business item each meeting.

GEISLER/THROSRUD MOVED TO MOVE THE ADVOCACY EFFORTS TOPIC TO THE REPORTS SECTION ON A REGULAR BASIS FOR THE SAKE OF DISCUSSION.

Board Member Geisler commented that as Director of the Independent Living Center (ILC) she's conflicted on this topic because she advocates on behalf of ILC and it doesn't leave much time to advocate on behalf of this Board. She noted that she has been absent for the last two meetings, but as a Board she would advocate that the City have an ADA inspector to ensure newly constructed businesses or ones making modifications are compliant with the ADA.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Chair Aderhold reported that current Council is interested in pursuing building code for the City.

9. B. Developing a Strategic Plan & Goals
Memorandum ADA 23-014

ADA Coordinator Krause reviewed her memorandum.

Board Member Parsons noted the goal that the Board will review future City project plans and specifications to ensure ADA standards are followed, and expressed his opinion that's beyond the scope of this group. He suggested re-wording it "to communicate accessibility concerns with ADA standards in mind." There was consensus of the Board to make that change.

Chair Aderhold identified some minor corrections in wording. She also suggested moving number 4 to 1 since the ADA Transition Plans is one of the main reasons the group was established. There was consensus of the Board to make that change.

Board Member Parsons addressed goal 3 to actively advocate for ADA compliance with local businesses, programs and services. It reads that they're advocating for economic success instead of advocating for an inspector or codes. There are already community members advocating with local businesses and he suggested the Board focus on values, roles, and responsibilities where advocate, for example, for an annual budget line item. He suggested keeping the goal of number 3 as is, but remove the language in letter a. that follows.

Board Member Thorsrud concurred with Board Member Parsons comments and rewording the goal as suggested.

Board Member Geisler agreed with removing a. and including language regarding building code and building inspector, and/or for the City of Homer to be a model for ADA accessibility standards for the community. She feels that has value.

Staff suggested rewording goal 3 to actively advocate for ADA compliance with City facilities, programs, and services in accordance with Title II of the ADA, and letter a. could address building code and a building inspector who has ADA compliance in mind. There was general agreement with the suggestion, also to include reference to Title 1 in the title and/or a letter b. that the City will be a model employer of persons with disabilities.

GEISLER/SORTER MOVED TO POSTPONE THE LANGUAGE ON THE STRATEGIC PLAN AND GOALS TO THE NEXT MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

9. C. Scheduling Site Visits for City Trails Transition Plan
Memorandum ADA 23-015

ADA Coordinator Krause will reviewed her memorandum.

Board Members shared their availability for site visits and Chair Aderhold asked that Ms. Krause coordinate with staff and prepare a schedule.

10. NEW BUSINESS

10. A. City of Homer Capital Improvement Plan & Legislative Request FY2025
Memorandum from Special Projects & Communications Coordinator as backup

Chair Aderhold noted this will come before the Board at their August meeting for action and opened the floor for discussion.

Board Members addressed-

- A potential new project for accessible parking at the Library, currently it doesn't drain properly and freezes over in the winter and possibly adding it as a specific project in the plan.
- Encouraging going beyond minimum requirements for things such as accessible picnic tables, and benches with backs.
- The Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery and the need to address the marine mammal population hand in hand with that project.
- Homer Harbor Security Cameras cost is excessive when costs have come down.

Chair Aderhold encouraged member to review the information and think about other projects for the plan, and think about what their top 3 recommendations would be. If anyone has ideas, contact ADA Coordinator Krause for their next meetings.

10. B. City of Homer Facilities Transition Plan – Amended
Memorandum ADA 23-016 from ADA Coordinator as backup.

ADA Coordinator Krause reviewed her memorandum and clarified when the other transition plans are completed they'll be compiled into one document.

Board Members noted the following-

- Hornaday Park Restrooms are not completed and language needs to be updated,
- Baycrest Overlook, clarify parking information,
- Library copy room door removal takes away the option to use the room as an overflow meeting space, other options might need to be addressed,
- Existing Homer Airport restroom deficiencies need to be addressed even with the addition of a compliant family restroom,
- Areas that were re-measured and found to have no compliance issue, and what to do with them since they are non-issues.

No action was taken.

10. C. City of Homer Parks, Play Areas and Campgrounds v2 Draft
Memorandum ADA 23-017 from ADA Coordinator as backup

ADA Coordinator Krause reviewed her memorandum.

Board Members noted the following-

- Including Laura Haller with Fish and Wildlife assist with future survey of Beluga Slough trail and refuge.
- Timeline and cost impact level is not completed.

No action was taken.

11. INFORMATIONAL MATERIALS

11. A. ADA Annual Calendar 2023

11. B. City Manager's Report

CM Report for June 12, 2023 City Council Meeting

CM Report for June 26, 2023 City Council Meeting

11. C. City of Homer Monthly Newsletter

July 2023 Newsletter

Board Member Parsons provided a flyer and announced the Americans with Disabilities Act Celebration on July 26th, with a barbeque, games, and other events.

Board Member Safra added that October is National Disability Employment Awareness Month and suggested the Board find a way to recognize a business or city department that exemplifies good hiring practices. Chair Aderhold asked that be added to their next agenda.

12. COMMENTS OF THE AUDIENCE

Pat Case, city resident, commented expressed his concern about the funding being re-appropriated from ADA needs to other city needs. He said the Main Street intersection should be included with the Main Street sidewalk extension, there's an avenue to change the scope of a job before it's built. He invited members to the ADA celebration and a short community walk on the All Persons Trail and the Beluga Slough Trail. He'll be at the Council meeting to invite them as well.

13. COMMENTS OF THE STAFF

ADA Coordinator Krause thanked everyone for their input tonight and addressed the Community Assistance Funds application process.

14. COMMENTS OF THE MAYOR/COUNCIL MEMBER (If Present)

14. COMMENTS OF THE BOARD

Board Member Safra shared her appreciation for the Board and thinks they're doing a lot of really good things for Homer.

Board Member Geisler is committed to putting some time and energy into reviewing the CIP projects and coming up with her priorities, as well as the facilities and parks plan. She hopes to see them at the celebration.

Board Member Parsons thanked ADA Coordinator Krause for all her work and Mr. Case for his comments at the end of the meeting.

Board Member Thorsrud said it's a pleasure to work with everyone on the Board, they're the best meeting she's attended. She appreciates everyone's opinions and thanked ADA Coordinator Krause.

Board Member Sorter shared her appreciation for the Board and ADA Coordinator Krause. She's still learning and appreciates the examples they set for her.

Board Member Lepley thanked everyone for making his first meeting comfortable.

Chair Aderhold shared her appreciation for the group and the work they've done. Their work keeps ADA issues at the forefront for the City.

15. ADJOURNMENT

There being no further business to come before the Board Chair Aderhold adjourned the meeting at 7:35 p.m. The next regular meeting is Thursday, August 10, 2023 at 5:00 p.m. All meetings are scheduled to be held in City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

Melissa Jacobsen, MMC, City Clerk

Approved: _____



AGENDA ITEM REPORT

Amendment to June Meeting Minutes

Item Type: INFORMATIONAL
Prepared For: ADA ADVISORY BOARD
Meeting Date: AUGUST 10, 2023
Staff Contact: MELISSA JACOBSEN, MMC, CITY CLERK

At the request of the Board I reviewed the audio for the June minutes where Mr. Case commented the following under audience comments:

I believe that the All Persons Trail is not a hundred percent ADA, in fact there are no fully ADA compliant trails in Homer. But this one is wheelchair accessible, which it was built that way and if you continue down it will connect down to the Beluga trail which I walked yesterday. And I agree the transitions are horrendous. There's like really big lips, and it's almost difficult for me to walk over them, and somebody in a wheelchair wouldn't be able to get up on them. I wouldn't think so. That should be addressed for sure. A little bit of gravel would do the trick, you know, or something to fill that in.

Because the Clerk's office does not do verbatim transcripts his comments were summarized in the June 8th regular meeting minutes.

The minutes were adjusted to reflect the intent of the challenge of the transitions on Beluga Slough Trail, rather than calling them horrendous.

Recommendation: Adopt the June 8, 2023 minutes as modified.

1. CALL TO ORDER, 5:00 P.M.

Session 23-04 a Regular Meeting of the ADA Advisory Board was called to order by Chair Donna Aderhold at 5:00 p.m. on June 8, 2023, from the Cowles Council Chambers, City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

PRESENT: BOARD MEMBERS ADERHOLD, PARSONS, SAFRA, SORTER AND THORSRUD

ABSENT: BOARD MEMBERS GEISLER (excused)

STAFF: ADA COORDINATOR KRAUSE, CITY CLERK JACOBSEN

2. AGENDA APPROVAL

PARSONS/SAFRA MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

3. PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA

Pat Case, city resident, commented regarding the college ramp issue and suggested an aluminum caged ramp that would bolt into the concrete and cover the grate. He also commented regarding advocacy to inform the public to watch out for pedestrians at the crosswalks.

4. RECONSIDERATION

5. APPROVAL OF THE MINUTES

- 5. A. Unapproved Meeting Minutes
Unapproved Regular Meeting Minutes for May 11, 2023

PARSONS/SORTER MOVED TO APPROVE THE MINUTES

There was brief discussion noting the reference to \$60 billion should be read about \$60 billion, because it's a little less than that amount.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

6. VISITORS/PRESENTATIONS

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

7. A. ADA Coordinator Report ADA 23-011

ADA Coordinator Krause reviewed her report that was in the packet. Board Members signed up to report at upcoming Council meetings, and there was brief discussion regarding the status of the doors into the downstairs of City Hall. There isn't a plan currently to add automatic doors, but there is work being done on the threshold so the door will open more easily.

Chair Aderhold requested an updated facility transition plan at their next meeting to review what's been accomplished.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9. A. Status of Advocacy Efforts for ADA Compliance in Homer

Board Member Safra commented she met with Jan Knutson at Homer Chamber of Commerce, and Devony Lehner from the Independent Living Center (ILC). She shared statistics comparing people with disabilities making about 3.4 trips per year compared to the able bodied population that makes about 3 trips per year with the difference in spending at about \$500 more per person with disabilities than without. She and Jan discussed doing an educational presentation in the fall after the 2023 tourist season is over and owners of the hospitality businesses are available. Goals of this effort would be to put a designation symbol and a section in the 2024 visitor's guide for businesses that are accessible, as well as providing information to businesses on barrier removal, and ways to promote accessible features. She shared some of their proposed planning ideas to make it a fun and exciting event for the businesses. Ms. Safra also noted the ILC's Accessible Homer webpage and an idea to combine to roll that over to the Chamber as one of their pages.

There was discussion on what the ADA Advisory Board's role would be. Ms. Safra explained she'll be meeting with Ms. Knutson again to discuss a date and venue, then she'll have more information. They touched on noticing the event and that event planning would need to be done at their meeting, ways to engage with the Economic Development Advisory Commission, and reporting to Council.

In response to the public comment regarding crosswalks, it was suggested an appropriate step would be addressing Council and encouraging them to have the City involved with these discussions, as it would go a long way. An example it was noted where Chief Robl commented on a KBBI Coffee Table about how to share the road with bicyclists during Bike to Work Week recently. Repainting crosswalks and signage is important for the visual recognition of crosswalk locations.

There was also conversation regarding childcare advocacy for ADA accessibility needs that are beyond wheelchair accessibility. Autism was used as an example of a need that was shared to emphasize the need for expanded accessibility in childcare.

9. B. Developing a Strategic Plan & Goals
Memorandum ADA 23-012

ADA Coordinator Krause reviewed her memo that summarizes previous discussion and desired action by the Board.

There was discussion regarding adding a goal to prepare and review ADA Transition Plans. It was suggested that information in the Values, Roles & Responsibilities section might address that. There was support in adding it as a specific goal.

Chair Aderhold suggested changing goal 1 to read Advocate for ADA Compliance within the City with City Projects, then add under it reviewing the Capital Improvement Plan with a lens for ADA compliance within appropriate projects. The board discussed this and the need for the City to have involvement when things are being constructed to ensure they are compliant, and the importance of doing more because it's right instead of just doing the minimum.

ADA Coordinator Krause said she could have a revised draft for review at their next meeting.

PARSONS/THORSRUD MOVED TO POSTPONE THE STRATEGIC PLAN AND GOALS DOCUMENT THE JULY MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

9. C. Scheduling Site Visits for City Trails Transition Plan

ADA Coordinator Krause reviewed her conversation with Economic Development Manager Engebretsen who requests this be postponed until after the draft Transportation Plan comes before the Board for review. The plan will help the Board in choosing which trails to consider.

The Board addressed the Poopdeck Trail and Calhoun Trail as trails they should look at. The library trail on the western lot is planned for improvement through a grant. Poopdeck is identified as a pedestrian and bike trail, based on its signage and pedestrian routes need to be compliant to the extent possible. It's an important corridor to a lot of people, it's full of barriers that can easily be removed, yet they remain. It was noted there is a narrow section that's next to private property that creates an issue. There was also discussion of the Beluga Trail Boardwalk being non-compliant and one that members are interested in addressing. There is hesitancy to keep postponing this discussion, when there are areas that can be addressed fairly easily.

The group discussed staff capacity to begin site visits. Board members shared their availability and ADA Coordinator Krause said she will coordinate with staff and report back. It was requested that a map of City's trails be provided, that will be a good place to start.

Board Member Parson's requested they look at whether they want to schedule a September meeting as an upcoming agenda topic.

10. NEW BUSINESS

11. INFORMATIONAL MATERIALS

11. A. ADA Annual Calendar 2023

11. B. City Manager's Report
CM Report for May 22, 2023 City Council Meeting

12. COMMENTS OF THE AUDIENCE

Pat Case, city resident, commented regarding the All Persons Trail noting that it connects to the Beluga trails and was built for to be wheelchair accessible, but the transitions along the trail are ~~horrendous~~ **difficult for persons with limited mobility**. He also commented regarding survey work he's doing related to ADA accessibility and disturbing results related to curb cuts at the intersection of Main Street and Pioneer Avenue. He requested when the sidewalk goes in down Main Street to the bottom that the curb cut be repaired.

13. COMMENTS OF THE STAFF

There were no staff comments.

14. COMMENTS OF THE COMMISSION

Board Member Sorter shared her appreciation with these meetings and touching on the umbrella of disability and accessibility, she looks forward to more discussion on advocacy efforts. She shared regarding a friend walking on a trail with a stroller and it tipped over, and the importance of accessibility for all people.

Board Member Thorsrud shared her pleasure with these meetings and thanked staff for their quality work. She stressed the need to look beyond wheelchairs, because there are other accessibility items that assist with mobility.

Board Member Safra shared appreciation for staff. She commented that many disabilities are not wheelchair related, and with an aging population there is a need for appropriate benches with backs and spaced appropriately. These are things the City can do and the Board can advocate for, and she looks forward to making this a better place.

Board Member Parsons commented the City needs an ADA compliance professional expert on staff to be able to look at these things that are engineering matters. We heard a specific concern from an audience member near a sidewalk at Fairview and Main, and that a similar design will be implemented on an upcoming project. He asked how they are to share that information with people who can make that change.

Chair Aderhold shares the same concerns about who to contact. ADA Coordinator Krause said she will alert Public Works Director Keiser. Ms. Aderhold continued she's observed the issues that have been mentioned. She thanked everyone for their time.

15. ADJOURNMENT

There being no further business to come before the Board, Chair Aderhold adjourned the meeting at 6:38 p.m. The next regular meeting is Thursday, July 13, 2023 at 5:00 p.m. All meetings are scheduled to be held in City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

Melissa Jacobsen, MMC, City Clerk

Approved: _____



AGENDA ITEM REPORT

ADA COORDINATOR REGULAR REPORT FOR AUGUST

Item Type: INFORMATIONAL
Prepared For: ADA ADVISORY BOARD
Meeting Date: MAY 11, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Well It is August! This year is flying by and it looks like we will be having a nice end to our summer, weather-wise. Following are a few actions by Council and other entities that I believe this Board may find interesting.

Council Actions

Resolution 23-067, A Resolution of the City Council of Homer, Alaska, Approving a Task Order to RESPEC Consulting LLC in the not to Exceed Amount of \$17,445 to Provide a Final Design for an ADA-Compliant Family Restroom at the Homer Airport Terminal and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director. Adopted July 24, 2023.

Ordinance 23-41, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating \$600,000 from the Land Reserves to Purchase Tietjen Subdivision Tract D, with the Intent of Developing the Parcel into the Site of the Future Public Works Campus. Aderhold/Venuti. Introduction June 26, 2023, Public Hearing and Second Reading July 24, 2023. Approved.

Ordinance 23-46, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Accepting and Appropriating a Sub-Recipient Grant from the University of Alaska Anchorage in the Amount of \$1,171,410 for the Kachemak Sponge Green Infrastructure Storm Water Treatment System. City Manager/Public Works Director. Introduction June 26, 2023, Public Hearing and Second Reading July 24, 2023.

General Information

Just some highlights of items that are informational in nature. Please see the attachments to this report for details:

- China Poot Personal Use Sockeye Salmon Fishing has been extended to August 13th for those who still have not filled their freezers with fish this summer.

- AKDOT/PF is seeking public comment for the 2024 – 2027 Statewide Transportation Improvements Program (STIP) of which there are two projects in Homer and the City Manager and City Council is encouraging everyone to consider submitting their support for these two projects: Kachemak Drive Roadway Improvements and Non-Motorized Pathway and The REACH (Realizing Equitable, Accessible Connectivity in Homer) Project.
- US Department of Transportation has issued a final rule to amend the Air Carrier Access Act regulation to improve the accessibility of restrooms on airplanes with a single aisle that will allow those passengers that require the additional space to use facilities on planes just like anyone else. It's a lot of pages, and a long read, but very informative and interesting to see the process that took 7 years to make that change.
- Email from Public Works Director Keiser regarding Heath Street Pavement Restoration Project
- Ordinance 22-51, Appropriating Community Assistance Funds in 2022 in the Amount of \$98,714.98 for ADA Improvements and Memorandum 22-142 from City Manager as backup have been provided to exhibit that the City does/has supported funding ADA Compliance in the 2022 budget which some projects are still in the works and other funding (transition plan) I will need to check with the City Manager/Public Works Director on the status.

Trail Site Audit Visits

This has been scheduled for Thursday, August 17, 2023 from 9am to 12:00 pm with a rain day scheduled for Friday, August 18th same times. This date can also be used to conclude any unfinished work.

I received responses back from staff and almost all the Boardmembers that this was the best time for all those interested/able to participate.

I will have the Site Audit sheets, tape measure, level, and clipboard ready and available for staff to pick up on their way out of City Hall. I have suggested meeting in town first then progressing to the Spit locations to allow an early morning fog to burn off and miss the commute/Boat traffic to the Spit.

Reports to City Council

Regular Meeting 6:00 p.m. on August 14th or 28th _____ Volunteers anyone?

From: [Alaska Department of Fish and Game](#)
To: [Renee Krause](#)
Subject: China Poot Personal Use Sockeye Salmon Fishery Extended
Date: Thursday, August 3, 2023 4:47:06 PM

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

Division of Sport Fish

Israel Payton, Director

Anchorage Headquarters Office
333 Raspberry Road
Anchorage, AK 99518



Alaska Department of Fish and Game

Doug Vincent-Lang, Commissioner

P.O. Box 115526
Juneau, AK 99811-5526
www.adfg.alaska.gov

Advisory Announcement

(Released: **August 03, 2023** - Expires: **August 13, 2023**)

CONTACT: [Holly Dickson](#)

Assistant Area Management Biologist
(907) 235-8191

China Poot Personal Use Sockeye Salmon Fishery Extended

(Homer) – The season for the China Poot Creek dip net fishery will be extended through 11:59 p.m. Sunday, August 13, 2023.

On August 3, a stream survey was conducted in the area open to personal use fishing and more than 500 sockeye salmon were counted. Most sockeye salmon were still in good condition and very few pink salmon were observed in the creek. In order to maximize harvest opportunity of stocked sockeye salmon, it is justified to extend the season through August 13.

“This extension will allow for the continued harvest of stocked sockeye salmon that have escaped harvest in the commercial fishery and have reached China Poot Creek,” stated Assistant Area Management Biologist Holly Dickson. “Dipnetters are reminded to immediately release species other than sockeye salmon.”

All other regulations remain in effect. All king, pink, chum, and coho salmon caught must be released immediately. All sockeye salmon retained must have both lobes of the tail clipped before concealing the sockeye salmon from plain view or before transporting the salmon from shore.

For more information, please contact Area Management Biologist Mike Booz or Assistant Area Management Biologist Holly Dickson at 907-235-8191.

#23-3585

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From: [Bella Vaz](#)
To: [Melissa Jacobsen](#); [Renee Krause](#); [Julie Engebretsen](#); [Mike Illg](#); [Ryan Foster](#)
Cc: [Jennifer Carroll](#)
Subject: DOT&PF Invites Public Comment on the Draft 2024-2027 STIP
Date: Thursday, July 27, 2023 4:39:25 PM

Hi all – We would like to coordinate with you to get this message out to the Economic Development Advisory Commission, ADA Advisory Board, PARCAC and Planning Commission. Could staff liaisons please pass along? Let us know if you have any questions.

The Alaska Department of Transportation & Public Facilities (DOT&PF) has recently released the draft of the updated Statewide Transportation Improvement Program (STIP) and is seeking public feedback. We want to make you aware that AK DOT&PF will respond to public comment and make adjustments to the STIP accordingly before finalizing it.

While some Homer projects such as Harbor Float Replacement and Homer Spit Coastal Erosion Mitigation have been included as illustrative projects, other high priority transportation projects are missing. Two in particular are 1) Kachemak Drive Roadway Improvements, including a pedestrian pathway, (an AKDOT&PF project), and 2) filling gaps in Homer’s sidewalks and pathways to comprehensively connect Homer’s non-motorized transportation network (a project for which the City is seeking State and Federal funding to complete). City staff have recently formally requested inclusion of these two projects, but support from the public is very important. We encourage community members, including Commissioners, to submit your valuable comments to the DOT&PF before the September 3, 2023 deadline.

The STIP serves as a crucial planning document, guiding transportation projects and priorities for the coming years. By participating in this public comment process, we have the opportunity to shape the allocation of resources, promote transparency, and coordinate transportation efforts statewide. Take a moment to review the project details provided below and submit your support for these projects, and/or for other State transportation improvements you would like DOT&PF to prioritize in Homer. Go to the [DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage](#). Here, you will find many different options to make commenting easy for you.

About the Projects

Kachemak Drive Roadway Improvements and Non-Motorized Pathway project entails DOT&PF addressing Kachemak Drive roadbed drainage and pavement issues and constructing a separated non-motorized pathway along Kachemak Drive, stretching from East End Road to Ocean Drive. Kachemak Drive serves as a primary east-west transportation corridor and plays a significant role in connecting various communities, businesses, and essential facilities. It experiences heavy traffic with over 1,500 vehicles daily, making it vital to address the safety concerns for pedestrians and cyclists who also heavily utilize this route. Currently, Kachemak Drive poses significant risks to non-motorized users due to its narrow lane width, lack of shoulders, high traffic volume, and design speed. City Council passed [Resolution 21-065](#), urging the DOT&PF to consider accommodations for non-motorized users in the roadway improvement plan and evaluate future pedestrian amenities along Kachemak Drive.

The REACH (Realizing Equitable, Accessible Connectivity in Homer) project takes a comprehensive approach to complete connections in and improve Homer’s non-motorized transportation network. It includes planning, design and construction to fill significant gaps in Homer’s sidewalks and pathways to make getting around Homer safer and more accessible. Pathways for consideration under REACH include, among others, include:

- Svedlund and Herndon from Pioneer Avenue to Main Street
- Main Street South from Pioneer Avenue to Ohlson Lane
- Ocean Drive and Kachemak Drive
- West Hill bicycle lane from Eric Lane to Sterling Highway
- Nick Dudiak Fishing Lagoon Accessible Fishing Platform
- Potential ‘mobility hubs’ for KPB transit van drop off and pick up, park and walk and park and bike hubs, etc.

Thank you all,

Bella Vaz
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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 382

[Docket No. DOT–OST–2021-0137]

RIN No. 2105–AE89

Accessible Lavatories on Single-Aisle Aircraft

AGENCY: Office of the Secretary (OST), U.S. Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The U.S. Department of Transportation (Department or DOT) is issuing a final rule to amend the Department’s Air Carrier Access Act (ACAA) regulation to improve the accessibility of lavatories on single-aisle aircraft. This final rule is intended to ensure that our air transportation system is safe and accessible to individuals with disabilities.

DATES: This rule is effective [INSERT DATE 60 DAYS AFTER DATE OF PUBLICATION IN FEDERAL REGISTER].

FOR FURTHER INFORMATION CONTACT: Robert Gorman, Senior Trial Attorney, Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Ave. SE., Washington, D.C., 20590, 202-366-9342, 202-366-7152 (fax),

robert.gorman@dot.gov (e-mail). You may also contact Blane Workie, Assistant General

Counsel, Office of Aviation Consumer Protection, Department of Transportation, 1200 New Jersey Ave. S.E., Washington, D.C., 20590, 202-366-9342, 202-366-7152 (fax),

blane.workie@dot.gov.

SUPPLEMENTARY INFORMATION

1. Purpose of Regulatory Action

The Department is committed to ensuring that our air transportation system is safe and accessible for all. This includes taking necessary action to remove transportation barriers that exist for individuals with disabilities. Like all individuals, those with disabilities rely on transportation for all aspects of their lives. Transportation connects individuals to family and friends, to jobs and to vital services, and it opens the door to opportunity.

While accessible lavatories have been required on twin-aisle aircraft for decades, until now, there has been no requirement that airlines provide accessible lavatories on single-aisle aircraft. However, single-aisle aircraft are increasingly used by airlines for long-haul flights because the fuel efficiency and range of the aircraft have improved. The percentage of flights between 1,500 and 3,000 miles flown by single-aisle aircraft increased from less than 40 percent in 1991 to 86 percent in 2021.¹ These flights can last four or more hours.

The inability to safely access and use the lavatory on long flights can impact the dignity of passengers with disabilities and deter them from traveling by air, limiting their independence and freedom to travel. This final rule addresses a human rights issue and promotes freedom to travel for people with disabilities. It is an unfortunate reality that today, many air travelers with disabilities, knowing that they will not be able to use the lavatory during a flight, may dehydrate themselves or even withhold bodily functions so that they do not need to urinate. These actions can cause adverse health effects, including increased chances of urinary tract infections. Other passengers may use adult diapers or catheters, which they may find degrading and uncomfortable. Some wheelchair users avoid flying altogether. For example, a recent survey conducted by

¹ TS T-100 All Segment data, retrieved November 2022.

Paralyzed Veterans of America (PVA) and 11 other veterans' and disability advocacy organizations found that 56% of respondents reported that inaccessible lavatories were reason enough to choose not to fly unless absolutely necessary.² These are conditions that passengers without disabilities would justifiably consider intolerable.

Regulation is necessary because the private marketplace has not met this basic need for accessible lavatories. While a relatively small number of single-aisle aircraft do have lavatories that approximate the size and functionality of accessible twin-aisle aircraft lavatories, the vast majority of aircraft lavatories are too small to accommodate on-board wheelchairs or attendants. While accessible lavatory options do exist in the marketplace, airlines have largely chosen to forgo them in favor of an additional row of seats or extra galley space. Existing lavatories often lack accessible features and a safe and reliable means of accessing those lavatories using an on-board wheelchair. Information regarding the accessible features of lavatories is difficult to obtain.

We expect this rule to directly benefit millions of individuals with mobility impairments who cannot independently access the lavatory as a result of neuromuscular injury, disease, or weakness. The rule will also benefit individuals with visual or other impairments who can access the lavatory but need accessible features within the lavatory. We also anticipate that the rule will indirectly benefit passengers of size and families with small children.

2. Statutory Authority

The Air Carrier Access Act (ACAA), 49 U.S.C. § 41705, prohibits discrimination in airline service based on disability. When enacted in 1986, the ACAA applied only to U.S. air carriers. On April 5, 2000, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century amended the ACAA to include foreign carriers. The ACAA, while prohibiting discrimination by

² Comment of PVA, available at <https://www.regulations.gov/comment/DOT-OST-2021-0137-0350>, Exhibit A. PVA represents over 16,000 veterans of the U.S. armed forces with spinal cord injury or disease. See <https://pva.org/find-support/membership/>.

U.S. and foreign air carriers in air transportation against qualified individuals with disabilities, does not specify how carriers must act to avoid such discrimination. The statute similarly does not specify how the Department should regulate with respect to these issues. In addition to the ACAA, the Department's authority to regulate nondiscrimination in airline service on the basis of disability is based in the Department's rulemaking authority under 49 U.S.C. § 40113, which states that the Department may take action that it considers necessary to carry out this part, including prescribing regulations. The Department, through reasonable interpretation of its statutory authority, has issued regulations (at 14 CFR Part 382) that require carriers to provide nondiscriminatory service to individuals with disabilities.

3. Summary of Rulemaking Activities

In 2016, the Department established the Advisory Committee on Accessible Air Transportation (ACCESS Advisory Committee or Committee) to negotiate and develop proposed regulations on various issues, including accessible lavatories on single-aisle aircraft.³ The Committee consisted of stakeholders including disability rights advocates, airlines, flight attendants, aircraft manufacturers, and the Department itself. On November 22, 2016, the Committee reached consensus on recommendations for new regulatory proposals to improve the accessibility of lavatories on single-aisle aircraft.⁴ The agreement included recommendations for both short-term and long-term accessibility improvements. During the negotiated rulemaking process, the Department indicated that if the stakeholders reached consensus, the Department would act in good faith to propose rules reflecting that consensus.

In June 2019, the Department announced that the most appropriate course of action was to

³ 81 FR 26178 (May 2, 2016).

⁴ <https://www.transportation.gov/office-general-counsel/negotiated-regulations/final-resolution-access-committee>.

conduct two separate accessible lavatory rulemakings: one for short-term improvements, and one for long-term improvements. On January 2, 2020, the Department published a notice of proposed rulemaking (NPRM) relating to short-term improvements (the Part 1 NPRM).⁵ In that rulemaking, the Department proposed improvements to lavatory interiors, additional training and information procedures relating to lavatory accessibility, and improvements to the aircraft's on-board wheelchair (OBW), but without requiring airlines to expand the size of the lavatory itself. The comment period to the Part 1 NPRM closed on March 2, 2020.

On December 16, 2021, the Department and the Architectural Transportation Barriers and Compliance Board (Access Board) held a joint public meeting to gather additional information regarding proposed improvements to the OBW. In connection with this public meeting, the Department reopened the comment period for the Part 1 NPRM from December 16, 2021, to January 17, 2022.

On March 28, 2022, the Department issued an NPRM regarding long-term accessibility improvements that would require airlines to install larger lavatories on certain single-aisle aircraft to permit a qualified individual with a disability to perform a seated independent (unassisted) and dependent (assisted) transfer from an OBW to and from the toilet (the Part 2 NPRM).⁶ In that rulemaking, the Department expressed its intention to issue one final rule regarding accessible lavatories that would address the issues in both the Part 1 NPRM and the Part 2 NPRM. The comment period to the Part 2 NPRM closed on May 28, 2022.

⁵ 85 Fed. Reg. 27 (January 2, 2020), available at <https://www.federalregister.gov/documents/2020/01/02/2019-27631/accessible-lavatories-on-single-aisle-aircraft-part-1>.

⁶ 87 Fed. Reg. 17215 (March 28, 2022), available at <https://www.federalregister.gov/documents/2022/03/28/2022-05869/accessible-lavatories-on-single-aisle-aircraft-part-2>.

4. Summary of the Major Provisions

SUBJECT	FINAL RULE	APPLICABILITY
Lavatory Interiors	Lavatory must have grab bars, accessible faucets and controls, accessible call buttons and door locks, minimum obstruction to the passage of an on-board wheelchair (OBW), toe clearance, and an available visual barrier for privacy. Retrofitting not required, but accessibility features are required if lavatory is replaced.	New single-aisle aircraft with 125+ seats, delivered 3 years after effective date of the rule
OBW improvements	OBW must facilitate safe transfer to and from the aircraft seat, have locking wheels, and have adequate padding, supports and restraints. OBW must permit partial entry into lavatory in forward position to permit transfer from OBW to toilet. OBW must be maneuverable into the lavatory so as to completely close the lavatory door; if this is not possible in the short term when lavatories are not required to be expanded beyond current measures, airlines must provide visual barrier on request. Airlines must stow OBW in any safe available stowage space.	Operators of single-aisle aircraft with 125+ seats, 3 years after effective date of the rule
Training and Information	Annual hands-on training required regarding OBW use, stowage, and assisting passengers to/from the lavatory on the OBW. Information required within aircraft and on airline web sites regarding accessibility features of lavatory.	Operators of single-aisle aircraft with 60+ seats, 3 years after effective date of the rule
International Symbol of Accessibility	Symbol must be removed from lavatories that cannot accommodate an assisted independent transfer from OBW to toilet seat. Symbol must be applied to lavatories that can do so.	Operators of single-aisle aircraft with 60+ seats, 3 years after effective date of the rule
Sharps and bio-waste	Airlines must develop procedures for handling sharps and bio-waste and must inform passengers of those procedures on request.	Operators of single-aisle aircraft with 60+ seats, 3 years after effective date of the rule

Expanded lavatory size	Lavatory must permit a person with a disability and an attendant, both equivalent in size to a 95 th percentile male, to approach, enter, maneuver within as necessary to use all lavatory facilities, and leave, by means of the OBW, in a closed space that affords privacy equivalent to that afforded to ambulatory users.	New single-aisle aircraft with 125+ seats, ordered 10 years or delivered 12 years after effective date, or on new type-certificated aircraft designs filed 1 year after effective date.
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DISCUSSION

I. SHORT-TERM IMPROVEMENTS

A. Overview

1. NPRM and Comments

The Part 1 NPRM addressed accessibility improvements that could be implemented on a relatively short-term basis that did not involve expanding the size of the lavatory itself. These improvements included accessible lavatory interiors, information and training requirements, and improvements to the aircraft's OBW. In general, the NPRM proposed performance standards rather than design standards.⁷ The Department also indicated that it was considering whether to prohibit the floor dimensions (footprint) of lavatories from being further *reduced* from current measurements, on the ground that further reduction would adversely impact accessibility.

The Department received 336 comments to the Part 1 NPRM during the original comment period (January 2-March 2, 2020). The majority of comments were from individuals. All individual commenters either expressed support for the rule, or expressed the view that lavatories should be larger, or both. Broadly speaking, disability advocates expressed a preference for design standards over performance standards, observing that design standards are used for Amtrak and commuter rail. They supported the proposal that lavatory footprints should not be reduced beyond current measurements. They generally supported the information and training requirements. Airlines supported the Department's proposed improvements to lavatory interiors, including the

⁷ In general, performance standards describe a function that should be met, but leave flexibility in how to meet that standard. Design standards describe a function with greater technical specificity but may, as a result, limit the ways that such a standard could be met. Performance standards are consistent with Executive Order (EO) 12866, section 1(8) ("Each agency ... shall, to the extent feasible, specify performance objectives, rather than specifying the behavior or manner of compliance that regulated entities must adopt."). The Part 1 NPRM referenced DOT Order 2100.6 (2018), which provided guidance regarding its own rulemaking procedures, including a preference for performance standards. While the Department has repealed Order 2100.6, the adoption of performance standards remains consistent with EO 12866.

adoption of performance standards. They also supported the Department’s proposals for information, signage, and procedures for disposing of sharps (such as needles and syringes) and bio-waste (defined as any waste containing infectious materials or potentially infectious substances). However, they opposed the Department’s OBW proposal in its entirety, arguing that the Department failed to adequately consult with stakeholders and failed to adequately consider safety. They also opposed the position that lavatory footprints must not be reduced from current measurements. Aircraft manufacturers (Airbus and Boeing) generally supported the Part 1 NPRM. Airbus generally commented that the proposals were feasible from an engineering perspective. Boeing supported the Department’s view that at least one lavatory should not be reduced from existing measurements and supported the use of performance standards.

2. OBW Standards - Public Meeting and Comment

As noted above, the Department and the Access Board held a joint public meeting to solicit input from stakeholders regarding OBW standards.⁸ The Department indicated that the meeting was intended to satisfy the consultation provisions of the negotiated rulemaking with respect to OBW standards.⁹ The Department specifically solicited comment from disability advocates, airlines, and aircraft manufacturers regarding all aspects of OBW design, including but not limited to costs, benefits, safety considerations, and stowage. The Department also made significant efforts to elicit data and comment from OBW manufacturers themselves, with no success; OBW manufacturers did not participate in the meeting or file comments. During the reopened comment

⁸ Minutes of the meeting are available at <https://www.regulations.gov/document/DOT-OST-2019-0180-0363>.

⁹ Specifically, the Access Advisory Committee agreed that the new OBW standards would apply to aircraft with FAA-certificated seating capacity of 125 seats or more, and that the OBW would: (1) permit passage in the aircraft aisle; (2) fit within available stowage space; and (3) not require modification to lavatory interiors. The stakeholders further agreed that DOT must “consult with advocates, airlines, aircraft manufacturers, manufacturers of OBW, flight attendant association(s) and other stakeholders in developing these standards,” and include the new standards in its NPRM.

period, the Department received a total of 12 comments from individuals and stakeholders.¹⁰ We will discuss the details of this meeting and stakeholder comments in greater detail below.

B. Section-by-Section Analysis

1. Improvements to Existing Lavatory Interiors

NPRM and Comments

The Department proposed that grab bars be installed and positioned as required to meet the needs of individuals with disabilities. The proposed rule did not include a specific weight-support minimum threshold (e.g., 250 pounds). In keeping with the Department's preference for performance standards, we indicated that a specific weight threshold would be unduly prescriptive, and that grab bars must necessarily support significant weight in order to adequately meet the needs of individuals with disabilities. The Department sought comment on whether this general performance standard provides sufficient guidance to airlines and lavatory manufacturers. The Department sought comment on whether a weight-support minimum threshold is necessary, and if so, what that threshold would be. Airlines for America (A4A) and the International Air Transport Association (IATA)¹¹ supported the proposal and asked the Department to clarify in guidance or in the preamble that airlines may comply with the performance standard by reference to other Federal standards, such as Americans with Disabilities Act (ADA) standards. Boeing supported the Department's use of performance standards throughout the Part 1 NPRM.

¹⁰ PVA, A4A/IATA, the Regional Airline Association (RAA), Spirit Airlines, Boeing, Airbus, the Transport Workers Union of America, and five individuals. PVA's letter was co-signed by All Wheels Up, the Christopher & Dana Reeve Foundation, Cure SMA, the Disability Rights Education & Defense Fund (DREDF), the Epilepsy Foundation, Hand in Hand: The Domestic Employers Network, the Health Equity Collaborative, the Muscular Dystrophy Association (MDA), the National Council on Independent Living (NCIL), the National Disability Rights Network (NDRN), and the United Spinal Association (United Spinal).

¹¹ A4A is a trade association representing U.S. airlines. IATA is a trade association representing foreign airlines.

Next, the Department proposed that lavatory faucets have controls with tactile information concerning temperature. Alternatively, airlines may comply with this requirement by ensuring that lavatory water temperature is adjusted to eliminate the risk of scalding for all passengers. The proposed rule would also require that automatic or hand-operated faucets shall dispense water for a minimum of five seconds for each application or while the hand is below the faucet. Here, A4A and IATA asked the Department to consider the increased chance of wasted water.

Next, the Department proposed that attendant call buttons and door locks must be accessible to an individual seated in the lavatory. We sought comment on whether to further define “accessible” with respect to call buttons and door locks. For example, we sought comment on whether they should be discernible through the sense of touch and/or through specific means of communication such as braille, or whether airlines should be permitted to develop their own methods of providing accessibility. On this topic, the Consortium for Constituents with Disabilities (CCD)¹² and the Ability Center of Greater Toledo urged the Department to require that buttons and door controls be marked to assist passengers with visual disabilities by using braille, large font, contrasting colors, and embossed symbols.

Next, the Department proposed that lavatory controls and dispensers must be discernible through the sense of touch, and that operable parts of the lavatory must be operable with one hand and not require tight pinching, grasping, or twisting of the wrist. In the preamble to the proposed rule, we noted that such requirements would apply if those accessible operable parts are reasonably available and certificated for the applicable aircraft type. We sought comment on the availability of accessible controls and other lavatory parts that are operable by passengers with disabilities, along with the costs and benefits of requiring such accessible controls. The Ability Center of Greater Toledo indicated that if automatic faucets are not available, lever faucet handles should be

¹² CCD is a coalition of disability advocacy organizations including but not limited to the American Council of the Blind, the American Federation of the Blind, and the I

used as opposed to knobs so that the faucet is operable with one hand and does not require tight pinching. A4A and IATA urged the Department to state in the regulatory text, rather than the preamble, that such requirements would apply if those accessible operable parts are reasonably available and certificated for the applicable aircraft type. They indicated that they did not want to be in the position of filing “waivers” to establish that such parts are not available.

Next, the Department proposed to require the lavatory door sill to provide minimum obstruction for the passage of an OBW, consistent with applicable safety regulations. The Department recognized that door sills must prevent the spillage of water into the aircraft cabin. The provision was intended to promote accessibility without compromising safety. We sought comment on whether the term “minimum obstruction” should be further defined and if so, what that definition should be. The comments that we received on this issue supported the proposed rule as written.

Next, recognizing that adequate toe clearance is necessary to permit the OBW to maneuver into and out of the lavatory, the Department proposed to require airlines not to reduce toe clearance below the current measurements of the lavatory. The Department sought comment on this proposed provision and on whether the term “toe clearance” should be specifically defined. Here, the Open Doors Organization remarked that toe clearance should be clearly identified, “with minimum measurements determined by industry experts.” Airlines supported the provision as written. Boeing suggested that the rule be amended to provide that “toe clearance must not be reduced from current measurements *applicable to the selected lavatory existing design*.” Airbus suggested that “alternatively, toe clearance reduction can be compensated by design measures to achieve equivalent performance by wheelchair users.”

Finally, the Department proposed that airlines must provide a visual barrier, on request, for passengers with disabilities who may require the use of the lavatory but who cannot do so with the door closed. The purpose of the visual barrier is to afford passengers with disabilities a level of

privacy equivalent to that afforded to ambulatory users. We sought comment on the means by which this proposed visual barrier may be installed and operated in an efficient and cost-effective manner, consistent with the privacy interests of passengers entering and using the lavatory. One disability advocate (Christopher Wood, of Flying Disabled) remarked that a curtain would be an inappropriate visual barrier, and that the barrier should be rigid and lockable. In contrast, Boeing urged the Department to clarify that an opaque curtain would be a barrier that provides “substantially equivalent” privacy. A4A and IATA commented that the Department should confirm or clarify that the barrier must provide “substantially equivalent” privacy only in the visual sense. They remarked that DOT should clarify that airlines have flexibility to choose the best barrier for their aircraft, and the barrier does not have to be permanent or physically attached to the aircraft. They also commented that the barrier requirement should only apply to aft-facing lavatories or the SpaceFlex models on Airbus A320 aircraft because barriers on mid or forward lavatories pose safety and security hazards. Spirit asked the Department to clarify that airlines should not be required to change aircraft interiors to accommodate a barrier. Spirit also stated that airlines should be deemed compliant if they use all reasonable efforts to put up an appropriate barrier but cannot.

The Department proposed that lavatories on new aircraft with an FAA-certificated maximum capacity of 125 seats or more should have these accessible features. The Department expressed the view that because aircraft with fewer than 125 seats tend to be shorter-haul aircraft, with shorter flight times, it may not be cost-beneficial to require interior improvements to lavatories on those aircraft. The Department sought comment on this issue.

PVA¹³ urged the Department to “fully consider” requiring improved lavatory interiors on smaller aircraft. Open Doors and the Ability Center of Greater Toledo commented that these

¹³ PVA’s comment to the Part 1 NPRM was cosigned by Access Living of Metropolitan Chicago, American Association of People with Disabilities, Autistic Self Advocacy Network, Arc of the United States, Bazelon Center for

requirements should apply to lavatories on aircraft with a capacity of 60 or more, because the improvements do not require expanding the footprint of the lavatory itself. Airlines supported the proposed rule as written, with IATA asking the Department to clarify that the rule applies to newly manufactured aircraft, rather than existing aircraft that are newly acquired by the carrier.

DOT Response

After carefully considering the comments, the Department has decided to adopt requirements for lavatory interiors mostly as proposed. With respect to grab bars, the rule text provides that they must be “provided and positioned as required to meet the needs of individuals with disabilities.” Complying with ADA grab bar standards would be an acceptable way to comply with this provision.

With respect to the provision that “attendant call buttons and door locks must be accessible to an individual seated in the lavatory,” we agree with CCD’s comment that these elements must be readily usable by passengers with visual disabilities. While the rule does not specifically prescribe how airlines must comply with this provision, we agree that features such as braille, large font, contrasting colors, and embossed symbols are all available means of compliance.

With respect to the provision that “lavatory controls and dispensers must be discernible through the sense of touch, and that operable parts of the lavatory must be operable with one hand and not require tight pinching, grasping, or twisting of the wrist,” we agree with airlines’ request that they should not be held responsible for obtaining lavatory controls and dispensers that meet those standards if those accessible operable parts are not reasonably available and certificated for the applicable aircraft type. The Department specifies in the rule text that an airline is not responsible for acquiring such lavatory controls and dispensers so long as an airline makes

reasonable efforts to purchase such items and informs the Department of the unavailability despite the airline's reasonable efforts. In these situations, the Department requires airlines to purchase lavatory controls and dispensers that comply with as many requirements as set forth. For example, as the Ability Center of Greater Toledo noted, if automatic faucets are not available, lever faucet handles should be purchased as opposed to knobs so that the faucet is operable with one hand.

We have adopted, as proposed, the requirement that toe clearance not be reduced below current measurements. We have determined that it is not necessary to require that toe clearance should be set with minimum measurements determined by industry experts, because a performance-standard approach still ensures that the OBW is able to maneuver into and out of the lavatory while providing flexibility to airlines in how this is done. The purpose of adequate toe clearance is to permit the passenger to access the lavatory by means of the OBW (for example, partial entry of the OBW in a forward-facing position to facilitate a stand-and-pivot maneuver).¹⁴ Airlines may or may not find it necessary to *increase* toe clearance within the interior of the lavatory to meet this OBW performance standard, depending on the design of their lavatories and OBWs. However, we prohibit airlines from *reducing* existing toe clearance to prevent reduction in accessibility.

Next, we will adopt as written the proposed rule text relating to the visual barrier. The text states that “the aircraft must include a visual barrier that must be provided upon request of a passenger with a disability. The barrier must provide passengers with disabilities using the lavatory (with the lavatory door open) a level of privacy substantially equivalent to that provided to ambulatory users.” The barrier does not need to be permanent or physically attached to the aircraft

¹⁴ See Comment of ACCESS Advisory Committee member Katharine Hunter-Zaworski, Oregon State University, at 3 (“Toe clearance measurements are dependent on the design of the OBW. Prior design work has clearly shown that increasing the toe clearance under cabinets increases the overall accessibility of the lavatory by increasing maneuvering space. The height of the footrest on OBW is dependent on the design of the OBW. The fact that both the OBW and lavatory design affect toe clearance illustrates the need to consider the OBW and lavatory as a system when establishing regulatory requirements on either one.”)

to afford that level of privacy. The term “visual barrier” adequately indicates that the privacy is of a visual nature. In sum, we believe that the proposed rule text provides sufficient flexibility for airlines to provide the necessary privacy without compromising safety. We do, however, clarify in rule text that visual barriers are only appropriate as a short-term accessibility improvement. They will not be an appropriate means of providing privacy for the larger lavatories that will be required in the longer term.

Finally, we remain of the view that changes to lavatory interiors should be provided on new single-aisle aircraft with an FAA-certificated maximum seating capacity of 125 or more, because such aircraft tend to operate longer flights where the need for a lavatory access is greatest. As the Regulatory Impact Analysis explains, single-aisle aircraft with at least 125 seats are used for most domestic flights in the United States (67% in 2021) and are increasingly used for longer flights due to improvements in fuel efficiency and range. In response to IATA’s comment, we believe that the rule text already adequately conveys that the rule applies to newly manufactured aircraft delivered three years after the effective date of the final rule, rather than existing aircraft that are newly acquired by an airline.

2. Retrofitting

NPRM and Comments

The Department proposed that retrofitting of lavatories on aircraft currently in service would not be required; however, if an airline replaces a lavatory three years or more after the effective date of the rule, airlines would be required to install a lavatory that meets the new requirements. Under this proposal, “a lavatory is not considered replaced if it is removed for specified maintenance, safety checks, or any other action that results in returning the same lavatory into service.” For retrofitted lavatories, there would be no requirement to install a visual barrier if doing so would obstruct the visibility of exit signs.

A4A and IATA suggested that DOT clarify in the preamble to the final rule that to trigger the new compliant lavatory, airlines must totally replace the lavatory shell, not only replace limited components. Boeing suggested that the Department clarify that retrofitting would not be required for “any other action that results in returning the same lavatory part number or lavatory with the same design intent into service.” Boeing reasoned that “there may be instances where, during a heavy maintenance check, a lavatory is removed and must be replaced with a new lavatory of the same part number or design intent.”

DOT Response

We have decided to adopt the final rule as proposed. The text provides that “a lavatory is not considered replaced if it is removed for specified maintenance, safety checks, or any other action that results in returning the same lavatory into service.” In our view, the regulatory text adequately explains what constitutes a replacement lavatory that triggers installation of a compliant lavatory.¹⁵ We reject Boeing’s suggestion that retrofitting is not required if the airline wishes to replace an existing lavatory with a new lavatory of the same part number or design intent. To the contrary, the Department is of the view that this is the type of replacement where the airline would be required to install a compliant lavatory.

3. Training

NPRM and Comments

The Department proposed training and information requirements that would apply to airlines operating aircraft with an FAA-certificated maximum capacity of greater than 60 seats (i.e., airlines that do not qualify as small businesses under 14 CFR 399.73). The training and

¹⁵ We also note that this retrofitting provision, which requires retrofitting on a lavatory-by-lavatory basis rather than a component-by-component basis, is consistent with prior law. *See* now-repealed section 382.63(c) (“You are not required to retrofit cabin interiors of existing aircraft to comply with the requirements of this section. However, if you replace a lavatory on an aircraft with more than one aisle, you must replace it with an accessible lavatory.”)

information requirements would apply to the airlines' operations generally, not to the operation of any specific aircraft. These provisions would apply three years after the effective date of the final rule.

Specifically, the Department proposed to require airlines to train flight attendants to proficiency on proper procedures for assisting qualified individuals with disabilities to and from the lavatory from the aircraft seat.¹⁶ Such training would include annual hands-on training on the retrieval, assembly, stowage, and use of the aircraft's OBW, and training regarding the accessibility features of the lavatory. The Department sought comment on whether annual training is necessary, or whether a different frequency of training would be more appropriate.

Stakeholders generally supported this proposal. PVA contended that the rule should include training on "any assembly or modifications to accessibility features" of accessible lavatories.¹⁷ PVA reasoned that certain lavatories, such as the SpaceFlex lavatory installed on certain Airbus aircraft, require flight attendants to remove a partition to create a larger lavatory space. A4A supported the rule as written without the phrase suggested by PVA. A4A also stated that DOT should consider hands-on training on a phased-in schedule, combined with online/video training. A4A recommended that DOT clarify exactly what constitutes hands-on training of interior lavatory features. A4A also argued that it is not feasible to provide hands-on training for retrieval and stowage of OBWs on every aircraft type, so the training should only address following instructions on how to stow and retrieve any type of OBW. Finally, A4A asserted its belief that DOT has not conducted a complete analysis of the costs of hands-on training, but A4A did not supply any such data to assist the Department's analysis. IATA indicated that DOT should

¹⁶ Airlines are already required to train their personnel to proficiency on the airline's procedures concerning the provision of air travel to passengers with a disability, including the proper and safe operation of any equipment used to accommodate passengers with a disability. 14 CFR 382.141(a)(1)(ii).

¹⁷ This phrase was included in the original Term Sheet reflecting the stakeholders' agreement. In the Part 1 NPRM, DOT declined to include this phrase.

clarify specifically whether contractor employees are included, or instead clarify that the rule only applies to flight attendants. IATA expressed the view that annual hands-on training is onerous, and that DOT did not adequately consider the costs of training and constructing lavatory mockups. Spirit expressed safety concerns to the extent that the rule requires flight attendants to lift passengers out of their seats, because many contracts limit flight attendants from lifting more than 50 pounds. Responses to these comments pertaining to the economic analysis can be found in the RIA.

At the OBW public meeting held in December 2021, stakeholders discussed whether to clarify that the training requirements should include the “transfer features” of the OBW. In supplemental comments, A4A and IATA indicated that they supported this amendment. RAA, representing regional airlines, asked the Department to clarify that staff must only be trained with respect to each airline’s operational environment.

DOT Response

After review of the comments, we are adopting training requirements largely as proposed. In our view, annual hands-on training is necessary and appropriate with respect to any OBW that the flight attendant may be required to retrieve, use, and stow. We are also persuaded by PVA’s comment to specifically include training on “any assembly or modifications to accessibility features” of a lavatory. Such an addition would make it clear that airlines are required to provide hands-on training with respect to elements such as the movable partition of a SpaceFlex lavatory, because such a partition would be an “accessibility feature” of the lavatory. Also, the training requirements apply only to flight attendants rather than off-aircraft contractors because flight attendants would be the staff that assist passengers in flight to access the lavatory.

We agree with the stakeholders’ suggestion to clarify that training must include the “transfer features” of the OBW. In response to Spirit’s comment, we note that while the rule would require flight attendants to assist passengers in *transferring* to and from the OBW, and

maneuvering the OBW to and from the lavatory, it does not necessarily require staff to *lift* passengers. In other words, flight attendants are required to assist the person with a disability to transfer to the aisle chair as best as they can but may not be able to physically lift or carry the person even with the use of a sliding board. We have not amended the rule text to clarify that staff must only be trained with respect to each airline's operational environment, because we believe that the rule is already sufficiently clear on that point.

4. Information

NPRM and Comments

The Department proposed to require airlines to provide information, on request, to qualified individuals with a disability or persons making inquiries on their behalf concerning the accessibility of aircraft lavatories. We proposed that this information must also be available on the carrier's web site, and in printed or electronic form on the aircraft, including picture diagrams of accessibility features in the lavatory and the location and usage of all controls and dispensers. We stated that the intent of this proposal is to provide passengers with accurate information about the types of accessibility features that will be available on the aircraft, so that passengers may plan their flights appropriately.

PVA urged the Department to require that this information be "affirmatively sent" to anyone who self-identifies as using a mobility device or a service animal. In response to the Part 2 NPRM, NDRN noted that many airlines with relatively accessible lavatories in their fleet (such as the Airbus SpaceFlex) do not make clear to passengers whether their specific flight actually includes such a lavatory. RAA, representing regional carriers, urged the Department to reconsider the web site requirement. RAA explained that the vast majority of its airline members are operating carriers that do not market flights or sell tickets. RAA explained that its members operate flights through agreements with larger mainline partners (marketing carriers) who are responsible for providing flight information to the public. RAA contended that because the

traveling public rarely visits RAA members' web sites, the more appropriate rule would be to apply the information requirements to marketing carriers.

DOT Response

On further review of this provision, and after reviewing the comments, we believe it is appropriate to clarify the Department's intent with respect to information on accessibility of aircraft lavatories. First, rather than broadly requiring airlines to provide information regarding "the accessibility of aircraft lavatories," the final rule specifies that the information must include, at a minimum, information about the accessibility features of aircraft lavatories that are set forth in section 382.63(f) (relating to lavatory interiors). This change is consistent with the proposed requirement that the information must include picture diagrams of accessibility features in the lavatory and the location and usage of all controls and dispensers.

We also note that, consistent with the current requirements of Part 382, this information must be flight-specific to the extent possible. Specifically, a different provision of Part 382 states that carriers must provide, on request, certain information "concerning the accessibility of the aircraft expected to make a particular flight," including "whether the aircraft has an accessible lavatory."¹⁸ Under current rules, that information "must be specific to the aircraft you [airlines] expect to use for the flight unless it is unfeasible for you to do so (e.g., because unpredictable circumstances such as weather or a mechanical problem require substitution of another aircraft that could affect the location or availability of an accommodation)." In keeping with current rules, this final rule requires airlines to provide the required information regarding the accessibility of lavatory features on a flight-specific basis.¹⁹

We do find persuasive RAA's comment that the web site requirement should not apply to

¹⁸ 14 CFR 382.41(e). We have amended section 382.41(e) to add a cross-reference to the provisions of this final rule.

¹⁹ While the rule, as written, does not require airlines to provide information regarding the aircraft's OBW, we encourage airlines to do so.

operating carriers that do not market flights or sell tickets. In situations where the operating and marketing carrier are different entities, the operating carrier is the airline that flies the aircraft while the marketing carrier is the airline that sells the ticket and generally provides flight-specific information to the public. Under this rule, marketing carriers will have the responsibility to provide information on their web site concerning the accessibility of aircraft lavatories. We have amended the final rule accordingly.

5. International Symbol of Accessibility

NPRM and Comments

The Department proposed to require airlines to remove the International Symbol of Accessibility from new and in-service aircraft that are equipped with lavatories that are not capable of facilitating a seated independent transfer (i.e., a transfer from an OBW to the toilet seat without requiring the use of an assistant). In the Part 1 NPRM, we noted that removal of the symbol is the only proposed requirement that would apply to existing in-service lavatories, and to lavatories on aircraft with FAA-certificated maximum capacity of fewer than 125 seats. We noted that the goal is to provide greater consistency regarding the use of the symbol.

Stakeholders generally supported this provision. Airlines, while in favor of the rule, commented that DOT had not adequately considered the cost of such removal (without providing data to assist in the Department's analysis).

DOT Response

We adopt the proposal as written. In addition, we are requiring airlines to *include* the International Symbol of Accessibility if the lavatory *is* capable of facilitating a seated independent transfer. As noted above, the Department's intent is to provide greater consistency as to the meaning of the symbol as it applies to lavatories on single-aisle aircraft. Accordingly, it is appropriate to specify when the symbol must be applied, as well as when it must be removed. We

note that at present, the additional cost of this provision will be relatively low, as few lavatories on single-aisle aircraft are capable of facilitating a seated independent transfer. As fully accessible lavatories become more commonplace, we expect the proper use and application of the symbol to grow.

6. Procedures for Sharps and Bio-Waste

NPRM and Comments

The Department proposed to require airlines to develop and, on request, inform passengers about their procedures for disposing of sharps and bio-waste. The Department reasoned that as lavatories on single aisle aircraft become more accessible, they may be used increasingly as a location where passengers with disabilities may perform personal functions which require the disposal of sharps and bio-waste. Like the information and training requirements, the proposed rule would apply to airlines that operate aircraft with a maximum FAA-certificated capacity of more than 60 seats.

All responses to this proposal were in support. A4A and IATA asked the Department to clarify that airlines are not required to provide special facilities or equipment for disposal.

DOT Response

We adopt the proposal as written. The intent of the rule is to require airlines to develop procedures for sharps and bio-waste disposal and to inform passengers of those procedures on request. The rule does not require any specific type of disposal procedures; similarly, the rule does not require airlines to provide special facilities or equipment for disposal.

7a. OBW Features

NPRM and Comments

As a first step in developing proposed OBW standards for the Part 1 NPRM, the

Department asked the Access Board to develop advisory guidelines for technical assistance. The Department then adapted the Access Board's design standards into more flexible performance standards. The Department proposed that airlines could use the Access Board's design standards as one method of compliance. In the Part 1 NPRM, the Department proposed that the OBW have the following features:

- (1) it must be maneuverable both forward and backward through the aircraft aisle by an attendant;
- (2) it must be maneuverable in a forward orientation partially into at least one aircraft lavatory to permit transfer from the on-board wheelchair to the toilet;²⁰
- (3) it must be maneuverable into the aircraft lavatory in a backward orientation to permit positioning over the toilet lid without protruding into the clear space needed to completely close the lavatory door (an over-the-toilet, or "OTT" feature);
- (4) the height of the OBW seat must align with the height of the aircraft seat so as to facilitate a safe transfer between the OBW seat and the aircraft seat;
- (5) it must have wheels that lock in the direction of travel, and that lock in place so as to permit safe transfers, with any other moving parts being capable of being secured such that they do not move while the occupied OBW is being maneuvered;
- (6) when occupied for use, it shall not tip or fall in any direction under normal operating conditions; (7) it must have a padded seat and backrest, and must be free of sharp or abrasive components;
- (8) it must have arm supports that are sufficiently structurally sound to permit transfers and repositionable so as to allow for unobstructed transfers; adequate back support; torso and leg restraints that are adequate to prevent injury during transport; and a unitary foot support that provides sufficient clearance to traverse the threshold of the lavatory and is repositionable so as to

²⁰ The goal of this requirement is to accommodate passengers who can enter the lavatory using a "stand-and pivot" maneuver. Specifically, the passenger would approach and partially enter the lavatory while seated on the OBW, then stand and pivot 180 degrees to the toilet, at which point the OBW would be removed and the door would be closed.

allow for unobstructed transfer, with all restraints operable by the passenger; and

(9) it must prominently display instructions for proper use.

As noted above, the Department then held a public meeting to solicit additional comment and data regarding OBW standards. At the meeting, a representative of PVA expressed support for the OBW provisions set forth in the Part 1 NPRM but indicated that they should be expressed as design standards rather than performance standards.

A4A and IATA expressed support for many of the Department's OBW proposals. However, they expressed significant design, cost, and safety concerns regarding the Department's proposal that the OBW be maneuverable into the lavatory in a backwards position such that it would be positioned over the closed toilet seat (the OTT feature). A representative of the Volpe Center, which performed the regulatory analysis on the Part 1 NPRM, asked questions of the meeting attendees about the feasibility and cost of manufacturing OBWs with an OTT feature. This individual noted that the OTT feature could be implemented either by (1) manufacturing different OBWs to accommodate different toilet seat heights, or (2) by manufacturing a single adjustable OBW that accommodates multiple toilet seat heights. This commenter noted that neither product exists on the market today, and that the cost and feasibility of producing either design is largely unknown. An engineer from the University of Hamburg, which developed the original prototype of the OTT design, indicated that an OBW with a height fixed to the toilet lid may be problematic in terms of transfers to and from the aircraft seat, while adjustable-height OBWs pose different design challenges.

In supplemental comments following the OBW meeting, PVA again expressed support for the proposed design features, but urged the Department to adopt design standards. A4A and IATA expressed strong support for all of the proposed OBW design features, except for element (3) (the OTT feature). They urged the Department to withdraw this proposal based on safety and feasibility concerns. Specifically, they argued that the Department lacked data from which to

conclude that such a feature can be manufactured at all, let alone that it would meet FAA safety standards. They expressed concerns that the design may add weight, complexity, and safety hazards to the OBW, particularly if the OTT design is adjustable to fit over toilet lids of various sizes. They also noted that the Department has limited data from which to estimate the costs of designing and manufacturing such a device. Airlines urged the Department to continue to consult with stakeholders regarding the OTT feature, but not to impose the requirement in a final rule.

Airbus commented that it generally supported the Department's performance standards. However, Airbus expressed concern that a fully compliant OBW may be too large to be transported down the aircraft aisle or into the lavatory, or stowed in existing spaces. Airbus also noted that the OTT feature would not be necessary on its accessible Airbus A220 lavatories, because that lavatory was designed to facilitate an independent transfer using the aircraft's existing OBW.

The Department proposed that these new OBW features should be required on new single-aisle aircraft with a maximum FAA-certificated capacity of 125 seats or more. In this way, the OBW provisions mirror the provisions relating to the accessible features of lavatory interiors. Again, the Department reasoned that larger aircraft tend to conduct longer flights where the need to access the lavatory may be greatest.

PVA urged the Department to "seriously consider" expanding these OBW standards to smaller aircraft. The Ability Center of Greater Toledo agreed, noting that individuals may have the need to access lavatories on shorter flights as well. A4A urged the Department not to expand OBW standards to smaller aircraft unless the Department engaged in a full consultation process to determine feasibility, safety, and costs. A4A noted that smaller aircraft have smaller aisles, smaller lavatory entrances, smaller stowage spaces, and fewer crew resources.

DOT Response

After review of the Part 1 NPRM comments, the information gathered at the OBW public

meeting, and the post-meeting supplemental comments, we have decided to finalize these OBW provisions largely as proposed, with one important amendment. We remain of the view that performance standards provide meaningful guideposts for safety and accessibility while providing stakeholders flexibility and the opportunity to innovate in how to meet those standards. We also remain of the view that these new OBW standards should apply to new aircraft with a maximum capacity of 125 seats or more, because those aircraft tend to fly longer routes where the need for lavatory use in flight is greatest.

However, we have reconsidered the proposal to require that the OBW must be maneuverable into the aircraft lavatory in a backward orientation to permit positioning over the toilet lid without protruding into the clear space needed to completely close the lavatory door (the OTT requirement above). The purpose of the proposed OTT requirement was to assist passengers with significant mobility impairments who cannot use the “stand-and-pivot” maneuver to enter the lavatory. The OTT requirement was intended to allow such passengers full access to the lavatory space while still seated on the OBW to permit non-toileting functions such as catheterization.

We recognize that members of the ACCESS Advisory Committee saw and used a simple prototype OBW with an OTT feature developed by the University of Hamburg. On the other hand, since the development of that prototype in 2016, we have seen no evidence that it is feasible to manufacture a fully compliant OBW with an OTT feature. The costs of developing such a device remain unknown. We also share stakeholders’ concerns about the complexity and safety of such a device, particularly if it is adjustable to accommodate various aircraft seat heights and toilet seat heights. Accordingly, we have eliminated this requirement.

We remain concerned, however, about lavatory accessibility for passengers who are unable to use the stand-and-pivot maneuver. We also recognize that an OTT design may not be the only method for accommodating such passengers. For example, certain Airbus SpaceFlex lavatories are large enough to accommodate an OBW inside the lavatory space without the use of an OTT

design. Accordingly, rather than specifically mandating an OTT design, we have adjusted this requirement to broadly state that the OBW must be maneuverable into the aircraft lavatory without protruding into the clear space needed to completely close the lavatory door. If the lavatory itself is not large enough to accommodate an OBW without an OTT feature, and an OBW with an OTT feature is not available, airlines must provide the use of a visual barrier on request to enable the passenger to perform lavatory functions in privacy (see section 7c, below). A visual barrier would not be an acceptable means of compliance for lavatories that are required to be expanded beyond current measurements. As for comments to expand the OBW standards to smaller aircraft, the Department plans to address this issue as part of its rulemaking on Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs.²¹

7b. OBW Stowage

NPRM, Public Meeting, and Comment

The Department proposed that airlines are not required to expand the existing FAA-certificated on-board wheelchair stowage space of the aircraft, or to modify the interior arrangement of the lavatory or the aircraft, in order to comply with the OBW provisions of the rule. During the OBW public meeting, Airbus and Boeing provided information regarding available stowage spaces.

In supplemental comments to the OBW public meeting, PVA commented that because OBWs serve a critical function with respect to lavatory accessibility, the final rule “should require an air carrier to use any FAA-approved OBW stowage location, not just its preferred or existing stowage location.” Airlines supported DOT’s proposal as written. Spirit contended that if a compliant OBW does not fit in the existing space, then airlines should not be required to provide such an OBW. Spirit also argued that airlines should not be required to stow the OBW in an

²¹ RIN 2105-AF14; <https://www.reginfo.gov/public/docDetail/48> and [ViewRule?pubId=202210&RIN=2105-AF14](https://www.reginfo.gov/public/docDetail/48)

alternate location such as an overhead bin, this would limit bin space and raise prices for consumers. They also expressed safety concerns for flight attendants if the new OBW weighs more than 50 pounds.

The Transport Workers Union of America, AFL-CIO, expressed concerns regarding the safe operation of OBWs while in flight, noting that it would be unsafe to operate them unless the aircraft is at a safe cruising altitude. They asked DOT to provide guidance to the public about when OBWs can be used.

DOT Response

We remain of the view that airlines should not be required to *expand* the existing FAA-certificated on-board wheelchair stowage space of the aircraft, or to *modify* the interior arrangement of the lavatory or the aircraft, in order to comply with the OBW provisions of the rule. These provisions are consistent with the overarching premise that short-term solutions should not require modification of aircraft interiors. On the other hand, we agree with PVA that we should amend the final rule relating to stowage.

We recognize the possibility that newly compliant OBWs may not fit within pre-existing OBW stowage spaces. The rule as proposed could be reasonably interpreted to read that if the new OBW does not fit within pre-existing OBW stowage spaces, then airlines would not be required to supply them at all. We agree with PVA that this is unacceptable. Compliant OBWs will include important new safety and accessibility features. Accordingly, the Department is requiring airlines to stow the OBW in any other available stowage space where it can be safely accommodated (e.g., a stowage closet or an overhead bin). Airlines are also required to seek any necessary approval from the FAA to stow the OBW in this alternate location. We also note that all ACAA requirements are subject to safety restrictions, including the use of the OBW. We have added rule text clarifying this point. Airline training should also make it clear to relevant staff that OBW stowage spaces does not affect the options for individuals with disabilities to stow personal

wheelchairs on board.

7c. Potential Unavailability of Fully Compliant OBWs

NPRM, Public Meeting, and Comment

In the Part 1 NPRM, the Department recognized that airlines typically rely on third parties to develop and manufacture OBWs, and that an OBW meeting all of the Department's proposed requirements does not currently exist. Accordingly, the Department proposed that airlines would not be responsible for the failure of third parties to develop and deliver an OBW that complies with a required feature described above, so long as the airline notifies and demonstrates to the Department that an OBW meeting that requirement is unavailable despite the airline's reasonable efforts.

PVA generally agreed with this proposal but argued that there should be a "higher standard of proof." A4A strongly supported this provision, noting that extensive design and testing is necessary to determine whether an OBW meeting DOT's new standards can be made commercially available and safely stowable on-board the aircraft.

DOT Response

After review of the comments and on further consideration, the Department has decided to amend the final rule in certain material respects. First, the final rule clarifies that airlines must acquire an OBW with as many required features as are available, even if no OBW is available that meets *all* of the required standards. Next, the final rule relieves airlines of the burden of proving a negative: i.e., *demonstrating* that an OBW with a required feature is unavailable despite the airline's reasonable efforts. The final rule still requires airlines to make reasonable efforts to purchase OBWs with all required features. If an OBW with a required feature is unavailable despite reasonable efforts, airlines must *inform* the Department of that fact.

Finally, the Department recognizes that many OBWs may not be maneuverable in the

aircraft lavatory as required without protruding into the clear space needed to completely close the lavatory door (e.g., because the OBW is not of an OTT design and/or because the lavatory itself is too small to allow full entry of the OBW). The final rule specifies that if airlines cannot provide an OBW meeting that requirement, then they must provide the use of a visual barrier on request to enable the passenger to perform lavatory functions in private. The intent of this rule is to provide an option for passengers who cannot enter the lavatory by performing a stand-and-pivot from the OBW. The Department anticipates that while such passengers may not be able to fully enter the lavatory, they may be able to perform non-toileting functions such as catheterization in the lavatory area behind a visual barrier.

7d. Replacement of OBWs

NPRM, Public Meeting, and Comment

The Department proposed that if an airline replaced an OBW on aircraft with an FAA-certificated maximum seating capacity of 125 or more on a date later than three years after the effective date of the final rule, then the airline must replace it with an on-board wheelchair that meets the new OBW standards. This proposal mirrors the requirement (described above) relating to retrofitting and replacement of aircraft lavatories themselves.

A4A commented that airlines should be permitted to replace a broken or worn-out OBW with a new OBW of the same part number, and that the new standards should be required only if airlines adopt a new OBW design. Airbus commented that relocating the OBW stowage space should not count as replacing the OBW.

DOT Response

We are adopting the proposed rule as written. As written, airlines are provided a three-year time frame to acquire compliant OBWs. If an airline replaces an OBW after that date, it is reasonable to require airlines to provide a new OBW that meets DOT's updated safety and accessibility standards, because such OBWs will presumably be available and on the market by

that time. This rule is also consistent with the general rule, found at 14 CFR 382.71(b), which states that airlines must ensure that any replacement or refurbishing of the aircraft cabin or its elements does not reduce the accessibility of that element to a level below that specified for new aircraft in Part 382.

8. Prohibition on Reducing Existing Lavatory Footprint

NPRM and Comments

In the Part 1 NPRM, the Department solicited comment on whether to prohibit airlines from reducing lavatory footprints below their current size. The Department sought comment and data on the extent to which the footprint of aircraft lavatories on single-aisle aircraft has been reduced in recent years, and the effect that any such reduction has on accessibility for passengers with disabilities.

Three disability advocacy organizations (PVA, the National Multiple Sclerosis Society and Flying Disabled) urged the Department to prohibit further reduction of lavatory footprints. PVA argued that such a provision would be consistent with the spirit of Part 382.²² A4A and IATA urged the Department not to adopt such a proposal. A4A contended that the Department does not have baseline data on current lavatory footprints, and without that data, it cannot calculate the cost of the proposal (which may be significant). IATA argued that if the lavatory met performance standards, airlines should be permitted to select a footprint that is best suited to their operations. Boeing supported the Department's suggestion, reasoning that maintaining one lavatory on single aisle aircraft at current size would not further limit accessibility to the traveling public as a whole. Like A4A, Boeing noted that clarity on starting lavatory measurements would be necessary as there are a variety of different designs in the industry.

²² Specifically, PVA cited 14 CFR 382.71, which states, "You must ensure that any replacement or refurbishing of the aircraft cabin or its elements does not reduce the accessibility of that element to a level below that specified for new aircraft in this part."

DOT Response

After reviewing the comments on this issue, we do not have sufficient data to prohibit airlines from further reducing the footprint of lavatories at this time, though this remains an area of interest given that the small size of current lavatories is one significant reason that they are largely inaccessible today. DOT may revisit this issue in a future rulemaking.

9. Effective Date

Airlines are required to comply with all of the short-term accessibility improvements discussed above three years after the effective date of this final rule. This time frame will allow airlines, aircraft manufacturers, OBW manufacturers, and other stakeholders sufficient time to develop accessible lavatory interiors, training programs, accessibility information, compliant OBWs, and appropriate OBW stowage space.

II. LONG-TERM IMPROVEMENTS

A. Overview

The Department addressed long-term improvements in the Part 2 NPRM. The Department proposed to require that airlines expand the size of at least one lavatory on new single-aisle aircraft with an FAA-certificated maximum capacity of 125 seats or more. The most significant issue in the NPRM was the time frame for implementation. The Department proposed that the rule would apply to new single-aisle aircraft ordered 18 years after the effective date of the final rule, or delivered 20 years after the effective date of the final rule (18/20).²³ The Department proposed

²³ In this document, two numbers separated by a slash refers to a single implementation period. For example, “15/17” would mean that the rule applies to new single-aisle aircraft ordered 15 years after the effective date of the final rule and delivered 17 years after the effective date of the final rule.

this time frame because it tracked the ACCESS Advisory Committee’s agreement from 2016.²⁴ At the same time, the Department recognized the slow pace of this proposed implementation period, particularly in light of the roughly six-year delay between the date of the Committee’s agreement (in 2016) and the issuance of the Part 2 NPRM (in 2022). The Department sought comment and data on whether and how to accelerate this implementation period for the final rule.

The comment period closed on May 28, 2022. Broadly speaking, disability rights organizations supported the rule but also urged a faster implementation period. For example, PVA argued that the Department should subtract the six-year delay in issuance of the rulemaking, and therefore that the requirement for larger lavatories should apply to aircraft ordered 12 years after the effective date of the final rule or delivered 14 years after the effective date of the final rule (12/14). The MDA urged the Department to adopt a 10-year maximum implementation. United Spinal did not propose a specific time frame but urged the Department to act “with all deliberate speed.” Individual commenters universally supported the rule but urged the Department for a faster implementation period. Certain advocates also urged the Department to apply the rule to smaller aircraft.

Airlines supported the proposal as written. A4A/IATA argued that if the Department reduced the implementation period, (1) it should be to 15/17, (2) DOT must fully explain the basis, data, and information that justifies its deviation from the original proposal, and (3) DOT must allow stakeholders to submit supplemental comment. Airbus and Boeing supplied technical comments, with Boeing also supporting the implementation time frame as written. DOT’s responses to these and other significant issues raised by the commenters are provided below.

²⁴ As noted above, during the ACCESS Advisory Committee process, the Department publicly committed that if the Committee reached consensus, the Department would use a rule tracking that agreement to the extent possible.

B. Section-by-Section Analysis

1. Applicability: Aircraft Size

NPRM and Comments

The Department proposed that larger lavatories would be required on new single-aisle aircraft with an FAA-certificated maximum capacity of 125 seats or more. The Department reasoned that such aircraft operate a significant percentage of longer-haul flights, where the in-flight need for a lavatory would be greatest. The Department sought comment on the costs and benefits of extending the rule to smaller aircraft. The Department noted that the Committee considered, but rejected, a rule that would require accessible lavatories based on the length of the flight as opposed to the size of the aircraft. The Committee also rejected other approaches such as phased or tiered approaches to full accessibility. Nevertheless, the Department sought comment on these issues as well.

Two organizations (Open Doors and Disability Rights PA) urged the Department to apply the rule to all new aircraft. Airlines supported the proposal as written, contending that this standard captures the near-total volume of U.S. passenger traffic. A4A and IATA further stated that aircraft with fewer than 125 seats are only used on short flights, that requiring accessible lavatories on smaller aircraft would impose substantial costs that may increase fares and potentially disrupt service to smaller communities, and that there is no technical solution for accessible lavatories on these smaller aircraft.²⁵ Spirit Airlines also supported the rule as written, and further argued that it should apply on a fleet-wide basis instead of a route-by-route basis. Similarly, RAA supported the 125-seat standard and preferred the seating-capacity approach instead of a scheduled-duration approach.²⁶ Boeing commented that the proposed standard is

²⁵ Comment of A4A/IATA at 16-17.

²⁶ Comment of RAA at 2-3.

reasonable, noting that smaller aircraft are operated on shorter routes, there is no current technical solution for smaller aircraft, and lowering the threshold would increase compliance costs. Airbus did not comment.

DOT Response

The Department is finalizing this aspect of the proposal as written. We recognize that determining a reasonable threshold for larger accessible lavatories will always involve a measure of judgment. On balance, the Department continues to hold the view that a 125-seat threshold is reasonable because it covers a substantial portion of lengthy flights. As we explain in the RIA, we chose not to extend the rule to aircraft with 100 to 124 seats because aircraft of this size are increasingly rare, leading to uncertainty about the benefits of extending the rule to such aircraft. In contrast, flights on aircraft of 125 seats or more made up 58% of all flights and 90% of medium- and long-haul flights in 2021. We do recognize that in general, as future aircraft become more efficient, smaller aircraft may increasingly operate longer flights; if so, the Department may revisit this issue in the future. Finally, after reviewing the comments, we find essentially no support for alternative standards of applicability such as scheduled flight length, or for tiered/phased approaches to implementing fully accessible lavatories.²⁷

2. Lavatory Size: Accommodation of Passenger and Attendant

NPRM and Comments

The Department proposed that for applicable aircraft, airlines must include at least one lavatory of sufficient size to (1) permit a qualified individual with a disability equivalent in size to

²⁷ A4A and IATA stated that public comment is essential to any further adjustments to the implementation and further suggests that it would lead to a lack of consistency for no clear benefit. They specifically oppose different phases of assisted vs. unassisted transfer, a view shared by Boeing, who added that such an idea was specifically rejected in the negotiated rulemaking. Passenger-advocacy organizations also opposed additional phases or tiers, largely because they find them unnecessary. NDRN commented that the current rulemaking supports attendant-accommodating lavatories without further phases or tiers. United Spinal Association and PVA shared similar views that there should not be further tiering or phasing, but if such is implemented, it should not increase the implementation timeframe.

a 95th percentile male to approach, enter, maneuver within as necessary to use all lavatory facilities, and leave, by means of the aircraft's on-board wheelchair, in a closed space that affords privacy equivalent to that afforded to ambulatory users; and (2) permit an assistant equivalent in size to a 95th percentile male to assist a qualified individual with a disability, including assisting in transfers between the toilet and the aircraft's on-board wheelchair, within a closed space that affords privacy equivalent to that afforded to ambulatory users.

NDRN commented that the 95th percentile standard was preferable to the non-specific standard set forth in the rule for twin-aisle aircraft lavatories, which are inconsistent in terms of accessibility. A4A and IATA supported the proposal, noting that it tracked the Committee's agreement. Airbus supported the proposal, noting that the 95th percentile overweight/tall U.S. male is an appropriate reference measure for an assisted transfer within the limited space of a lavatory.²⁸ Boeing argued that the 95th percentile standard should be placed in guidance, rather than regulatory text, noting that DOT took this approach with respect to the size of twin-aisle aircraft. Boeing also urged the Department to add that airlines may use curtains to create the closed space that affords privacy equivalent to that afforded to ambulatory users.

DOT Response

After reviewing the comments, the Department is finalizing the proposed rule as written. We have chosen to place size standards in the rule text, rather than in guidance, because those standards are necessary to ensure that the lavatory is of sufficient size to accommodate larger passengers and larger attendants alike. We have not adopted Boeing's suggestion that in the long term, airlines should be permitted to use curtains to help create a substantially equivalent privacy space. Such visual barriers may be necessary in the short term when lavatories are not required to

²⁸ Airbus also asked if the Department truly intended to require a space that accommodates both a 95th percentile male passenger *and* a 95th percentile male attendant at the same time, noting that this "worst case scenario" would be extremely rare. We believe that the rule text is sufficiently clear regarding the intended lavatory size and agree that the scenario described by Airbus is likely to be rare.

be expanded beyond current measurements. However, such a solution would be inappropriate in the long term, given that the Department is providing airlines and aircraft manufacturers ample time to engineer and develop fully compliant solutions.

3. Lavatory Interiors

NPRM and Comments

In the Part 2 NPRM, the Department included for reference its proposed rules from the Part 1 NPRM relating to lavatory interiors. The Department did not propose new rules for lavatory interiors that would apply to the larger lavatories described in the Part 2 NPRM.

PVA noted that passengers with disabilities should be able to access flush controls, call buttons, the lavatory door, the sink, paper towels, and trash dispenser from a seated position. A4A supported the proposal as written. Boeing noted that larger lavatories may produce situations where certain controls may not be reachable from a seated position (on the toilet or on the OBW).

DOT Response

The Department is adopting the provisions regarding lavatory interiors as described above in the discussion of the Part 1 NPRM. In response to PVA's comment, we anticipate that passengers with disabilities will be able to access, from a seated position, the components that they described.

4. Implementation: Effective Date and Retrofitting

NPRM and Comments

In keeping with its commitment to the ACCESS Advisory Committee, the Department proposed to require accessible lavatories on new single-aisle aircraft that are: (1) ordered 18 years after the effective date of the final rule; (2) delivered 20 years after the effective date of the final rule; or (3) part of a new type-certificated design filed with the FAA or a foreign carrier's safety

authority one year after the effective date of the final rule.²⁹ The Department also proposed that airlines not be required to retrofit existing aircraft to install larger lavatories. This proposal was consistent not only with the ACCESS Advisory Committee’s agreement, but also with existing Part 382.³⁰ The Department asked extensive questions regarding whether and how to accelerate this time frame for the final rule, along with the costs and benefits of doing so.

As noted above, disability advocates argued for a more accelerated implementation period. PVA and NDRN stated that the Department should deduct the 6-year gap between the Committee’s agreement and the Part 2 NPRM, for a current implementation period of 12/14 rather than 18/20. They argued that this reduction would meet the parties’ reasonable expectations at the time the agreement was formed. The MDA urged the Department to adopt a 10-year maximum implementation. United Spinal did not propose a specific time frame but urged the Department to act “with all deliberate speed,” including a requirement for retrofitting when an aircraft is taken out of service.³¹ Similarly, advocacy organizations including AARP, FlyersRights, Disability Rights Pennsylvania, Flying Disabled, and Dementia-Friendly Airports Working Group all argued for significantly accelerated implementation. Some urged retrofitting, and others noted that DOT required accessible lavatories on twin-aisle aircraft within only two years from the date of that rule. FlyersRights argued that the larger lavatories should also be required on aircraft manufactured pursuant to *amended* type certificates filed three years after the effective date of the

²⁹ Most newly manufactured aircraft are based on an *existing* type-certificated design that has already been filed with the FAA. The intent of the “*new* type-certificated design” provision is to require fully accessible lavatories as part of any newly designed aircraft, so long as the design is filed more than one year after the effective date of the rule. A4A and IATA asked the Department to clarify that this provision “is referring to a clean sheet design (i.e., new TCDS and pursuant to 14 C.F.R. § 21.19), not aircraft that are already type certificated (e.g., B737-MAX) with amended type certification programs.” We believe that the rule is adequately clear that this provision refers to clean sheet designs.

³⁰ See 14 CFR 382.63 (“You are not required to retrofit cabin interiors of existing aircraft to comply with the requirements of this section. However, if you replace a lavatory on an aircraft with more than one aisle, you must replace it with an accessible lavatory.”)

³¹ Comment of United Spinal at 2 (“DOT should require accessible lavatories be installed in all single-aisle aircraft that are taken out of service for any other changes to the cabin.”)

final rule.

Airlines supported the proposed rule as written. A4A/IATA posited that the six-year delay identified by PVA was a result of the Department's choices and not those of the stakeholders. A4A/IATA opposed any reduction in the rule's proposed timing and asked for a full explanation of DOT's justification for any accelerated implementation, as well as additional public comment if such a reduction would occur. With those qualifications, A4A/IATA indicated that it was open to supporting a 15/17 implementation period. Spirit Airlines described the timeline as proposed by the Department as "reasonable."

As for aircraft manufacturers, Boeing asked the Department to honor the timeline of the negotiated rulemaking.³² Airbus did not comment on the implementation period but noted that many of its aircraft are already accessible, with more on the way to delivery.

DOT Response

After careful consideration of all of the comments, the Department concludes that a faster implementation period is both necessary and appropriate. First, in our view, requiring accessible lavatories on an 18/20 implementation period would penalize passengers with disabilities and other stakeholders who would benefit from the rule, for the Department's own delay in finalizing the rule. The Department *proposed* 18/20 years for the implementation period to honor the promise to stakeholders during the negotiated rulemaking. However, given the technical feasibility of having accessible lavatories earlier and the Department's position that accessible toileting is a basic human need and right, the Department determined that it is unacceptable to have individuals with disabilities wait another 18/20 years after the effective date of the rule. In our view, reducing the implementation period by six years would be the *minimum* that the Department could do to maintain the reasonable expectations of the stakeholders as expressed in the 2016 ACCESS

³² Boeing provided proprietary information regarding the options that it has explored and is currently exploring for providing accessible lavatory solutions, along with the advantages and disadvantages of those options as viewed by its airline customers.

Advisory Committee’s Term Sheet. Given the significance of accessible lavatories to passengers with disabilities and other stakeholders, it is also appropriate to do more than the bare minimum. The Department is mandating implementation on the fastest basis that is both realistic and economically feasible. After reviewing the record of the ACCESS Advisory Committee and the comments received to the NPRM, we believe that a 10/12 implementation period for newly-manufactured aircraft is realistic from a technological, engineering, and manufacturing perspective. This is particularly true given that the core lavatory specifications found in this final rule are essentially unchanged from the 2016 Term Sheet and the 2021 NPRM. In short, we are confident that technical solutions do exist, and can be implemented within a 10/12 time frame. This time frame also allows airlines and manufacturers time to satisfy existing orders and deliveries without interruption.

So far as we can determine, the primary driver of industry’s concern is cost, in the form of lost revenue from removal of seats and/or impingement of a larger lavatory into space that could be used for galleys (food and beverage service).³³ As we explain in our Regulatory Impact Analysis, those costs may be recoverable in the form of higher air fares. Moreover, while the Department could reduce those burdens by extending the implementation period, any such extension will necessarily impose burdens on passengers with disabilities who will be forced to wait longer to enjoy the basic human dignity of being able to use a lavatory on a long-haul flight.

Our economic analysis reflects that with a 10/12 implementation period, that net revenue impacts to airlines will range from a loss of 1.6 percent to a gain of less than one percent. Airfare increases could range from zero to 3 or 4 percent of baseline airfares, depending on the ability of

³³ During the Access Advisory Committee proceedings, industry stakeholders expressed concern about mandating accessible lavatories in the middle of an aircraft’s ordering/manufacturing cycle, and maintaining fleet commonality, (i.e., realizing the considerable cost savings that arise from having predictable features among an aircraft’s fleet). See <https://www.transportation.gov/office-general-counsel/negotiated-regulations/3rd-plenary-meeting-%E2%80%93-presentation-airplane-life-cycle>. We have not seen evidence that a 10/12 implementation period would significantly impact either of these concerns.

airlines to pass on increased costs through increases in airfare. These are relatively small impacts considering access to toilets is a basic human need and should be available to all.

We have considered the even more aggressive solution of retrofitting, but continue to hold the view that retrofitting should not be required because of cost uncertainties. Similarly, we have not required accessible lavatories on amended type-certificated aircraft earlier than 10/12 because this could again require either retrofitting or early replacement of existing aircraft, which would add significant costs or may not be technically feasible due to the production cycle of new aircraft. We will continue to require accessible lavatories on new type-certificated (clean sheet) designs filed with the FAA or a foreign safety authority more than 1 year after the effective date of the rule.³⁴

III. SEVERABILITY

The overall purpose of this rule is to improve accessibility of lavatories on single-aisle aircraft in both the short term and the long term. The short-term elements include improvements to lavatory interiors, information requirements, training requirements, required procedures for sharps and bio-waste, removal of the International Symbol of Accessibility, improvements to the aircraft's OBW, and a requirement for a visual barrier under certain circumstances. All of these measures are designed to improve accessibility in the time period before the size of the lavatories themselves must be expanded. The Department finds that these short-term improvements can operate independently of the long-term measures to increase the size of the lavatory. Moreover, while the short-term measures form a suite of improvements, they can each function separately from each other. For example, the required standards for an accessible OBW can function separately from the required improvements to existing lavatory interiors.

³⁴ During the Access Advisory Committee proceedings, stakeholders learned that it took Bombardier approximately 20 years to manufacture its C-series aircraft from a clean-sheet design that included an accessible lavatory. It does not logically follow, that it necessarily takes 20 years to implement accessible lavatory solutions on existing type-certificated aircraft. As we also explained in the NPRM, airline customers largely chose *not* to select the accessible-lavatory option on the C-Series (now Airbus A220) aircraft that they ordered.

The long-term improvements include a lavatory size requirement for the passenger onboard an OBW, a lavatory size requirement for the passenger's attendant, and a requirement that airlines provide such lavatories on new single-aisle aircraft within a 10/12 time frame as discussed above. These measures can function separately from each other and are intended to operate as such. In the event that a court were to invalidate one or more of this final rules unique provisions, the Department's intent is that the remaining provisions should remain in effect to the greatest extent possible.

REGULATORY ANALYSES AND NOTICES

A. Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), Executive Order 14094 (Modernizing Regulatory Review) and DOT Regulatory Policies and Procedures

This final rule has been determined to be significant under section 3(f)(1) of Executive Order 12866 ("Regulatory Planning and Review"), as amended by Executive Order 14094, ("Modernizing Regulatory Review"),³⁵ and under the Department of Transportation's Regulatory Policies and Procedures because of its considerable interest to the disability community and the aviation industry. It has been reviewed by the Office of Management and Budget (OMB) under Executive Order 12866. A summary of the Department's economic analysis is provided in the paragraphs to follow, and the complete Regulatory Impact Analysis is available in the docket for this rulemaking.

The objective of the rule is to ensure that passengers with disabilities not only can access lavatories on single-aisle aircraft, but also have privacy and dignity while using the lavatory during air travel. As such, this final rule addresses a human rights issue and promotes freedom to travel for people with disabilities. The lack of accessible lavatories on single-aisle aircraft makes air travel difficult for passengers with disabilities, especially if they use wheelchairs and need help transferring to a lavatory toilet. Some of the passengers, knowing that they will not be able to use

³⁵ 88 FR 21879 (Apr. 11, 2023).

the lavatory during a flight, may dehydrate themselves or even withhold bodily functions so that they do not need to urinate. These actions can cause adverse health effects, including increased chances of urinary tract infections. Other passengers may use adult diapers or catheters, which they may find degrading and uncomfortable. Some wheelchair users avoid flying altogether.

The Department has determined that regulation is necessary because society cannot count on the private market to provide accessible lavatories reliably. The provision of accessible lavatories involves resource costs, as evident in the airlines' comments on the proposed rule and their reluctance to comply with the terms they agreed to during a negotiated rulemaking. Moreover, the lack of reliable information on accessibility means that consumers do not have an adequate mechanism for expressing their preferences when they have a choice between flights with or without accessible lavatories. This final rule includes requirements that airlines provide accurate and consistent accessibility information under a more immediate timeframe to address the information problem. Accurate information benefits passengers with disabilities as well as those who simply would prefer additional space to perform routine lavatory functions if presented with the option.

The primary benefits of the rule are due to expected improvements in the quality of travel experience for persons with disabilities who currently participate in the market for air travel. In addition, greater convenience and accessibility could lead passengers with disabilities to increase their use of air travel, either by switching from slower modes of travel or by making more long-distance trips. Assigning monetary values to such basic human rights as the ability to relieve oneself involves intangible dimensions that are inherently difficult to quantify. These values are not necessarily observed in the market. Nevertheless, the Department gives full consideration to such unquantified and non-monetized benefits in its evaluation of this rule. These attributes interact with and can be difficult to empirically distinguish from other aspects, including convenience or reductions in the amount of time needed for travel planning or for travel itself, that

are easier to value. Using an estimate of passengers' willingness to pay to avoid inconvenience, the benefits analysis applies a value of \$194 one-way trip to monetize benefits of accessible lavatories to passengers with disabilities.

The cost analysis is premised on the assumption that installing an accessible lavatory will require airlines, on average, to eliminate three passenger seats per aircraft. The three-seat loss assumption originated from airline industry analysis presented early in the rulemaking proceedings, and the Department recognizes that there will be variation in impacts across airlines. The Department lacks sufficient data to support an alternative assumption.

Table 1 summarizes the results of the analysis and the potential economic effects of the rule over the analysis timeframe, 2023-2067. Benefits analyzed over 2023-2067 are \$1 billion at a 3% discount rate or \$571 million at a 7% discount rate. The loss of three passenger seats per aircraft results in societal costs that include lost producer surplus due to the reduction in the number of passengers transported and the value of lost consumption. There also are resource costs due to manufacturing and designing improved lavatories and on-board wheelchairs as well as for flight attendant training. The cost analyzed over 2023 through 2067, are \$459 million at a 3% discount rate or \$228 million at a 7% discount rate. The rule also could result in a transfer from passengers to airlines due to airlines increasing airfares in response to the reduced supply of seats. The annualized transfers estimated for the primary analysis are \$2.2 billion at a 3% discount rate or \$1.1 billion at a 7% discount rate.

Passengers might experience economic effects in the form of increased airfares. The primary analysis estimates that in 2060 when all aircraft have accessible lavatories, domestic passengers would pay an additional \$2.54 per ticket on average and international passengers would pay an additional \$12.28. Passengers flying in earlier years, when some aircraft would not have accessible lavatories and reduced seating, would experience smaller airfare increases. The increase in ticket prices and resulting transfer from passengers offsets the direct revenue loss to

airlines. Analysis of potential revenue and price effects suggests that relative to the baseline, net revenue impacts to airlines will range from a loss of 1.6 percent loss to a gain of less than one percent. Airfare increases could range from zero to 3 or 4 percent of baseline airfares, depending on the ability of airlines to pass on increased costs through increases in airfare. Segments of the market characterized by a low price elasticity of demand will experience the largest potential fare increases, while the most price sensitive passengers will likely experience little to no airfare increases. In any case, the Department does not view compromises in accessibility as an acceptable mechanism for airlines to achieve or maintain lower prices in the market for air travel when the solution is technically and economically feasible.

Based upon the economic analysis and other information received from stakeholders throughout the rulemaking, the Department finds that the benefits of the final rule justify its costs. While the benefits of the rule have not been monetized, the available information sufficiently demonstrates that the status quo is untenable for passengers with disabilities who want or need to travel by air. In the context of the market for air travel and the airline industry, the estimated costs and expected impacts to airfares and industry revenues are reasonable, especially when viewed against the lengthy lead time for compliance and that industry agreed to make the accessibility improvements reflected in the final rule in 2016. These facts considered as a whole provide the basis for the Department's reasoned determination that the benefits of the rule justify its costs.

Table 1: Summary of economic impacts, 2023-2067 (2021 dollars, millions)

Item	Total present value (3% discount)	Annualized (3% discount)	Total present value (7% discount)	Annualized (7% discount)
Benefits	\$21,166	\$1,019	\$7,282	\$571
Costs				
Lost producer surplus	\$8,997	\$433	\$2,733	\$214
Value of lost consumption (deadweight loss)	\$459	\$22	\$127	\$10
Resource costs for lavatories, onboard wheelchairs, and flight attendant training	\$94	\$4	\$48	\$4
Total societal costs	\$9,549	\$459	\$2,908	\$228
Net benefits	\$11,616	\$560	\$4,374	\$343
Other economic effects				
Transfers from passengers to airlines	\$44,785	\$2,157	\$13,562	\$1,063

B. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. § 601 et seq.) requires an agency to review regulations to assess their impact on small entities unless the agency determines that a rule is not expected to have a significant economic impact on a substantial number of small entities. A direct air carrier or foreign air carrier is a small business if it provides air transportation only with small aircraft (i.e., aircraft with up to 60 seats/18,000-pound payload capacity). Relative to typical airlines' operating costs and revenues, the impact is expected to be nonsignificant. We received no comment on the preliminary finding of nonsignificance or, more generally, the potential impact of this rulemaking on small entities. Therefore, the Department certifies that this final rule will not have a significant impact on a substantial number of small entities.

C. Executive Order 13132 (Federalism)

This final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 13132 (“Federalism”). This final rule does not include any provision that: (1) on the States, the relationship between the national government and the States, or the distribution of power and responsibilities among the various levels of government; (2) imposes substantial direct compliance costs on State and local governments; or (3) preempts State law. States are already preempted from regulating in this area by the Airline Deregulation Act, 49 USC 41713. Therefore, the consultation and funding requirements of Executive Order 13132 do not apply.

D. Executive Order 13084

This rulemaking has been analyzed in accordance with the principles and criteria contained in Executive Order 13084 (“Consultation and Coordination with Indian Tribal Governments”). Because this rulemaking does not significantly or uniquely affect the communities of the Indian Tribal governments or impose substantial direct compliance costs on them, the funding and consultation requirements of Executive Order 13084 do not apply.

E. Paperwork Reduction Act

This final rule adds two new collections of information that would require approval OMB under the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. 3501 et seq.). The rule requires carriers operating at least one aircraft with an FAA-certificated maximum seating capacity of 60 or more to provide information, on request, to qualified individuals with a disability or persons making inquiries on their behalf concerning, at a minimum, the accessibility features of aircraft lavatories set forth in the rule. A “carrier” is defined as a U.S. citizen or foreign citizen that undertakes, directly or indirectly, or by a lease or any other arrangement, to engage in air transportation.

This information must be available on the carrier’s web site (if the carrier markets tickets to

the public). The information must also be provided in printed or electronic form on the aircraft, including picture diagrams of accessibility features in the lavatory and the location and usage of all controls and dispensers. Carriers must provide the information required by this rule three years after the effective date of the rule.

Under the Paperwork Reduction Act, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the Federal Register providing notice of the proposed information collection and a 60-day comment period, and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The Department has not yet published a notice of the proposed information collection because the information will not be required until three years after the effective date of the final rule.

F. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act (UMRA) of 1995, 2 U.S.C. 1501, requires agencies to prepare a written assessment of the costs, benefits, and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditures by States, local or tribal governments, or by the private sector, of \$100 million or more (adjusted annually for inflation with base year of 1995) in any one year. The 2021 threshold after adjustment for inflation is \$165 million, using the Implicit Price Deflator for the Gross Domestic Product. The assessment may be included in conjunction with other assessments, as it is here.

The final rule is unlikely to result in expenditures by State, local, or Tribal governments of more than \$100 million annually. However, it is estimated to result costs to the airline industry that may exceed \$165 million annually. The estimated costs are discussed in the Department's Regulatory Impact Analysis.

G. National Environmental Policy Act

The Department has analyzed the environmental impacts of this action pursuant to the

National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. § 4321 *et seq.*) and has determined that it is categorically excluded pursuant to DOT Order 5610.1C, Procedures for Considering Environmental Impacts (44 FR 56420, Oct. 1, 1979). Categorical exclusions are actions identified in an agency’s NEPA implementing procedures that do not normally have a significant impact on the environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS).³⁶ In analyzing the applicability of a categorical exclusion, the agency must also consider whether extraordinary circumstances are present that would warrant the preparation of an EA or EIS.³⁷ Paragraph 4.c.6.i of DOT Order 5610.1C categorically excludes “[a]ctions relating to consumer protection, including regulations.” Because this rulemaking relates to ensuring both the nondiscriminatory access to air transportation for consumers with disabilities, as well as the safe transport of the traveling public, this rulemaking is a consumer protection rulemaking. The Department does not anticipate any environmental impacts, and there are no extraordinary circumstances present in connection with this rulemaking.

H. Congressional Review Act

Pursuant to Subtitle E of the Small Business Regulatory Enforcement Fairness Act of 1996 (the Congressional Review Act), OMB’s Office of Information and Regulatory Affairs has found that this rule falls within the scope of 5 U.S.C. 804(2).

List of Subjects

14 CFR Part 382

Air Carriers, Civil rights, Consumer protection, Individuals with Disabilities, Reporting and recordkeeping requirements

For the reasons set forth in the preamble, the Department of Transportation amends 14 CFR part

³⁶ See 40 CFR 1508.4.

³⁷ Id.

382 to read as follows:

PART 382 – NONDISCRIMINATION ON THE BASIS OF DISABILITY IN AIR TRAVEL

1. The authority citation for part 382 continues to read as follows:

Authority: 49 U.S.C. §§ 41702, 41705, 41712, and 41310.

SUBPART C – Information for Passengers

2. In § 382.41, replace paragraph (e) with: “Information regarding accessibility of lavatories (see § 382.63(h)); and”.

SUBPART E – Accessibility of Aircraft

3. In § 382.63, add the phrase “not covered in paragraph (f) of this section” after the word “aircraft” in paragraph (b), and add paragraphs (f), (g), and (h) to read as follows:

§ 382.63 What are the requirements for accessible lavatories?

* * * * *

(f) As a carrier, you must ensure that all new single-aisle aircraft that you operate with an FAA-certificated maximum seating capacity of 125 or more that are delivered on or after [DATE THREE YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE] and on which lavatories are provided shall include at least one lavatory that meets the following specifications:

- (1) Grab bars must be provided and positioned as required to meet the needs of individuals with disabilities.
- (2) Lavatory faucets must have controls with tactile information concerning temperature. Alternatively, carriers may comply with this requirement by ensuring that lavatory water temperature is adjusted to eliminate the risk of scalding for all passengers. Automatic or hand-

operated faucets shall dispense water for a minimum of five seconds for each application or while the hand is below the faucet.

(3) Attendant call buttons and door locks must be accessible to an individual seated within the lavatory.

(4) Lavatory controls and dispensers must be discernible through the sense of touch. Operable parts within the lavatory must be operable with one hand and must not require tight grasping, pinching, or twisting of the wrist. You must comply with these requirements to the extent that such accessible components are reasonably available and certificated for the applicable aircraft type.

You are not responsible for acquiring lavatory controls and dispensers with an accessible feature described above so long as you inform the Department of their unavailability despite your reasonable efforts.

(5) The lavatory door sill must provide minimum obstruction to the passage of the on-board wheelchair across the sill while preventing the leakage of fluids from the lavatory floor and trip hazards during an emergency evacuation.

(6) Toe clearance must not be reduced from current measurements.

(7) The aircraft must include a visual barrier that must be provided upon request of a passenger with a disability. The barrier must provide passengers with disabilities using the lavatory (with the lavatory door open) a level of privacy substantially equivalent to that provided to ambulatory users. Visual barriers are not an acceptable method of providing privacy with respect to lavatories covered in section 382.64.

(g) You are not required to retrofit cabin interiors of existing single-aisle aircraft to comply with the requirements of paragraph (f) of this section. However, if you replace a lavatory on a single-aisle aircraft after [DATE THREE YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE], you must replace it with a lavatory complying with the requirements of paragraph

(f) of this section. Under this paragraph (g), a lavatory is not considered replaced if it is removed for specified maintenance, safety checks, or any other action that results in returning the same lavatory into service. For retrofit lavatories, there shall be no requirement to install a visual barrier if doing so will obstruct the visibility of exit signs.

(h) As a carrier operating at least one aircraft with an FAA-certificated maximum seating capacity of 60 or more, you must comply with the following requirements:

(1) You must train flight attendants to proficiency on an annual basis to provide assistance in transporting qualified individuals with disabilities to and from the lavatory from the aircraft seat. Such training shall include hands-on training on the retrieval, assembly, stowage, transfer features, and use of the aircraft's on-board wheelchair, and regarding the accessibility features of the lavatory, including any assembly or modifications to accessibility features.

(2) You must provide information, on request, to qualified individuals with a disability or persons making inquiries on their behalf concerning, at a minimum, the accessibility features of aircraft lavatories set forth in section 382.63(f). This information must also be available on the carrier's web site (if the carrier markets tickets to the public), and in printed or electronic form on the aircraft, including picture diagrams of accessibility features in the lavatory and the location and usage of all controls and dispensers.

(3) You must remove or conceal the International Symbol of Accessibility from new and in-service aircraft equipped with lavatories that are not capable of facilitating a seated independent transfer (i.e., a transfer from an on-board wheelchair to the toilet seat without requiring the use of an assistant). You must include the International Symbol of Accessibility if the lavatory is capable of providing a seated independent transfer.

(4) You must develop and, upon request, inform passengers of trash disposal procedures and processes for sharps and bio-waste.

(5) You must comply with the provisions of this paragraph (h) by [DATE THREE YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE].

4. Section 382.64 is added to read as follows:

§ 382.64 What are the requirements for large accessible lavatories on single-aisle aircraft?

(a) As a carrier, you must ensure that all new single-aisle aircraft that you operate with an FAA-certificated maximum seating capacity of 125 seats or more in which lavatories are provided, shall include at least one lavatory of sufficient size to:

(1) Permit a qualified individual with a disability equivalent in size to a 95th percentile male to approach, enter, maneuver within as necessary to use all lavatory facilities, and leave, by means of the aircraft's on-board wheelchair, in a closed space that affords privacy equivalent to that afforded to ambulatory users; and

(2) Permit an assistant equivalent in size to a 95th percentile male to assist a qualified individual with a disability, including assisting in transfers between the toilet and the aircraft's on-board wheelchair, within a closed space that affords privacy equivalent to that afforded to ambulatory users.

(b) You are not required to retrofit cabin interiors of existing single-aisle aircraft to comply with the requirements of paragraph (a) of this section.

(c) As a carrier, you must comply with the requirements of this section with respect to new aircraft that you operate that were originally ordered after [DATE 10 YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE] or delivered after [DATE 12 YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE] or are part of a new type-certificated design filed with the FAA or a foreign carrier's safety authority after [DATE ONE YEAR AFTER THE EFFECTIVE DATE OF THE FINAL RULE].

5. In § 382.65, add paragraphs (e), (f), (g), and (h) as follows:

§ 382.65 What are the requirements concerning on-board wheelchairs?

* * * * *

(e) As a carrier, you must ensure that all new single-aisle aircraft that you operate with an FAA-certificated maximum seating capacity of 125 or more that are delivered on or after [DATE THREE YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE] and on which lavatories are provided include an on-board wheelchair meeting the requirements of this section. The Access Board's published nonbinding technical assistance on aircraft on-board wheelchairs may be relied upon for compliance with these requirements.

(1) The on-board wheelchair must be maneuverable both forward and backward through the aircraft aisle by an attendant.

(2) The height of the on-board wheelchair seat must align with the height of the aircraft seat so as to facilitate a safe transfer between the on-board wheelchair seat and the aircraft seat.

(3) The on-board wheelchair must have wheels that lock in the direction of travel, and that lock in place so as to permit safe transfers. Any other moving parts of the on-board wheelchair must be capable of being secured such that they do not move while the occupied on-board wheelchair is being maneuvered.

(4) The on-board wheelchair shall be designed not to tip or fall in any direction under normal operating conditions when occupied for use.

(5) The on-board wheelchair must have a padded seat and backrest and must be free of sharp or abrasive components.

(6) The on-board wheelchair must have arm supports that are sufficiently structurally sound to permit transfers and repositionable so as to allow for unobstructed transfers; adequate back support; torso and leg restraints that are adequate to prevent injury during transport; and a unitary

foot support that provides sufficient clearance to traverse the threshold of the lavatory and is repositionable so as to allow for unobstructed transfer. All restraints must be operable by the passenger.

(7) The on-board wheelchair must be maneuverable in a forward orientation partially into at least one aircraft lavatory to permit transfer from the on-board wheelchair to the toilet.

(8) The on-board wheelchair must be maneuverable into the aircraft lavatory without protruding into the clear space needed to completely close the lavatory door.

(9) The on-board wheelchair must prominently display instructions for proper use.

(f) You are not required to expand the existing FAA-certificated on-board wheelchair stowage space of the aircraft, or modify the interior arrangement of the lavatory or the aircraft, in order to comply with this section. However, if the on-board wheelchair that you obtain does not fit within the original stowage space, and another space exists (e.g., an overhead compartment) where the on-board wheelchair could fit consistent with FAA safety standards, then you must stow the on-board wheelchair in that space and must request any necessary FAA approval to do so. You are not required to make the on-board wheelchair available if the pilot-in-command determines that safety or security considerations preclude its use.

(g) You must acquire an OBW that complies with as many requirements set forth in section (e) as are available. You are not responsible for the failure of third parties to develop and deliver an on-board wheelchair that complies with a requirement set forth in paragraph (e) of this section so long as you make reasonable efforts to purchase such an OBW and inform the Department at the address cited in § 382.159 that an on-board wheelchair meeting that requirement is unavailable despite your reasonable efforts. If you cannot provide a wheelchair meeting requirement (e)(8) despite your reasonable efforts, then you must provide, on request, the use of the visual barrier (e.g. a curtain) described in § 382.63(f)(7) to enable the passenger to perform lavatory functions in privacy.

(h) If you replace an on-board wheelchair on aircraft with an FAA-certificated maximum seating capacity of 125 or more after [DATE THREE YEARS AFTER THE EFFECTIVE DATE OF THE FINAL RULE], then you must replace it with an on-board wheelchair that meets the standards set forth in paragraph (e) of this section.

Issued this 25th day of July, 2023, in Washington, D.C.

-Original Signed-

Peter Paul Montgomery Buttigieg, Secretary.

From: [Janette Keiser](#)
To: [Bradley Parsons](#); [joyanna Geisler](#)
Cc: [Renee Krause](#)
Subject: Intersection at Hazel & Heath
Date: Thursday, July 27, 2023 10:58:11 AM

Hello

Thank you for the BBQ yesterday! It was fun and the walk with Pat Case was insightful. In fact, as a direct result of that walk, I have instructed the engineers who are designing the Heath Street Pavement Restoration Project to address the sidewalk on the north side of Hazel Ave where it intersects with Heath Street. They are looking at (1) addressing the way the sidewalk meets Heath Street, (2) creating a mid-block cross walk across Heath Street at that point, and (3) installing a bulb-out thing to slow traffic down as it swoops from Heath St to Hazel. The Heath St. Pavement Restoration project won't be built until at least 2025, but it's a start. Maybe, if we have the design, we can find funding to do the intersection work sooner.

Regards,
Jan

Janette ("Jan") Keiser, PE
Director of Public Works
City of Homer
3575 Heath Street
Homer, Alaska 99603

www.cityofhomer-ak.gov
Office: 907-435-3141
Cell: 206-714-8955

**CITY OF HOMER
HOMER, ALASKA**

City Manager

ORDINANCE 22-51

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE FY23 CAPITAL BUDGET BY ACCEPTING AND
APPROPRIATING THE FY22 STATE OF ALASKA COMMUNITY
ASSISTANCE PROGRAM PAYMENT IN THE AMOUNT OF \$98,714.98
TO THE GENERAL FUND CAPITAL ASSET REPAIR AND
MAINTENANCE ALLOWANCE (CARMA) FUND FOR ADA
IMPROVEMENTS.

WHEREAS, In FY22 the City of Homer received \$98,714.98 from the Community Assistance Program (CAP) which has not yet been accepted or appropriated; and

WHEREAS, The application for the FY22 Community Assistance Program funds indicated the City of Homer would designate those funds towards City reserves, specifically for ADA Improvements for City facilities; and

WHEREAS, The State's CAP program allows communities to deviate from their applications as long as the resultant use will be used for a public purpose as required under AS 29.60.850(a) and the municipality agrees to make available a service or facility with the funds under AS 29.60.855-29.60.879 to every person in the community; and

WHEREAS, During the FY22/23 Capital Budget process a handful of ADA-related projects that were not funded and it was suggested FY22 CAP funds be used to complete them at a later date. Those projects included:

- Citywide ADA Interior Signage and Restrooms
- Parking Lot ADA Regrading Program
- Parks ADA Transition Plan
- Parks ADA Implementation

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby accepts and appropriates the FY22 Community Assistance Program Payment in the amount of \$98,714.98 for the purpose of ADA Improvements for City facilities as follows:

Revenue:

<u>Description</u>	<u>Amount</u>
FY2022 Community Assistance Program	\$98,714.98

Transfer:

<u>Description</u>	<u>Amount</u>
General Fund CARMA	\$98,714.98

Section 2. This ordinance is a budget ordinance only, is not permanent in nature and shall not be codified.

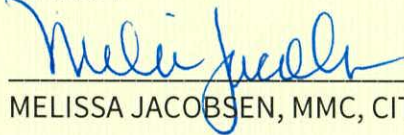
ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 12th day of September, 2022.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK



YES: 6

NO: 0

ABSTAIN: 0

ABSENT: 0

First Reading: 8.22.22

Public Hearing: 9.12.22

Second Reading: 9.12.22

Effective Date: 9.13.22



City of Homer

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Memorandum 22-142

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: August 18, 2022
SUBJECT: FY22 Community Assistance Program Funds

Each year the State of Alaska provides Community Assistance Program (CAP) funds to municipalities around the state. The amount is highly variable and the City chose some years back to not include CAP funds in the budget. Instead we accept and allocate upon receipt. See below for examples of CAP usage in previous years:

- FY18 - \$205,119 to the Police Station Fund
- FY19 - \$177,172 to the Police Station Fund
- FY20 - \$152,080 to the Old Middle School CARMA (HERC)
- FY21 - \$76,842 to supplement Volunteer Fire self-contained breathing apparatus system replacement

In FY22 we were awarded \$98,714.98. These funds were hung up for some time at the State, in part due to staffing shortages, but Finance Director Walton was able to get them released to us just this month. The funds have been received and are ready to accepted and appropriated. In our application we indicated that we would use the funds for ADA improvements. We do not have to follow through with the plan in the application, we just have to ensure that our use meets a public purpose as required under AS 29.60.850(a) and accurately report how the funding was spent when we submit our application for future fiscal years. That said, the staff recommendation continues to be that these funds should be put towards ADA improvements.

During the FY22/23 Capital Budget process, there were a handful of ADA-related projects that were not funded, but it was noted that we would be suggesting FY22 CAP funds be used to complete them at a later date. Those projects included:

- Citywide ADA Interior Signage and Restrooms
- Parking Lot ADA Regrading Program
- Parks ADA Transition Plan
- Parks ADA Implementation

Estimates back in 2021 place the items above at a total cost of approximately \$93,000. It is very likely inflation has pushed most of those prices upwards and it will not be able to achieve all ADA projects with the CAP funding. We are asking that the Council pass Ordinance 22-51 as a "CAP ADA Project" under which we will do our best to complete as much of the work outlined above.

Staff Recommendation: Accept CAP funds, Introduce a



AGENDA ITEM REPORT

ADA Advisory Board Strategic Plan & Goals v4

Item Type: REVIEW AND APPROVE
Prepared For: ADA ADVISORY BOARD
Meeting Date: MAY 11, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

The Strategic Plan has been updated to include the recommendations from the Board made at the July 13th regular meeting.

Please provide further recommendations on content and format.

Requested Action:

Make a motion to adopt the final draft as amended and forward to City Council for approval.

ADA ADVISORY BOARD (ADAAB)
2023-2024 STRATEGIC PLAN & GOALS

Draft 07/13/2023-08/10/23

MISSION STATEMENT

The ADA Advisory Board shall act in an advisory capacity to the City Manager and City Council concerning Title II Regulations of the Americans with Disabilities Act within the borders of the City of Homer which covers programs, activities, and services of public entities and its facilities pursuant to the powers and duties in Homer City Code 2.70.040.

VALUES, ROLES & RESPONSIBILITIES

General Administrative	Advise the City Manager and the City Council on necessary steps to ensure city facilities, programs and services are compliant with Title II of the ADA.
Policy	Work with the ADA Coordinator to establish written policies to effect and maintain accessibility for and in City facilities, programs, and services to include but not limited to parks, play areas, recreational programs, trails and campgrounds for approval by the City Council.
Planning	Ensure that the ADA Transition Plan(s) have implementation and evaluation components.
Fiscal	Advocate for an annual budget line item for ADA Compliance in the City Budget and assist in the preparation and presentation of budget requests in accordance with city code.
Advocacy	Promote the mission of the Board within the community. Advocate for ADA Compliance with legislators and local businesses.
Meetings	Participate in all advisory board meetings. Report on ADAAB and ADAAB activities to City Council once each month at their meetings.

GOALS

1. **Prepare and Review ADA Transition Plans for adoption by City Council.**
 - a. **Includes annual review and updates to previously adopted Transition Plans.**
2. **Advocate for an ADA Compliance Budget within City Projects**
 - a. Ensure the budget is sufficient to address compliance issues outlined in the adopted transition plan(s) on an acceptable progress level that expresses the commitment Council made by adoption of Resolution 17-075(A) to become a universally accessible city to all and to maintain compliance.
 - b. Review needs for physical upkeep and efficiencies.
 - c. Promote future funding of ADA needs.
 - i. (List capital projects that may require large sums to complete see attached excerpt from current CIP document for project recommendations)
 - 1. City Hall Access Barrier Removal Project**
 - 2. Nick Dudiak Fishing Lagoon Accessible Ramp and Fishing Platform Project**
 - 3. Homer Public Library Parking Lot Improvement Project** (title subject to change)

4. Parking and Pavement Accessibility Barriers at City Facilities Project

- ii. ~~Review of all future city projects to~~ **Communicate accessibility concerns on proposed city projects when presented to the Board** ~~that may be Specifications, Drawings, Plans, etc. to ensure ADA standards are followed.~~

3. Actively Advocate for ADA compliance of City facilities, programs, policies and services in accordance with Title I and Title II of the ADA.

- a. ~~Work with various department representatives and the ADA Coordinator to develop and include programs, with schedules that aid with completing non-compliant repairs and or providing accessible programming.~~

a. Advocate updating Homer City Code to include a Section for Building Code

b. Advocate for the Development, Creation and Funding of a Building Inspector position that would require knowledge of ADA and ABA requirements.

4. Explore opportunities to increase and improve service to all community members, especially students and underrepresented user-groups.

- a. ~~Develop relationships with local and state organizations to assist with encouraging ADA compliance and awareness for economic success.~~

DUTIES OF THE BOARD & STAFF

Boardmembers

- Attend City Council meetings as assigned.
- Attend worksessions and training opportunities.
- Come to meetings prepared to take action through motions, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on ADA-related projects that need sponsorship at the Council level.

Staff Liaison

- Aid the Chair in setting the agenda.
- Compile packet material from boardmembers, write backup memos, and submit to City Manager.
- Provide information on items the board needs to review annually.
- Inform the board of City Council actions and discussion of ADA-related issues.

Clerk's Office

- Track yearly items such as reappointments and election of officers.
- Advertise any seat vacancies and process new appointment applications.
- Help the board learn to be more efficient and effective in their meetings.
- Support the board's ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).



AGENDA ITEM REPORT

Draft Facilities Transition Plan v2

Item Type: ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: AUGUST 3, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Following is the second draft version of the Updated ADA Transition Plan for City Facilities.

Please review the document and provide any corrections or changes that the Board would like to see with the document. My goal is to have all final amendments performed at this meeting so it can be presented to City Council for approval at their first regular meeting in September.

Action Requested:

Make a motion to adopt the updated ADA Facilities Transition Plan and forward to City Council for approval.



City of Homer ADA Transition Plan Facilities

Self-Evaluation on ADA Compliance Issues

Adopted via Resolution 19-024

April 22, 2019

Updated JULY 24, 2023 Draft v2

INTRODUCTION

The City of Homer Transition Plan and Responsibilities

In accordance with the Americans with Disabilities Act (ADA, this document shall serve as the City of Homer's Transition Plan.

This is an overview of the plan that includes the self-evaluation that identifies barriers to program accessibility and municipal owned properties throughout the City and includes project checklists to track improvements. The plan consists of an Inventory Assessment, implemented requirements and annual reassessment of goals and improvements.

The City of Homer ADA Coordinator will manage all aspects of ADA Compliance. This plan is available on the City of Homer website for review by the general public. Individuals are encouraged to submit comments or issues on accessibility of City programs and facilities by contacting the City ADA Coordinator.

BACKGROUND, Purpose, & Goals of the Plan

~~City of Homer's Resolution 16-019 established the Americans with Disabilities Act (ADA) Compliance Committee. **and appointed then Deputy City Clerk Melissa Jacobsen as ADA Coordinator.** to develop a Transition Plan and establish a grievance procedure to comply with ADA requirements; it also appointed Melissa Jacobsen, then Deputy City Clerk, as the ADA Coordinator for the City of Homer.~~

Resolution 16-057 established ~~t~~The ADA grievance procedure which sets out a system for resolving complaints of disability discrimination in a prompt and fair manner.~~was adopted May 23, 2016 per Resolution 16-057.~~

Resolution 17-75(A) Committed the City to continual work towards becoming a universally accessible city.

Resolution 19-024 established the Transition Plan for City facilities. ~~and grievance forms are now available on the City of Homer's website and through the City Clerk's Office.~~

Resolution 19-055 confirmed the ADA Compliance Committee as a Standing Committee of the City Council. This resolution further outlined the need for the Committee and stated the ongoing responsibility to review any new programs, activities and services within the City of Homer; perform and develop transition plans for other areas of the City including but not limited to the city parks, trails, campgrounds and programs to comply with ADA requirements.

Resolution 20-114 Appointed Renee Krause, Deputy City Clerk to assume the duties of ADA Coordinator for the City.

Ordinance 22-53(A) Created the Americans with Disability Act Advisory Board to codify the body to reflect the City of Homer's commitment to Title II of the ADA Regulations and efforts to accessibility to all.

PURPOSE

The federal legislation known as the American with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Title II of the ADA specifically applies to state and local governments, referred to as “public entities,” and their programs and services. Title II, Article 8, requires public entities to take several steps designed to achieve compliance.

For the Transition Plan, the outlined scope of work included:

- Preparing a self-evaluation of the City’s policies and practices and analyze whether these policies and practices adversely affect the full participation of individuals with disabilities in its programs, activities, and services
- Performing a self-evaluation of City facilities for compliance with ADA requirements for accessibility by individuals with disabilities
- Developing a Transition Plan based on the self-evaluations that lists the physical barriers of the City’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities; the methods to be used to remove the barriers and make the facilities accessible; and the schedule for taking necessary steps to achieve compliance.

~~City Council appropriated \$25,000 in the 2017 budget to engage professional support to the committee to develop the self-evaluation and Transition Plan, and adopted Resolution 17-75(A) committing to continual work towards becoming a city that is universally accessible to all.~~ **Recommendation: Remove this information from this section as it is not relevant for the progression of the document in the future. The reference to the legislation can be conducted in the Background Section of this plan.**

SELF-EVALUATION PROCESS

City of Homer Staff and ADA ~~Compliance Committee~~ **Board** members received training on performing self-evaluations and Transition Plans from ~~David Barton~~ of the Northwest ADA Center. The Northwest ADA Center is funded by the National Institute on Disability, Independent Living, and Rehabilitation Research (NIDILRR), and is part of the ADA National Network Centers which are a national platform comprised of ADA professionals and experts charged with assisting businesses, state and local governments, and people ~~with disabilities to be user friendly to disability and the effect the variety of health conditions can have on society.~~

Following the training, the ADA ~~Compliance Committee~~ **Advisory Board** ~~reviewed Transition Plans prepared by other Alaska municipalities and discussed whether to contract the self-evaluation and Transition Plan development or self-perform the work. The committee decided to self-perform~~**ed** the work with the support of City of Homer staff, with the option of contracting for aspects of the self-evaluation and **initial** Transition Plan that exceeded the expertise of the ~~committee~~ **Board** and City staff.

City facilities included in the **primary** self-evaluation:

- | | |
|---|--|
| • City Hall | • Baycrest Overlook and Restroom |
| • Homer Public Library | • Port and Harbor Office |
| • Public Works Building (public entry only) | • Load and Launch Ramp |
| • Public Restrooms located on Pioneer Avenue and Homer Spit | • Small Boat Harbor Ramps and Float System |
| • HVFD Fire Hall (public entry only) | • Harbor Facility Parking including Fee Pay Lots |
| • Airport (public spaces) | • Fish Cleaning Stations |
| | • Nick Dudiak Fishing Lagoon |

Several of the facilities were excluded from the **this initial** self-evaluation due to the following reasons:

- **Old Homer Police Station** – At the time of the self-evaluation Homer City Council was evaluating a new police station building; the ~~current-old~~ Police Station has known ADA compliance issues ~~that will be addressed in a new building.~~ **and this building is currently being used for storage for the Fire Department and is not open to the public.**

- Homer Education and Recreation Complex (HERC) – The HERC consists of the old Homer Middle School (HERC-1) and the old Homer High School (HERC-2); at the time of the self-evaluation the status of HERC-1 was in flux and the committee decided to not evaluate the building knowing that any improvements to the building would address known ADA compliance issues; HERC-2 is used by Public Works Maintenance Staff and is not open to the public.
- City Park Restrooms (e.g. Karen Hornaday Park) ~~were not included in the plan because they were constructed prior to standard ADA regulations and are completely out of compliance.~~ **Recommendation:** The restroom facility at KHP has been demolished and ~~this should be updated and relocated to a section regarding completed projects.~~ **Plans are in the design phase to construct a new restroom facility. In the interim portable toilets are in use.**
- Bishop's Beach Restrooms **are currently portable toilets. A Water and Sewer Special Assessment District Project is in process to construct and install water and sewer to the park and restroom facilities are planned for construction in the near term.** ~~were determined to not have ADA issues, therefore are not included. Recommendation: These restrooms were determined to require replacement, demolished and should be updated to reflect their status change.~~
- ADA compliance issues pertaining to Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only and therefore not subject to this Transition Plan.

Staff from the City Clerk's Office and Public Works, members of the ADA ~~Compliance Committee~~ **Advisory Board**, and interested members of the public visited City facilities and (using standardized evaluation sheets from the Northwest ADA Center) measured/evaluated parking areas, curbs and sidewalks, building entrances, counter spaces, seating, restrooms, and other public spaces for accessibility ~~by individuals with disabilities.~~

While conducting the facility evaluations, City staff and the ADA ~~Compliance Committee~~ **Advisory Board** developed a list of questions related to ADA compliance requirements. Additionally, many of the harbor facilities, such as the ramps, float system, and fish cleaning stations, required specialized expertise to evaluate. To address these issues, the City established a contract with the Northwest ADA Center and David Barton to assist with answering questions and evaluating the more-specialized areas/facilities; those facilities were included in an assessment report by the Northwest ADA Center which has been incorporated into this Transition Plan.

Following all measurements/evaluations, the ~~committee~~ **Board** reviewed the data to determine where facilities were in compliance and where they were not. Items not in compliance were compiled into a spreadsheet as part of this **Facilities** Transition Plan.

TRANSITION PLAN DEVELOPMENT

The ADA ~~Compliance Committee~~ **Advisory Board** reviewed the spreadsheet with Public Works and Port and Harbor staff to refine the list into a more efficient, applicable plan. During the process, some issues were removed for several reasons:

- Items were corrected at the time of measurement (e.g., the effort required to open a door) and will continue to be ongoing maintenance items per Public Work's policy and/or Building Maintenance job descriptions.
- Items were easily correctable, and were resolved during or shortly after the self-evaluation was conducted (e.g., materials blocking an accessible counter).
- **Some** Items identified at the harbor by the Northwest ADA Center were incorrect and the Port and Harbor Director provided more detailed information regarding facility use that was not readily available at the time of evaluation.

These items are included in an Addendum at the end of the **Facility** Transition Plan to acknowledge and document the initial findings.

PRIORITY RANKING: Once an accurate list of non-compliant items was compiled, the ADA ~~Compliance Committee~~ **Advisory Board** ranked each item based on the following priorities for resolution as per ADA standards for accessible design:

Priority 1: Building accessibility including parking, access routes, and main building entrances

Priority 2: Equitable access to goods and services

Priority 3: Restrooms

Priority 4: All other measures to improve accessibility

COST/IMPACT RANKING: Public Works and Port and Harbor Staff were consulted to rank each compliance issue based on the level of impact to the department's budget and staff time required to complete the project. Definitions for Cost/Impact Rankings are:

- 1 – Project can be completed by City of Homer staff at low cost and with a low amount of effort.
- 2 – Project can be completed by City of Homer staff, the cost would be moderate and/or would require a moderate level of scheduling in association with other staff duties to complete.
- 3 – Project can be completed by City of Homer staff; however, the cost for materials would be high and/or the time required to complete would be high. Use of a contractor would allow project completion sooner.
- 4C – Project requires specialized tools, skills, and/or level of warranting the use of a contractor.

TIMELINE RANKING: Public Works and Port and Harbor department staff also evaluated the items based on current department workloads and schedules for when in-house and contractor-hired projects could be completed. The timelines for projects completed in-house would be as follows:

- A – Project can be completed in between regularly schedule work as time allows, with completion within one year.
- B – Project requires additional scheduling and budgeting and may be completed within one or two years.
- C – Project requires significant scheduling and budgeting and may be completed within three to five years; could be completed sooner if done by a contractor.

If a contractor is hired to complete a project they may have a more definitive timeline because they must be budgeted in advance. For these items, the Transition Plan lists the estimated year that staff will prepare an Invitation to Bid, include it in their budget requests to City Council, and have the project completed by.

Implementation of the Transition Plan

The ADA ~~Compliance Committee~~ **Advisory Board** will review and update the Transition Plan annually or as needed to identify work that has been completed, add barriers that may arise in the future, and identify interim steps. If the time period for achieving compliance is longer than one year, the plan ~~should~~ **will** identify the interim steps that ~~will~~ **should** be taken during each year of the transition period to achieve compliance with Title II of the ADA.

Persons Involved in the Process **ACKNOWLEDGEMENTS**

A team consisting of City Staff, ADA Compliance Committee members, City residents, and a contractor participated in the initial self-evaluation, development, and review of the **Facility** Transition Plan. The table below outlines the individuals involved and their roles in developing the **Facility** Transition Plan.

INDIVIDUAL	AFFILIATION AND ROLE IN DEVELOPING THE TRANSITION PLAN
Rick Malley	ADA Compliance Committee Chair
Linda Munns	ADA Compliance Committee Chair; support in development of self-evaluation and Transition Plan
Tess Dally	ADA Compliance Committee Vice Chair; participated in measurements for self-evaluation, support in development of Transition Plan
Joyanna Geisler	ADA Compliance Committee member; participated in measurements for self-evaluation, support in development of Transition Plan
Pam Van Hoozer	ADA Compliance Committee member; support in development of self-evaluation and Transition Plan
Donna Aderhold	ADA Compliance Committee, City Council Representative; participated in measurements for self-evaluation, support in development of Transition Plan
Melissa Jacobsen	City Clerk's Office, City Clerk and ADA Coordinator; staff assigned to the ADA Compliance Committee, lead in developing the self-evaluation
Rachel Tussey	City Clerk's Office, Deputy City Clerk I; Transition Plan preparer
Dan Gardner	Public Works Superintendent; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the Transition Plan
Mike Riley	Public Works Building Maintenance; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the transition plan
Bryan Hawkins	Port Director/Harbormaster; consultation on port and harbor-specific ADA compliance issues identified in the self-evaluation and Transition Plan
Aaron Glidden	Port Maintenance Supervisor; provided estimates for time, cost, and level of effort for Transition Plan items at harbor facilities
David Lewis	City Council member and Independent Living Representative; participated in measurements for self-evaluation
David Barton	Northwest ADA Center; aided with measurements and provided support/consultation for self-evaluation

EVALUATION NOTES

- City Hall, Library, Airport, Public Works, Homer Volunteer Fire Department (HVFD), and City Restrooms were evaluated by ADA Compliance Committee Members, City staff, and supporting members.
- Port and Harbor facilities were inspected by David Barton, Northwest ADA Center, with support from ADA Compliance Committee Members and City staff; his final report was merged into this transition plan.
- Cost/impact rankings, in-house/contractor determinations, and timeline estimates were made by Public Works and Port and Harbor Staff.
- City Park Restrooms (e.g. Karen Hornaday Park) were not included in the plan because they were constructed prior to standard ADA regulations and ~~are~~ **were** completely out of compliance.
- The **Old** Police Station was not included due to the approval of building a new Police Station.
- The Homer Education and Recreation Complex (HERC) buildings were not included since City Council is still determining the future use or demolition of the buildings per a recent Task Force report.
- Bishop's Beach Restrooms were determined to not have ADA issues, therefore are not included.
- Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only.
- Public Works Staff Comments: "If the City does the in-house items, it will take a long time to accomplish, but it could be done. Another approach is to put out a contract to tackle everything."

RANKING NOTES







Priority Rankings based on ADA Standards for Accessible Design	Cost/Impact Rankings based on how cost will affect department's budget, and staff time required to complete project
Priority 1: Parking, Access Route, & Main Entrances	1 = In-House Low Cost/Impact
Priority 2: Equitable Access To Goods & Services	2 = In House Medium Cost/Impact
Priority 3: Restrooms	3 = In House High Cost/Impact
Priority 4: All Other Measures To Improve Accessibility	4C = Requires Hiring/Bid Process for a Contractor







TIMELINE






Timelines for Staff-Completed Projects: If City Staff completes the in-house items, timeline for completion will vary significantly.	Timelines for Contractor Projects: Projects completed by a contractor may have a more defined timeline since they have to be budgeted in advance. Timeline lists estimated year of completion.
2019/2020 = Can be completed in between regularly scheduled work as time allows; within 1 year.	
2019/2021 = Requires additional scheduling/budgeting; may be completed within 1-2 years.	
2019/2024 = Requires significant scheduling/budgeting; may be completed within 3-5 years, could be completed sooner if done by a contractor.	





ADA COMPLIANCE ISSUES

The following list details the physical barriers of the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities, and the methods to be used to remove the barriers, make the facilities accessible, and the schedule for taking necessary steps to achieve compliance.







Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Baycrest Overlook		Van Accessible Space [502.2]	1	1	2019/2020 2021 PW Ops 2023	Repaint lines. Public Works to schedule/correct as time & budget allows. <u>Completion of three areas remain</u>
Harbor Ramp 4: Paved Parking		Van Accessible Space [502.2]	1	2	2019/ 2020 2021 2023	Install "Van Accessible" sign at van space.
Library: Parking		"Van Accessible" Signs [502.6]	1	2	2019/ 2020 2023	Install "Van Accessible" sign at van space. Port & Harbor to schedule/correct as time & bud
Public Works: Parking		"Van Accessible" Signs [502.6]	1	2	2019/ 2020 2023	Install "Van Accessible" sign at van space. <u>Port & Harbor to schedule/correct as time & budget allows.</u>
Animal Shelter: Parking		Van Accessible Space [502.2] "Van Accessible" Signs [502.6] Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2024	Repaint lines. Install "Van Accessible" sign at van space. Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2024 budget item & issue RFP in-2024/2025 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.
City Hall: Back Entrance		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2025/2026	Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2025 budget item & issue RFP in 2025/2026 (incl. design & construction).








Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fire Hall: Parking		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 <u>2025/2026</u>	Regrade cross slope to 1:48 max Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2025 budget item & issue RFP FOR 2025/2026 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.
Library: Parking		Slope of Accessible Parking Spaces [502.4] Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 <u>2024</u>	Regrade surface to maintain max 1:48 slope. Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2024 budget item & issue RFP in 2024/2025 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.
Load & Launch Ramp: Gravel Parking		ADA Parking Sign Placement [502.6]	1	4C	2019/ 2021 <u>Scheduled for 2023</u>	Adjust height on existing handicap signage to comply with 60" minimum from ground. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Nick Dudiak Fishing Hole Lagoon		Ramp [405] Walking Surfaces [403]	1	4C	2019 <u>2024/2025</u>	The Nick Dudiak Fishing Hole Lagoon is extremely outdated and in need of significant repairs. An Invitation to Bid (ITB) will be required to bring it fully into compliance. City Staff/Port & Harbor to continue working with Alaska Department of Fish & Game for funding to repair ramps.
Public Works: Parking		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 <u>2027</u>	Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2027 budget item & issue RFP in 2027 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.
Harbor Docks: Transient/ Reserved Moorage		Door Hardware [404.2.7] Operable Parts [309]	2	1	2019/ 2020 <u>Scheduled for 2023</u>	Round water spigot control(s).

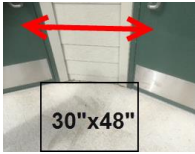

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon		Reach Ranges [308]	2	1	2019/ 2020 <u>Scheduled for 2023</u>	Reach to dispose gut material into these wagons is too high and beyond the maximum reach range of 48 inches. Port & Harbor to add a fish disposal bucket under each accessible table section at all three locations; to be replaced as time & budget allows.
Library		Clear Area to Side of Front-pulling Door [404.2.4]	2	1	2019/ 2020 <u>2023</u>	Copy Room is tight; Install sign to ask for assistance with opening door. <u>Remove Door</u> Public Works to schedule/correct as time & budget allows.
Harbor Uplands: Benches & Viewing Areas		Benches [903]	2	3	2019/ 2021 <u>Scheduled for 2024</u>	Retrofit existing benches to have back support, or provide accessible seating area -benches that meet ADA standard (i.e. seating with back support). Port & Harbor to incorporate into upcoming harbor improvement project.
Airport		Depth of Counter at Accessible Portion [904.4]	2	4C	2019/ 2024 <u>2024</u>	Alter accessible portion so it's the same depth as the standard countertop. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Research Kenai Airport. Is separate table allowed May require capital project with Counter Replacements
City Hall: Upstairs		Dimensions of Elevator's Interior [407.4.1]	2	4C	2019/ 2021 <u>Future Unk.</u>	Depth of elevator too short; replace elevator. Requires new elevator shaft/tower - Cost prohibitive in existing City Hall. ADA Access to individual floors, policy in place for staff to meet with public on floor they come in on to provide service.
Harbor Uplands: Ramp 2 Disposal Sheds		Changes in Surface Level [303] Ramps [405] Openings [302.3]	2	4C	2019/ 2024 <u>2023</u>	RAMP 2 Oil Shed has two steel grated ramps with slopes as steep as 30 degrees with no clear floor space to maneuver or reach any of the three different disposal opportunities. In addition, the ramp and floor grates are not in compliance as they allow passage of a sphere more than ½ ” (13 mm) diameter through a grate opening. Provide a proper accessible route and reach ranges to at least one of the two locations designated for chemical waste


Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						dumping or provides some sort of “equivalent facilitation.” Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.
Harbor Uplands: Ramp 8 Disposal Sheds		Changes in Surface Level [303]	2	4C	2019/ 2024 <u>2023</u>	RAMP 8 Oil Shed has a concrete perimeter barrier with a change in level that is more than 1/4” with no clear floor space to maneuver or reach any of the different disposal opportunities. Surface level along accessible route must be free of changes in surface level. Surface level changes cannot exceed 1/4” in height. Port & Harbor to post signage at Ramp 8 that directs persons requiring assistance to contact staff, or to go to ADA compliant Ramp 2 facility. Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.
Load & Launch Ramp: Staging Area		Ground Surfaces/ Changes in Surface Level [302, 303]	2	4C	2019/ 2024 <u>2024</u>	Provide ground surface that is firm, stable, and slip resistant. Maintain to ensure changes in level issues do not occur throughout a season. Paving Staging Area will require a contractor; at a 2 rating staff could designate a paved area for ADA loading, but during summer will require significant staff time to monitor. Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.
Baycrest Overlook		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1— Schedule/ correct as time & budget allows; or Option 2— Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). <u>PW to Review Contract with State for responsibility</u>
Harbor Ramp 4: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 2020/2021 <u>2023</u>	Move signs to comply w/ location requirements.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 5: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u> <u>Bldg Maint.</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 6: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u> <u>Bldg Maint.</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Load & Launch Ramp: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 2020/ 2021 Bldg Maint <u>2023</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Airport: Women's Restroom		Threshold Entrance Height [404.2.5, 303.2]	3	2	2019/ 2021 <u>2024</u>	Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out grant funding.
Bartlett & Pioneer: Restroom		Toilet Room Sign Locations [703.4.2]	3	2	2019/ 2020 2020/ 2021 <u>2023</u>	Sign is missing; install signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Men's Restroom		Stall Door Pulls on Both Sides [604.8.1.2]	3	2	2019/ 2020 2020/ 2021 Bldg Maint <u>2023</u>	Replace hardware. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). PW Review for Completion

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Library: Women's Restroom		Stall Door Pulls on Both Sides [604.8.1.2]	3	2	2019/ 2020 <u>2020/2021</u> Bldg Maint <u>2023</u>	Replace hardware. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). PW Review for Completion
Load & Launch Ramp: Restroom		Threshold Entrance Height [404.2.5, 303.2]	3	2	2019/ 2021 2021/ 2022 <u>2023</u>	Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Review for Completion
Airport: Men's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 <u>2024</u>	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Review for Completion
Airport: Women's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 <u>2024</u>	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Review for Completion
Airport: Women's Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024 <u>2024</u>	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows.
City Hall: Downstairs Restroom		Stall Lock Operability [309.4]	3	3	2019/ 2021 <u>2024</u>	Replace lock so it can be used with one hand and w/o tight grasping/pinching. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
City Hall: Downstairs Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 2024	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows;
Harbor Ramp 5: Restroom		Space from Partition to Toilet's Centerline [604.2]	3	3	2019/ 2021 PW will review 2024	Shorten wooden bench top to meet space requirements between bench and toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Women's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 2024	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Airport: Men's Restroom		Privacy Wall & Door Configuration [404.2.4]	3	4C	2019/ 2024 2024	Reconfigure space to meet minimum space requirements. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Airport: Men's Restroom		Space from Partition to Toilet's Centerline [604.2]	3	4C	2019/ 2024 2024	Move or replace toilet. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Airport: Women's Restroom		Clear Turn-Around Space for Wheelchair [603.2.1]	3	4C	2019/ 2024 2024	Space limited near sink; move/remove partitions, fixtures or objects. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Bartlett & Pioneer: Restroom		Maneuvering Clearance [404.2.4]	3	4C	2019/ 2024 2024	Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						<p>floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>
Deep Water Dock: Restrooms		<p>Maneuvering Clearance [404.2.4]</p>	3	4C	<p>2019/ 2024</p> <p><u>2024</u></p>	<p>Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>
Nick Dudiak Fishing Hole Lagoon		<p>Pedestrian Ramp [405]</p> <p>Walking Surfaces [403]</p>	1	4C	<p>2019/2024</p> <p><u>2026/2027</u></p>	<p>The Nick Dudiak fishing Hole Lagoon is extremely outdated and in need of significant repairs. An Invitation to Bid (ITB) will be required to bring fully into compliance.</p> <p>Design recommendations have been completed in 2022</p> <p>Staff to continue working with ADF&G and other options for funding sources for new accessible fishing pier and boardwalk</p>
WKFL Park: Restroom		<p>Maneuvering Clearance [404.2.4]</p>	3	4C	<p>2019/ 2024</p>	<p>Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>






Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport		Drinking Fountain Spout Placement [602.5] Protrusion of Drinking Fountain [307.2]	4	1 or 4C	2019/ 2020 or 2019/ 2024 2024	Replace drinking fountain with one that complies with all sizing requirements. Drinking fountain sticks too far out; replace or add tactile warning. Replacing fountain in airport improvement project with water bottle type.











ADDENDUM


Throughout the evaluation process, some of the issues that were noted in staff's self-evaluations and the Northwest ADA Center's Port and Harbor report were either:

1. Addressed immediately;
2. Were determined by staff to no longer be an issue; or
3. An ongoing compliance issue that staff addresses regularly through routine building maintenance.

To ensure this Transition Report documents all ADA compliance issues/resolutions, those items determined as "N/A", "Completed", or "Recurring" have been listed ~~separately in this section.~~ **in the following separate sections.**






Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.
Airport: Main Entrance		Main Door Closer Timing [404.2.8]	1	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Back Entrance		Door Closer Timing [404.2.8]	1	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Back Entrance		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.
City Hall: Front Entrance		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.




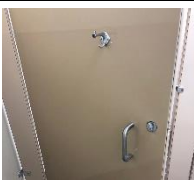





Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Docks: Amenities & Program Services		Clear Floor or Ground Space [305] Reach Ranges [308] Operable Parts [309]	1	Recurring	Ensure all the surrounding amenities and services that serve these specific accessible slips are made accessible. Examples such as water supply facets and hoses, outlets for electricity and cable TV, etc. will require: •Proper clear floor space of at least 30” by 48”, •Reach ranges from floor surface of minimally 15” to 48” maximum, •Operating controls shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 lbs. maximum. All utility pedestals on the docks are ADA compliant; harbor staff patrolling regularly monitors that items aren’t blocking dock pathways/ pedestals.
City Hall: Downstairs		Interior Door Closer Timing [404.2.8]	2	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Airport: Men’s Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Baycrest Overlook		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Downstairs Restroom		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Corner of Bartlett & Pioneer: Restroom		Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
End of the Road Park		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Harbor Ramp 4: Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Harbor Ramp 6: Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Library: Men’s Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.


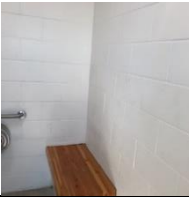





Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
		Force to Open Door [404.2.9]			
WKFL Park		Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.





COMPLETED PROJECTS AND NOT APPLICABLE (NA)









The deficiencies that were identified in the compilation of this Transition Plan have been completed and brought to up to ADA Standards **or were found upon further inspection to be compliant**. This listing will be updated on an annual basis as the City schedules the projects and funds the necessary changes and improvements.



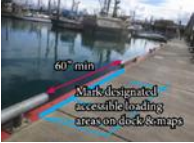
Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 8: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	1	2019	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance. ADA Parking was moved onto paved area; existing signage was moved and new lines were painted Spring 2019. Completed.
Library		Wheelchair Space Under Work Surface [305.3]	2	1	2019	Table with correct wheelchair dimensions is available; library staff installed computer at table. Completed
Harbor Uplands: Fish Cleaning Station/ Tables at Fishing Lagoon		Changes in Level [303]	2	3	2018	There is a step or change in level barrier at the entrance to the Nick Dudiak Fishing Hole Lagoon Fish Cleaning Station. Recommend adding compacted inter-locking gravel or asphalt at the station entrance connecting to the accessible parking space and harbor pedestrian sidewalk arrival points. Completed.
City Hall: Front Entrance		Minimum 48" Vestibule Door Spacing [404.2.6]	1	1	2019/ 2020	Remove inner door or change door swing for one or both doors. Public Works to schedule/correct as time & budget allows. Completed 2020
Deep Water Dock: Shelter		Reach Range [308]	2	1	2019/ 2020	Dog waste bag dispenser's operable part is measured at 54" above the floor and located above a seating area. Lower dispenser operable part to 48" above the floor; relocate away from the circular stone bench as not to protrude into a sitting person's headspace. Port & Harbor to schedule/correct as time & budget allows. Completed 2020





Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport: Men's Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
Bartlett & Pioneer: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
Bartlett & Pioneer: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020
City Hall: Downstairs Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
End of the Road Park: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
End of the Road Park: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020
Library: Kid's Room Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Coat Hook was removed; install coat hook that meets location requirements. Completed 2020
Airport		Objects on Public Area Circulation Paths [307.2]	2	1	2019/ 2020	Hand sanitizer protrudes; needs to either be replaced or have a tactile warning. Completed 2020.
Harbor Ramp 5: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Re-install coat hook that meet location requirements. Completed 2020







Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Load & Launch Ramp: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Re-install coat hook that meet location requirements. Completed 2020.
WKFL Park: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Install coat hook to meet location requirements. Completed 2020.
WKFL Park: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020.
Airport: Men's Restroom		Threshold Entrance Height [404.2.5, 303.2] Force to Open Door [404.2.9]	3	2	2019/ 2021	Adjust or replace closer; Install lighter door. Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed 2020
Airport: Men's Restroom		Toilet Seat Height [604.4] Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4]	3	2	2019/ 2021	Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements. Completed 2021
Airport: Women's Restroom		Toilet Seat Height [604.4] Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4]	3	2	2019/ 2021	Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; Completed 2020
Deep Water Dock: Restrooms		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020







Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
End of the Road Park: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Harbor Ramp 4: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Bartlett & Pioneer: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Harbor Ramp 5: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Harbor Ramp 6: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020 Completed 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
WKFL Park: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Library: Men's Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Airport: Men's Restroom		Toe Clearance Under Sink [306.3.3]	3	4C	2019/ 2024	Move or replace sink to meet under-sink clearance. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed 2020








Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Docks: Transient/ Reserved Moorage		Clear Floor or Ground Space [305]	1	2	2019/ 2020	Ensure an accessible path of travel and clear floor space for boarding at each accessible slip. Provide a clear floor space of at least 30" by 48" for either forward or parallel. Modify any pier barriers or edge protection that may hinder access. Completed 2020.
Port & Harbor Office: Entrance		Notification Board Location too High [703.4.1]	1	1	2019/ 2020	Lower access to bottom edge of board to 48" to 60" max. Bottom edge of board at 50.5". Completed 2020
Port & Harbor Office		Accessible Service Counter [904.4]	1	1	Completed	Clear ADA Counter space so it is usable; provide a chair for patrons. Staff completed at time of inspection.
Airport: Parking		Van Accessible Space [502.2]	1	1	2019/ 2020 PW Ops 2021	Repaint lines to meet measurement requirements. Public Works to schedule/correct as time & budget allows. Completed in 2021.
Airport: Parking		ADA Parking Sign Placement [502.6]	1	1	2019/ 2020 PW Ops 2021	Adjust height on existing handicap signage to comply with 60" minimum from ground. Public Works to schedule/correct as time & budget allows. Completed in 2021.
City Hall: Back Entrance		Van Accessible Space [502.2]	1	1	2019/ 2020 PW Ops 2021	Repaint lines. PW will schedule/correct as time and budget allows. Completed 2022.
City Hall: Front Entrance		Van Accessible Space [502.2]	1	1	2019/ 2020 2021 PW Ops	Repaint Lines. Public Works will schedule/correct as time and budget allows. Completed 2021.
Fire Hall: Parking		Van Accessible Space [502.2]	1	1	2019/ 2020 2021 PW Ops	Repaint Lines. Public Works to Evaluate: Option 1 – Schedule/correct as time & budget allows or Option 2 – Prepare cost estimate to resolve all parking/pavement entrance issues include as 2020 budget item and issue RFP in 2020/21 Completed in 2022.
Library: Parking		ADA Parking Sign Placement	1	1	2019/ 2020 2021 PW Ops	Adjust height on existing signage to comply with 60" minimum distance from ground. Public Works to schedule/correct as time and budget allows. Completed 2021.






Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Public Works Parking		Van Accessible Space [502.2]	1	1	2019/2020 PW Ops 2021	Repaint Lines. Public Works to schedule/correct as time and budget allows. Completed 2021.
Airport: Parking		Van Accessible Space [502.6]	1	1	2019/2020 2021 PW Ops	Replace & Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2021
City Hall: Front Entrance		Van Accessible Space [502.6]	1	1	2019/2020 2021 PW Ops	Replace & Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows Completed 2021
Fire Hall: Parking		Van Accessible Space [502.6]	1	1	2019/2020 2021 PW Ops	Replace & install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2021
Harbor Docks Transient/ Reserved Moorage		Boat Slip Clearance[1003.3.1] Informational Sign & Marking Accessible Zones/Areas	1	2	2019/2020 2020/2021	For every 120 inches (10 feet) of lineal pier edge serving these accessible slips there is a clear opening at least 60" wide. Provide clear markings on all designated loading zone area(s). Ex: painting blue lines inside of existing yellow lines, red lines for easier detection and recognition of these accessible areas/features. Stall modifications completed in 2020. Marking and painting completed 2021
Library Parking		Van Accessible Signage [502.6]	1	2	2019/2020 2021 PW Ops	Replace and Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2022
Public Works Parking		Van Accessible Signage [502.6]	1	2	2019/2020 2021 PW ops	Replace & install Van Accessible signage at van space. Completed 2021
Harbor Ramp 5: Gravel Parking		Van Accessible Space 502.2	1	4C	2019/2020 2021/2022	Create van accessible parking spaces with proper signage, lines and paved slope. Public Works and or Port & Harbor to prepare cost estimate to resolve all parking pavement entrance issues, include as budget item and issue ITB Completed 2022.


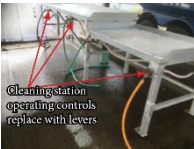

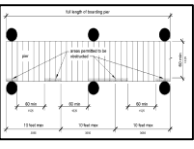




Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
City Hall: Upstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed 2021 installed automatic flush system.
City Hall: Downstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet in Men's Restroom. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed 2022 Installed auto flush system.
Baycrest Overlook		Van Accessible Space [502.2]	1	2	2019/ 2020 2021 PW Ops	Install "Van Accessible" sign at van space. Public Works to schedule/correct as time & budget allows.
Harbor Docks: Transient/ Reserved Moorage		Boat Slip Clearance [1003.3.1] Informational sign & marking accessible zones/areas [703.4.1]	1	2	2019/ 2020 2020 Stall Mods Completed Marking & painting 2021	For every 120 inches (10 ft.) of linear pier edge serving these accessible slips there is a clear opening at least 60 inches wide. Provide clear markings on all designated loading zone area(s). For example, painting a thin blue line inside the yellow transient moorage area lines or red loading zone lines for easier detection and recognition of these accessible areas/features. Completed 2022
City Hall: Front Entrance		Grates in Wheelchair Route [302.3] Level Landing at Top of Curb Ramp [406.4] Level Landing Where Ramp Changes Direction [405.7.4] Ramp Handrail Extension & Return [505.10.1] Minimum 32" Door Opening [404.2.3]	1	4C	2019/ 2021	Replace grate to meet opening requirement of 1/2" or less. Reconfigure curb ramp so there's a level landing at least 36" long. Alter landing ramp to meet minimum measurements. Alter/replace handrails. Alter main door, possibly with offset hinges. Public Works to prepare cost estimate to resolve all City Hall Front Entrance ADA compliance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Could be included in RFP for other construction items. Possibly evaluate for ADA grant funding. Add to Capital Improvement Plan. Completed 2021







Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
End of the Road Park: Parking		Van Accessible Space [502.2] "Van Accessible" Signs [502.6] Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2021/ 2022	Create van accessible parking spaces with proper signage, lines, and paved slope. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding. Completed
Harbor Ramp 3: Gravel Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/ 2021 2021	For greater access to Ramp 3, provide additional accessible paved parking spaces located nearest to this specific dock access point. Consider providing at least 5% or greater accessible parking stalls. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed
Harbor Ramp 4: Gravel Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/ 2021 2021	Designate more accessible parking spaces that serve the Ramp 4/Ramp 3 Areas (which are primary-function locations) that is connected with an even, stable, firm, and slip resistant surface. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed
Harbor Ramp 4: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	4C	2019/ 2021 Scheduled for 2021	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed
Harbor Ramp 5: Gravel Parking		Van Accessible Space [502.2]	1	4C	2019/ 2021 Scheduled for 2021	Create van accessible parking spaces with proper signage, lines, and paved slope. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed
Load & Launch Ramp: Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/ 2021 Scheduled for 2021	Replace surface material with compact gravel or asphalt in all ADA parking areas. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						Completed
Airport		Wheelchair Space in Waiting Rooms [802.1.2, 802.1.3]	2	1	2019/ 2020 2020/ 2021 Bldg Maint.	Space is there but it needs signage designation so it remains clear. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed
Library		Tactile Interior Signs [703.5, 703.2, 703.3]	2	1	2019/ 2020 2020/ 2021 Bldg Maint.	Install tactile signs Public Works to schedule/correct as time & budget allows. Completed
City Hall: Upstairs		Tactile Interior Signs [703.5, 703.2, 703.3]	2	2	2019/ 2020 2020/ 2021 Bldg. Maint.	In permanent rooms, replace all room/space placards with tactile signs in proper locations. Public Works to schedule/correct as time & budget allows. Completed
City Hall: Downstairs		Tactile Interior Signs [703.5, 703.2, 703.3]	2	2	2019/ 2020	Replace all room/space placards with tactile signs in proper locations. Public Works to schedule/correct as time & budget allows. Completed
Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon		Floor or Ground Surfaces [302]	2	4C	2019/ 2021	There is at least one accessible vehicular parking space designated near each of the three independent stations; however, as reported in the parking section the path-of-travel surface material is loose gravel and may not be firm, stable, and slip resistant unless it is inter-locking compacted gravel. Ground and surface level in any directions of parking spaces must be firm, level, and slip resistance. Scheduled for 2021. Completed.
Airport: Men's Restroom		Toilet Paper Dispenser Location [604.7]	3	1	2019/ 2020 2020/ 2021 Bldg. Maint.	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed
Baycrest Overlook		Toilet Paper Dispenser Location [604.7]	3	1	2019/ 2020	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						budget item & issue RFP in 2020/21 (incl. design & construction). Completed
City Hall: Downstairs Restroom		Toilet Room Sign Locations [703.4.2, 703.4.1]	3	1	2019/ 2020 2020/ 2021 PW Ops	Move signs to comply w/ height requirements so they're not blocked by other doors. Public Works to schedule/correct as time & budget allows. Completed.
City Hall: Upstairs Restroom		Location of Grab Bar on Side Wall [604.5.1]	3	1	2019/ 2020 2020/ 2021	Relocate grab bar to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
Library: Men's Restroom		Soap Dispenser Location [308.2.2]	3	1	2019/ 2020 2020/ 2021 Bldg Maint	Relocate soap dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
Library: Men's Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020 2020/ 2021 Bldg Maint	Relocate grab bar to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
Airport: Women's Restroom		Toilet Paper Dispenser Location [604.7]	3	2	2019/ 2020	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed.
Baycrest Overlook		Location of Grab Bar on Side & Rear Wall [609.4]	3	2	2019/ 2021	Relocate grab bar to meet all location requirements, specifically re: objects below bar. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed
Harbor Ramp 4: Restroom		Force to Activate Flush Control [605.4]	3	2	2019/ 2021	Change/adjust toilet flush control so it takes less than 5lbs of force to activate. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
Harbor: Policies & Procedures For All Facilities		Policy and procedures. Schedules for accessible feature(s) maintenance	3	2	2019/ 2020	Review and modernize current/associated policies and operational procedures to reflect how these accessible slips are requested, utilized, and maintained for short-term or long-term moorage harboring opportunities. Port & Harbor to review/revise policies & procedures for ADA compliance; include Port & Harbor Advisory Commission where appropriate. Completed.
Library: Kid's Room Restroom		Location of Grab Bar on Side Wall [609.4]	3	2	2019/ 2020 2020/2021 Bldg Maint	Relocate grab bar to meet all location requirements re: surrounding objects. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
City Hall: Upstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed.
Harbor Ramp 3: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3] Ground Floor Surfaces [302.1, 302.3]	1	1	2019/2021	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance. Clear asphalt-to-gravel issues & regrade to have cross slope less than 2%. Staff inspected Ramp 3 Parking Lot; the paved portion has been cleared of any gravel/debris, lines repainted, and a drainage issue fixed at the head of the parking lot. The unpaved parking area near the top of Ramp 3 is the parking lot for Harbor Grill, not for Ramp 3 access; the two parking areas are delineated by a physical barrier. Completed.
Harbor Ramp 3: Paved Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	2	2021	The clear floor space to use the automated parking meter that serves Ramp 3 parking lot can become uneven with foot-traffic use and ongoing weathering due to the asphalt-to-gravel transition. This change-in-level barrier could be easily remedied and likely permanently maintained with a little additional asphalt around the base of the meter. Area around meter was paved when meter was replaced with a different model. Completed.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 4: Paved Parking		Van Accessible Space [502.2]	1	2	2019	Repaint lines to meet measurement requirements. Lines were repainted Spring 2019. Completed.
Harbor Uplands: Fish Cleaning Station/ Tables at Ramp 6		Operation [309.4] Faucets [606.4]	2	1	2021	At the Ramp 6 Fish Cleaning Station, the operating controls for the water hoses at the accessible table sections are round. Staff is replacing controls with lever mechanisms as they wear out and need replacing. Completed
Harbor Ramp 6: Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed.
Harbor Docks: Transient/ Reserved Moorage		Boat Slip Clearance [1003.3.1]	1	N/A		Formally commit to designating the required eleven (11) accessible stalls by slip locations. Designate at least one accessible slip location for each of the available classes, then locate the remaining four slips in the most widely utilized and popular boat sizes used and moored in the harbor. Place them on the shortest accessible route to the RAMP 3 arrival point. Staff designated stalls; separately listed issue addresses staff's efforts to show designations on port and harbor maps.
Library: Main Entrance		Grates in Exterior Wheelchair Route [302.3]	1	N/A		Replace grate to meet opening requirement of 1/2" or less. Staff confirmed that no grate exists at the Library Entrance.
Load & Launch Ramp: Parking		Ground/Walking Surfaces [302, 403]	1	N/A		Relocate ADA parking spaces to open asphalt surfacing already adjacent to and around the restroom building. Existing pavement area is for Load & Launch Ramp staging; cannot be relocated.
Port & Harbor Office		Protruding Object Over 4" at Entrance [307.2, 305]	1	N/A		Move entrance shelf to provide clear floor space of 30"x48" min for door approach. Not applicable since the shelf does not protrude 4" into the door space.
City Hall: Downstairs		Accessible Service Counter [904.4.1]	2	N/A		Rebuild a portion of City Clerk's counter for accessibility. Not necessary since a present workaround exists; table that meets ADA compliance is available.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
City Hall: Upstairs		Depth of Counter at Accessible Portion [904.4]	2	N/A		Rebuild Finance's counter for accessibility. Staff re-measured, meets requirements.
Harbor Docks: Transient/ Reserved Moorage		Clear Floor Space [606.2]	2	N/A		Provide a clear floor space of at least 30" by 48" for either forward or parallel to access other available amenities like electricity. Dock in photo is not the ADA designated stalls; the designated stalls are compliant with accessible route requirements.
Harbor Uplands: Ice Bait & Automated Machines		Reach Range [308]	2	N/A		The Bait Box machine operating controls are too high (52 ½ inches) for proper high reach range clearance of 48 inches above the floor. Recommend replacing this automated machine with one that does comply with the 2010 ADA Standards in the design and operation of the control mechanisms. This machine is privately owned, not maintained by the City.
Library: Kid's Room Restroom		Minimum 48" Vestibule Door Spacing [404.2.6] Privacy Wall & Door Configuration [404.2.4]	3	N/A		Remove inner door or change door swing for one or both doors. Reconfigure space to meet minimum space requirements. Restroom is a Single Unit, does not have an inner door.
Library: Kid's Room Restroom		Toilet Paper Dispenser Location [604.7]	3	N/A		Relocate toilet paper dispenser to meet all location requirements. Staff re-measured, meets requirements.
Load & Launch Ramp		Boarding Piers at Boat Launch Ramps [1003.2.2]	4	N/A		Not required or prioritized; but recommend due to the steeper slope consider enhancing and improving the ramp safety features and texture of the surface to improve safety, ambulation, and traction during inclement weather. Staff ensures the launch ramp is slip resistant/safe.



AGENDA ITEM REPORT

DRAFT PARKS PLAY AREA & CAMPGROUNDS TRANSITION PLAN v3

Item Type: ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: AUGUST 3, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Following is the updated Parks Transition Plan with the amendments and changes from the July 13, 2023 regular meeting.

I was able to meet with the Maintenance Supervisor for the Port and Public Works as well as the Deputy Harbormaster and we had a very productive meeting. They appreciated the importance of the document and commented that it would be very valuable in creating the budgets in the upcoming years, noting that many items could be worked into the existing budgets for FY24-25 but stated that some items will need capital expenditures. The question was asked on why a line item was not dedicated in the general fund for a ADA Compliance and how that could be rectified for the future since they could see that ADA Compliance was not a “one and done” item but ongoing. I responded that it was a very good questions and we will need to address that with the City Manager.

I requested the information to update the cost impacts and estimated timelines for completion no later than Thursday, August 3rd and stipulated no later than noon of the August 10th meeting date in order to provide the cost impact information and estimated timeline to the Board. As of this report I have not received the cost impact and timeline estimates and will provide that information in the supplemental packet.

Please review all the content and note any discrepancies such as punctuation, spelling or content that should be amended.

Action Requested:

Make a motion to Adopt the Draft ADA Transition Plan for Parks, Play Areas and Campgrounds and forward to City Council for approval.



City of Homer
ADA Transition Plan
Parks, Play Areas &
Campgrounds
Self-Evaluation on ADA Compliance Issues
Draft August 10, 2023 v3

Acknowledgements

Mayor & City Council

Ken Castner, Mayor

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Lora Haller, US Fish & Wildlife Service, Islands & Ocean Visitor Center Manager

City of Homer Staff

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Matt Steffy, Associate Planner for Trails and Parks

Chad Felice, Parks Maintenance Coordinator

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1.0 Introduction

The American Community Survey (ACS) estimates the overall rate of people with disabilities in the US population is around 25.6 percent. The data shows that disability increases with age, for people 65 and over. In Alaska, the numbers reported having a disability overall were 12.6 percent. It was reported that 28.9% of Alaska residents had some form of disability. In Homer 19.5 percent of residents are over the age of 65 (www.census.gov). In short, hundreds of people in our community face disabilities and many of those use Homer's parks, play areas and campgrounds on a regular basis. Homer's mission is to be a dynamic community where all can live, play, work and invest. To make that mission a reality, it needs to be accessible. The City of Homer owns and manages 17 parks, comprised of over 520 acres of land, along with 5.41 miles of maintained trails. These range from small pocket parks and multi-use trails to forested natural areas, larger established parks with play areas, campgrounds, and sports fields. To ensure our parks and trail systems are accessible to all, the City has commenced the development of an Americans with Disabilities Act (ADA) Parks, Play areas & Campgrounds Transition Plan in 2021. This document will become incorporated with the ADA Facilities Transition Plan adopted by City Council in 2019.

1.1 ADA Background

The ADA is a civil rights law that requires all state and local governments to provide equal access to programs and services for all community members. It was signed into law by President George H.W. Bush on July 26, 1990 and went into effect in 1992. The ADA is a landmark civil rights law that prohibits discrimination against individuals with disabilities in access to jobs, public accommodations, government services and programs, public transportation, and telecommunications. The ADA treats access as a civil right.

Title I of the ADA prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The City of Homer is an Equal Employment Opportunity (EU) employer and adheres to the requirements of Title I.

Title II of the ADA adopts the general prohibitions against discrimination contained in Section 504 of the Rehabilitation Act of 1973, but applies to all state and local governments, regardless of whether or not they receive federal funding. It prohibits the City from denying persons with disabilities the equal opportunity to participate in its services, programs or activities, either directly or indirectly through contractual arrangements. It is the policy of the City of Homer to make every reasonable effort to provide equal access to all City facilities, services, programs, and activities for citizens with disabilities in accordance with the ADA and Section 504 of the Rehabilitation Act of 1973.

Title III applies to public accommodations, which include businesses open to the public and requires them to make reasonable modifications to accommodate individuals with disabilities.

1.2 Community Involvement

Community involvement is a priority of Homer and an essential part of the ADA requirements. The City is required to involve the public in the evaluation and prioritization process. To ensure the community had various ways to engage the public, meetings were held via electronic means as well as in person. The public was invited to attend and participate in the facilities review and site accessibility audits.

2.0 Regulatory Standards and Guidance

2.1 Audit Standards

Multiple federal guidelines were applied to the parks, trails and campgrounds accessibility audits. The first is the Americans with Disabilities Act Accessibility Guidelines (ADAAG), also known as the 1991 standards, which addresses entries, doors, service counters, showers, curb cuts on sidewalks, pathways and trails within parks, and other typical building elements when applicable. The second is 2010 Standards for Accessible Design, effective March 15, 2012 that includes requirements for play areas, fishing areas, boating areas, and more.

The Access Board issued accessibility guidelines for newly constructed and altered recreation facilities in 2002, these supplement the ADAAG. All newly designed, constructed, and altered recreation facilities covered by ADA were required to comply.

Certain parks elements do not yet have a final standard, these include trails, picnic areas and campgrounds. On these elements, the Outdoor Developed Areas Guidelines (ODAG) were used. The site accessibility reports cite both the ADAAG 2010 Standards and the Outdoor Developed Areas Guidelines.

This report identifies the barriers and performance-based solutions in the form of project recommendations. Some of these projects will require further design prior to implementation. All improvements will require maintenance to ensure continued compliance with these guidelines.

2.2 Transition Plan Requirements

The ADA Parks, Play areas & Campgrounds Transition Plan (Parks Transition Plan) development includes the following features:

- A list of physical barriers that limit accessibility of programs or activities to individuals with disabilities, also known as a self-evaluation.
- A detailed description of the methods that will be used to make is accessible.
- The official responsible for implementation of the plan.
- A timeline for corrections.

The Parks Transition Plan timeline is designed to provide flexibility to the City around specific parks, play areas, and campgrounds, ensuring that continuous access and improvements are being made. In 2019, the City Council adopted the City of Homer ADA Transition Plan (Transition Plan), which identified the ADA coordinator, evaluated communications and other city facilities, developed a dispute process and modifications request. This information is available on the City of Homer

website or at the City Clerk's Office. This Transition Plan began the audit process with the evaluation of entrances, restrooms, sidewalks, parking areas and curb ramps at all city facilities.

The Parks Transition Plan describes those barriers to and within Homer's parks, campgrounds, and play areas, and provides recommendations to remove barriers found. This document will supplement the earlier Transition Plan created for City buildings and facilities to fulfill the requirements in Title II of the ADA.

The Parks Transition Plan and the previously approved Facilities Transition Plan will be integrated into a single overall Plan after completion.

2.3 Program Access Recommendations

The US Department of Justice test for existing facilities is known as the program access test. A program is an opportunity made available by the individual department, in this case Parks. A program is not just an activity for which a person registers and pays a fee. It can be the program of picnicking, parking or fishing. It is a program if it is an activity made available by the Parks or Recreation department. The program access test does not apply to new construction or alterations and additions. New construction, alterations or additions must be designed and constructed to comply with the 2010 Standards for Accessible Design.

There are multiple ways in which a program can be made accessible. In Title II regulations, Section 35.150(b) describes the methods an entity can use to make programs accessible. They include:

- Redesign or acquisition of equipment;
- Move program to accessible buildings;
- Assignment of aides to program beneficiaries;
- Delivery of services at alternate accessible sites;
- Alteration of existing facilities and construction of new facilities;
- Use of accessible rolling stock or other conveyances; and
- Any other methods that result in making its services, programs and activities readily accessible to and usable by individuals with disabilities.

The program access recommendations are based on a minimum of **one out of three assets should be accessible**. All unique assets should be accessible. Some barriers, identified in the site accessibility reports will not need to be changed until a renovation or rebuild based on the technical infeasibility, historical preservation, construction tolerance or that no current guidance is available.

3.0 Methodology

The methodology of this portion of the transition plan included the following elements:

3.1 Access Audits

Members of the ADA Advisory Board, Public Works Staff, and members of the Parks, Arts, Recreation & Culture Advisory Commission (PARC), and interested community members conducted accessibility audits for six parks, including campgrounds, one separate campground and one memorial park. These audits were conducted July through September 2021 and 2022.

The site visit accessibility audits consisted of an overall site report and individual checklists that covered parking, accessible routes and means of access, play areas, shelters/picnic areas, outdoor recreation amenities such as fire rings or bar-b-que grills and park site.

- The overall site report for each park facility includes the following:
 - a description of the specific barriers at each location
 - reference to the regulation or guideline citation
 - digital images of the barrier
 - location within the site
 - methods to meet accessibility requirements
 - recommendations for addressing the barrier
 - priority ranking in accordance with federal guidelines

3.2 Findings

The accessibility audits identified multiple access deficits across the system. This represents a better than average number of access deficits, meaning City of Homer parks, play areas and campgrounds are less accessible than many larger communities, but comparable to similar communities across Alaska. Projects were prioritized using Department of Justice (DOJ) guidance which considers the following priorities.

1. Accessible approach and entry (parking, accessible routes)
2. Access to programs and services
3. Access to Restrooms
4. Access to other items (drinking fountains, trash receptacles, grills, benches, etc.)

Each location was prioritized based on community usage, survey responses, public comment or participation, access to park amenities such as playground, trails, and campgrounds and was given a higher priority.

4.0 Transition Plan

The accessibility audits identified multiple access deficits across the system. To effectively and efficiently improve accessibility they were prioritized over a ten (10) year timeline to ensure program access. The prioritized list includes barriers to access all features at each location.

This prioritization of the projects within the Parks Transition Plan was accomplished through meetings and site visits open to members of the community, in collaboration with the ADA Advisory Board members, Public Works Staff, and Parks, Arts, Recreation & Culture Advisory Commissioners. This work sought to identify the most efficient and effective way to make the City's parks, play areas and campgrounds more accessible. The prioritization focused on all of the deficiencies that could be addressed in the recommended timeframe while working on program access.

These priorities focused on which parks, play areas, and campgrounds were most used by the community and visitors to improve accessibility, evaluating which deficiencies to correct first for the most benefit. Lastly, that all program types are accessible somewhere within the system.

The transition plan works toward this goal with the expectation that any new construction will be fully compliant and help the department move over time to a completely accessible parks system within the City of Homer.

See Exhibit A for Accessibility Audits on the following:

1. Karen Hornaday Park including playground, campground and ballfields
2. Mariner Park including Day Use Area and campground
3. Beluga Slough Trail
4. Bishop's Beach Park
5. Bayview Park
6. Jack Gist Park including ballfields
7. Seafarer's Memorial

5.0 Cost Estimating and Financing

5.1 Cost Estimating

The timeline for this work outlined in the Parks Transition Plan is ten years which takes advantage of the biennial budgeting process the City follows. Initial work has been focused on cost estimates for the projects undertaken in the biennium budget period and a five-year proposed project list. Maintenance and smaller capital projects would occur in the annual budget established and as needed. Detailed development of budget offers would be written and submitted over the next three biennia. More detailed cost estimates for future projects would be developed for those budget offers. Any new construction undertaken is required to be fully accessible.

Upon completion of the prioritization, the City of Homer Public Works performed cost estimating with park maintenance operations, administration and planning to further understand the project groupings and how we might contract for certain work such as paving parking lots vs. a discrete set of access projects at a single park. Original cost estimates were based on past experience with similar projects and assumptions regarding future economic conditions and related to construction only (no design or project costs).

These numbers were reviewed and revised with a multiplier to bring to 2024 cost estimates. Additional work on costs will occur leading up to development. Potential cost savings may be realized from strategic scaling of contracts. Analysis of the project list identified 6 major types of work that include the following six trades or project types:

- Parking/Paving/Concrete
- Labor
- Plumbing
- Electrical
- Signage
- Potential CIP Project

Further costing will evaluate opportunities to do multiple projects across the park, play area or campground system, such as all sign upgrades.

5.1.1. Cost/impact Ranking

Public Works and Port and Harbor Staff were consulted to rank each compliance issue based on the level of impact to the department's budget and staff time required to complete the project.

Definitions for Cost/Impact Rankings are:

- 1 – Project can be completed by City of Homer staff at low cost and with a low amount of effort.
- 2 – Project can be completed by City of Homer staff, the cost would be moderate and/or would require a moderate level of scheduling in association with other staff duties to complete.
- 3 – Project can be completed by City of Homer staff; however, the cost for materials would be high and/or the time required to complete would be high. Use of a contractor would allow project completion sooner.
- 4C – Project requires specialized tools, skills, and/or level of warranting the use of a contractor.

5.2 Funding

There is no dedicated source of federal funds for accessibility renovations to existing sites. The work will be done through three main funding channels as follows:

- Maintenance and repair
- Small capital projects
- Capital Improvement Plan (CIP) projects.
 - Current CIP projects will be reviewed to see if they may be amended to capture additional access improvements. An example of this might be the Bayview Park. This will increase the available number of accessible play areas.
- Available Grant funding and other sources that could help implement some of this work
 - ADA modifications are common, and grants will be competitive. Some opportunities may be available through the following:
 - Community Development Block Grant Funds: Many agencies receive federal Community Development Block Grant (CDBG) funds for accessibility renovations at existing sites. CDBG funds often have a scale of priority. It is important to establish accessibility as a priority for CDBG applications.
 - State/Federal Grant Programs such as the Land & Water Conservation Fund, The Great American Outdoors Act; Community Facilities Direct Loan & Grant Program in Alaska, or Recreational Trails Program
 - State Appropriations: The City has successfully competed for appropriations for larger projects and if offered by the State, would be an avenue for funding.
 - Local organizations such as Rotary, Homer Foundation, Rasmussen, etc.

5.3 Timeline Ranking

Public Works and Port and Harbor department staff also evaluated the items based on current department workloads and schedules for when in-house and contractor-hired projects could be completed. The timelines for projects completed in-house would be as follows:

A – Project can be completed in between regularly schedule work as time allows, with completion within one year.

B – Project requires additional scheduling and budgeting and may be completed within one or two years.

C – Project requires significant scheduling and budgeting and may be completed within three to five years; could be completed sooner if done by a contractor.

If a contractor is hired to complete a project they may have a more definitive timeline because they must be budgeted in advance. For these items, the Transition Plan lists the estimated year that staff will prepare an Invitation to Bid, include it in their budget requests to City Council, and have the project completed by.





6.0 Recommendations






In addition to the audit findings, opportunities to improve accessibility via policies and procedures were identified through the self-evaluation. The following recommendations are not an exhaustive policy review, but highlighting best practices based on discussions with staff, ADA Advisory Board members, PARC Commissioners and interested members of the community.






1. Implement modifications according to the approach proposed in Section 4.0 and the Parks, Play Areas and Campground Transition Plan to accommodate all users.
2. Develop maintenance staff training and checklists to improve accessibility during routine maintenance. Items such as accessible routes, gaps, changes in level, door closing force and common obstructions can be scheduled as part of ongoing routine maintenance work.
3. Update website with more details regarding ADA access at each park, play area or campground. This would include parking and restroom accessibility along with what is accessible so patrons can make informed decisions before traveling to the specific park, play area or campground.
4. Ensure all contracts have language regarding ADA compliance and or modifications that a contractor will make to provide equal access to services, programs and activities.
5. Improve wayfinding signage so people with disabilities can more easily and conveniently navigate the park system and the city as a whole.
6. If portable toilets are provided make sure at least one is accessible.






359 **ADA COMPLIANCE ISSUES**

360 The following details the physical barriers of the City parks, play areas and campgrounds that limit
 361 the accessibility of its programs, activities or services to individuals with disabilities and the
 362 methods suggested to remove those barriers, make the area accessible and the schedule for
 363 achieving compliance.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
FACILITY NAME: Karen Hornaday Hillside Park			TIME OF ASSESSMENT: JULY – SEPTEMBER 2021			
STRUCTURES/FACILITY/AREA(S): Karen Hornaday Hillside Park has only portable toilets at the time of accessibility surveys. Project is in the planning stages for redesign of entrance road, parking lot, pedestrian trail and new restroom facilities. A new updated master plan is in funding process for FY24/FY25 Capital Budget.						
Karen Hornaday Park		206.2.1; 206.2.2	1			No Accessible route from Parking lot to Pavilion or ballfields. Accessible route is required to all sports fields and to the pavilions from parking area
Karen Hornaday Park		208.2; 502.2; 502.3; 502.6	1			Designated accessible parking stall not identified; no signage Recommend paving parking stalls and striping, installation of signage
Karen Hornaday Park		1011.2.1	4			Pavilion has one ADA Compliant Picnic Table recommend to place at minimum one additional due to high use of pavilion
Karen Hornaday Park		302.1; 402.2; 403.2	1			Activity is surrounded by rocks with no accessible entry. Remove rocks to allow for accessible access. Suggest installation of materials to have firm stable ground.




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		208.1 208.2; 208.2.4; 502.6	1			Parking for play area has no designated accessible parking. Construct and Install Accessible parking stall for appropriate signage.
Karen Hornaday Park Play Area		240.1; 240.2.1; 1008.1; 1008.2.1	4			Entrance to play area is not compliant. Entry needs to be widened. Ground area should be better maintained to afford accessibility.
Karen Hornaday Park Play Area		302.1; 302.3; 303.1; 304.1; 403.1; 402; 403.5.1; 1008.1- 108.2.1; 1008.2.4; 1008.2.6	1			Play area has wood chip base which is not accessible material. Furnish & Install accessible ground material throughout the play area to ensure accessibility by providing stable, non-slip material.
Karen Hornaday Park Play Area		1008.2.4; 1008.2.6; 1008.4.3	4			No accessible entrance to this feature. Recommend relocating or provide ADA Compliant Access
Karen Hornaday Park Play Area		1008.4.2; 308; 1008.2.6; 1008.2.4	4			Recommend modification to ensure reach is compliant to green wheel




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		308; 1008.4.2; 1008.2.6; 1008.2.4	4			Climbing Wall – ensure approach is compliant for access from a wheelchair
Karen Hornaday Park Play Area		302.1; 303.1 305.2; 1008.2.4	1			Play area is surrounded by a wall or fence and is not accessible by those with mobility or vision impairments without assistance. Modify to provide accessible route to this area and install ground materials to make firm stable and non slip
Karen Hornaday Park Play Area		303.1; 1008.3.1; 1008.3.2	2			Play component is not accessible from a wheelchair or without assistance. Install chair level transfer
Karen Hornaday Park Play Area		1008.2.1	2			Provide accessible entry to sand box.
Karen Hornaday Park Play Area		240.2.1.2	4			No accessible transfer point. Open portion of side for accessible entry/transfer.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		240; 403	4			Recommend adding additional accessible swing option. Currently there is only one
Karen Hornaday Park Play Area		240; 302; 304; 305; 404.2.3	1			Entrance is non-compliant. Widen entry in order to bring the gateway into ADA compliance.
Karen Hornaday Park Play Area		1008.2.1	1			Remove. Safety hazard as logs are rotten.
Karen Hornaday Park Play Area		206 404; 1008	4			Remove and replace ground materials with level, firm non-slip materials
Karen Hornaday Park Play Area		1008.2.6; 206; 404	1			Replace materials so ground stays level and firm. Remove and replace materials with suitable ground materials that are level, firm and non-slip.



Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		1008.2.1; 1008.2; 1008.2.4.1; 1008.2.6; 1008.2.6.1	4			Various play components in the Play area that have limited or no access without assistance. Recommend installation of transfer system from wheelchair; modification to approaches or sidewall barriers on the play component.
Karen Hornaday Park Play Area		1008.4	4			Only component of its kind. Not required but recommend remove and replace with similar component that has adaptable reach
Karen Hornaday Ballfields		221.2; 221.2.1.4; 221.2.3; 221.3 1016	1 & 4			Bleachers at upper field – no accessibility, too close to the fence, no handrails or safety railing to prevent falls; no designated wheelchair spaces Furnish & Install or modify existing to provide better safety provide accessible seating as well as wheelchair seating






Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park – New Pavilion		1011.2; 1011.3 1011.5	4			Grills swivel and requirement is 40" x 48" clear ground space on all sides; 2-5% slope & 15"-34" height required Remove and reinstall in regulation height and clearance and slope.
Karen Hornaday Park – Old Pavilion		206	1			Pavilion approach is not ADA Compliant; attached tables are non-compliant; Regrade slope and install accessible routes
Karen Hornaday Park – Old Pavilion		1011.2.1	4			Available Picnic Tables are not ADA compliant. Provide a minimum of one ADA Compliant Table more would be preferable.
Karen Hornaday Park Ballfields		1008.2.6; 206.7.9; 404.2.3; 404.2.4.4	4			Entrances to dugouts are not compliant; grade has high step up; opening is too narrow to dugout. Ground surface must be maintained and inspected on a regular basis; remove and replace gate and fencing to provide required clearances





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Ballfields		206.2.1; 221.4; 221.2.1.4; 221.2.3; 221.3	1			No accessible Route from or to the parking spaces, Bleachers do not provide accessible seating or companion seating. Furnish & Install accessible route from parking lot (when complete) provide designated wheelchair seating with companion seating Provide regular maintenance to grounds.
FACILITY NAME: Bayview Park				TIME OF ASSESSMENT: July –September 2021		
STRUCTURE/FACILITY/AREA(S): Is a lovely neighborhood park located at the top of Main Street. This Park is traditionally known for being used as a toddler and young children’s park since it was fenced, small and located within the neighborhood. Currently there are plans in motion to improve the park. Installation of new play equipment with ADA compliant access routes to each piece of equipment and placement of picnic tables as well as installation of paved accessible parking making it Homer’s first fully accessible park. It will be done at a future date when completed. At the time that Site Audits were conducted this location was non-compliant for access, play areas and parking.						
FACILITY NAME: Bishop’s Beach Park & Beluga Slough Trail				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Bishop’s Beach Park provides access to miles of public beaches, a picnic pavilion with fire ring and bar-b-que grill and picnic tables. There is a large grassy lawn area that is maintained. Currently restroom facilities are portable toilets and new plumbed restrooms are in the planning/design phase with expectation for construction 2024/2025. The Park provides vehicle access to the west for the public and to Beluga Slough Trail which runs along city and state owned land. No camping is allowed on the beaches or in the park.						
Bishop’s Beach Park – Parking Lot		208; 208.2; 208.2.4; 302; 502.4	1			Accessible parking has more than 2% slope. Recommend regrade and repave parking lot to include pavement marking for minimum number of accessible parking spaces and the required number to be van accessible.
Bishop’s Beach Accessible Routes		206; 206.2.1; 502.1- 502.3.4	1			No accessible approach to portable toilets or pavilion Furnish & Install accessible walkway to pavilion and restroom from parking spaces





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Bishop's Beach Park Access to Beluga Slough Trail		402; 404	1			<p>Transitions from ground to elevated walkway is too high in some areas; too steep in other areas within slope; vegetation impairs visibility of edge and clear safe path</p> <p>Recommend regular maintenance to remove vegetation, correct slope and transition from ground to elevated walkway by maintaining gravel</p>
Bishop's Beach Park Beluga Slough Trail Access		402; 404	1			<p>Nominal Transition issues on this segment. Good example of what access should appear and resemble.</p> <p>Recommendation: Regular maintenance to keep gravel supply appropriate.</p>
FACILITY NAME: Mariner Park and Campground				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Located on the base of the Homer Spit, Mariner Park and Campground is a 111 acre multi-use area that is one of the most popular beach access points for dog walking, coal collecting, and horseback riding in Homer. There are 34 camp sites available April 1 st through October 30 th , a Day Use Area along the northern border of the park with fire rings, picnic tables and a small gazebo, which is available for reservation for private events. Seasonal restroom facilities are provided May through September/October (weather dependent).						
Mariner Park Day Use Area		206.2.1; 502	1			No Accessible parking designated. No accessible route to gazebo. Construct and furnish accessible route and parking space install signage per regulations




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Mariner Park – Day Use Area		210; 504; 505.10.2	2			Gazebo, has no hand rails, no ramp, stairs are steep, narrow steps and tall rise. All steps on flight of stairs shall have uniform riser heights and uniform tread depths. Recommend rebuilding stairs to include handrails and placement of a ramp.
Mariner Park Day Use Area		903	3			Bench needs to have the required transfer back support and seat width. Wheelchair space is limited within structure dependent on number of people. Bench shall provide back support or be affixed to a wall. Grab Bars should be installed to provide assistance for transfer, seat width should be 42 in long by 20 in. deep
Mariner Park Day Use Area		ORAR 244.2.3.1; 244.3 245.2.5.1 244.5.3	3			Fire Ring is not compliant. No accessible route. Review Height and reach in accordance with regulations.
Mariner Park Camp Host Cabin		ORAR 1016.2; 1016.3; 1016.4 1016.7.1;	3			No ADA parking designated. No accessible route from parking space to Host cabin. No Ramp Access or alternate method of notification to get camp host attention if not outside. Install and designate accessible parking space, place signage with alternate method of contacting Camp Host.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Mariner Park Campground		1011.2; 1011.4; F244.2.3.1; F244.3, F245.2.5.1; & F244. 5.3	3			No ADA Compliant Camp Site Per Regulations Total of Camping Sites required is 2-3 based on overall # of sites. No ADA Compliant picnic tables. No accessible route from parking. No designated accessible parking. Create and designate 1-2 sites as ADA Compliant with appropriate signage. Designate and mark accessible parking spaces Campsite 21'3" w x 22' L Fire Ring 17" H
Mariner Park Entrance Area with Kiosk and Bathrooms		ORAR 1016.2; 1016.3; 1016.4 1016.7.1; F244.2.3.1; F244.3; F245.2.5.1; F244.5.3 703.4.1; 703.5.5; 703.5.6; 703.7	3			Fee Kiosk Area Bulletin Board Height is 50"; Doggie Bag Dispenser is 38.5" No accessible route defined for portable toilets; dumpster is not accessible; Picnic tables are unsafe and rotten Furnish & install clear access to kiosk, R & R Doggie Bag Dispenser to correct height; F & I Accessible route to portable toilets, Remove & Replace with Accessible Dumpster; Remove and Replace Picnic Tables
FACILITY NAME: Fishing Hole Campground				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Located next to the Nick Dudiak Fishing Lagoon, this campground on the Homer Spit features 80 campsites, 9 sites are located on the edge of the fishing lagoon and is a popular destination for campers. Amenities at this location include Fishing Hole camp sites, beach campsites, fish cleaning tables, picnic pavilion, grill, accessible restroom facilities, potable water and easy access to one of the city's RV dump stations. The Fishing Hole Campground has 16 camp sites that are available during the winter months, October 31 st through March 31 st annually.						

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fishing Hole Campground		703.4.1; 703.5.5; 703.5.6; 703.7	1			Accessible Camping Spaces Signage Placement. Paved connection to pavilion and walkway to restroom signage placement requires correction
Fishing Hole Pavilion		1011.2; 1011.3; 902.3 ABA	3			ADA Compliant Picnic Table provided, recommend adding additional table. Requirement is based on 24LF of usable space around table top, there should be a minimum of one wheelchair space.
Fishing Hole Pavilion		1011.2; 1011.3; 1011.5	3			Grill does not have required access all the way around it. Relocation to maintain the required distance on all sides. Grill does swivel, but must be accessible with clear ground 48" x 48" clear ground space on all sides 2-5% slope 15"-34" max height
Fishing Hole Pavilion		402; 403	1			Paved area next to Pavilion provides accessible feature.
Fishing Hole Campground		307.3; 308.1; 308.2; 308.3	3			Kiosk is 48" height Reach should be no more than 24" from side approach. Recommend filling in the area with additional concrete pad to make fully accessible from all approaches

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fishing Hole Restroom		402; 403; 502	2			Accessible Route is required to access potable water; recommend installing a suitable material preferably asphalt and ADA Parking Space; Accessible route connecting to Restrooms from parking
Fishing Hole Restroom		309.4	4			Spigot handle is non-compliant install level handle
Fishing Hole Notice Board		206; 308; 302	4			Accessible route; reach. Remove rocks and install asphalt or concrete pad around information kiosk
FACILITY NAME: Seafarer's Memorial Park				TIME OF ASSESSMENT: July-September 2021		
STRUCTURE/FACILITY/AREA(S): Seafarer's Memorial is a 2.52 acre lot located off of the Sterling Highway near the end of the Homer Spit. A memorial gazebo honoring those who were lost at sea, 45 parking spaces and open green space providing unobstructed views of the surrounding mountains and Kachemak Bay and access to the Spit Beach.						
Seafarer's Memorial Park - Parking lot		206.3; 206.4; 216.5; 302.1; 403.1, 403.2; 405.3; 502.1, 502.2, 502.3, 502.3.1, 502.3.2, 502.3.3, 502.3.4	1			Parking is adjacent to entrance to the Memorial and not accessible Pave and mark accessible parking spaces with paved accessible route to memorial pavers

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Seafarer's Memorial Park		305; 903	4	\$1500.00	2024/2025	Bench is not ADA Compliant. Location on accessible route compliant with 404. Preference for Bench to not have arms for ease in transfer however having arms allows aid in person rising from seated position. Replace with compliant bench 17" - 19" seat height; able to withstand horizontal force minimum of 250 pounds at any point of the seat, Back support shall be 42" L minimum & 20"-24" deep
FACILITY NAME: Jack Gist Park			TIME OF ASSESSMENT: July - September 2021			
STRUCTURE/FACILITY/AREA(s): Donated by Jack Gist's estate for new softball fields, this 10 acre park offers stunning views of Beluga Lake and Kachemak Bay. Three fields are utilized by the Homer Adult Softball Association and the Homer High Mariner Softball team. There is also a disc golf course located in the park. Portable Toilet Facilities are available during the summer season. Plans are in process to draft a Master Plan for the park to include proposed field updates, plumbed restrooms, road access from new subdivision to the west, parking configuration, and a new play area.						
Jack Gist Park Path to Disc Golf Course		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Walkway not ADA compliant. Remove and replace with accessible route using materials that would provide a stable and firm ground, width to be 36" wide with passing lane or widen areas to allow passing
Jack Gist Park – Lower Fields		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Lower Left and Right Ball Fields do not have ADA Accessible Routes. Furnish & Install accessible route from parking to playing fields spectator areas, dugouts, etc.
Jack Gist Park		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Ground access is not firm and stable - ADA Accessible Route. Furnish & Install accessible travel route from parking to amenities

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Jack Gist Park – Ball Field Spectator Seating and Access		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	Access Route Priority 1 Seating Priority 4			Spectator bleachers are not ADA compliant, no accessible seating, no accessible route from parking area. Where provided, fixed team or player seating areas must contain the number of wheelchair spaces and companion seats required by ADAAG, but not less than one space.
Jack Gist Park – Field Access		404.2	1			Gate Access is not compliant. Provide clear pathway and level ground, remove overgrown vegetation to ensure proper width requirement is met
Jack Gist Park – Dugouts		903	2			Player dugout does not have accessible seating, too high or too low and seating is too narrow, no hand rails or access to allow for transfer from a wheelchair to the bench. Benches must have seats that are a min. of 20" to a max. of 24" in depth and 42" min. in length. The seat height should be a min. of 17" to a max. of 19" above floor. If the bench is not located next to a wall, the bench must have back support that is 42" min. in length and extends from a point 2" max. above the seat to a point 18" min. above the bench.

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Jack Gist Park – Fence		307; 403.5	4			Fence has protrusion. Remove and relocate or furnish and install barriers to direct pathway around the protrusion.
Jack Gist Park – Dugouts		221.2.1.4; 206.7.9; 802.1	4			Entrances to dugouts are not compliant; grade has step up; Dugout entrance is not ADA compliant - opening is too narrow. Maintain areas of access by keeping gravel/fill materials level and compacted to maintain even surface levels with concrete pad; remove and replace existing gate with ADA compliant gate; maintain vegetation to keep sight lines and changes in elevation minimal
Jack Gist Park – Upper Field Approach		1016.2; 1016.3; 1016.4; 1016.7	1			Access Route is steep; Furnish and install accessible route to upper field from parking area; correct slope percentage
Jack Gist Park – Spectator Seating		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	4			No ADA Compliant seating available; no accessible route to seating from parking area. Install ADA seating along with accessible route from parking to seating area.



City of Homer

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Memorandum

TO: City of Homer ADA Advisory Board
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: July 7, 2023
SUBJECT: City of Homer Draft 2024-29 Capital Improvement Plan (CIP)

- I. **Issue:** The purpose of this Memorandum is to present the City's draft 2024-29 CIP for review and consideration by the ADA Advisory Board.
- II. **Background:** The CIP is the City's six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects) that result in a fixed asset with an anticipated life of at least three years.

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

Projects in the CIP are organized in four sections:

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

Projects being proposed for inclusion in the CIP are in a separate section. They require City Council approval to be added to the CIP. The projects in the Proposed New Project Section are in extremely draft form. I am awaiting input from staff to complete the project descriptions.

The CIP is updated annually. I will give a presentation on the CIP at the July 13, 2023 ADA Advisory Board meeting.

III. Requested Actions:

- **Review the draft 2024-2029 CIP in your packet.** The draft CIP is a work in progress. Substantive updates and/or recommended changes from last year's CIP (to date) are indicated in red font.
- **Discuss and provide input on specific changes or updates you would recommend for current or new projects to Advisory Board Chair and/or Renee Krause.**

- **Be prepared to take the following actions at the next ADA Advisory Board meeting, August 10, 2023:**
 - Pass a motion naming **three projects** the Board recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Committee's #1 and #2 Federal Legislative Priority projects.
 - Any ***City*** project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - Additionally, the Commission may choose to pass motion(s) that
 - Propose a new project be added to the CIP (a project nomination form is provided in your packet should the Commission want to propose a new project.)
 - Supports or opposes projects proposed to be added or removed from the CIP.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession on August 28. The CIP will remain a draft document City Council formally adopts the CIP via Resolution in September 2023.



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

Q: What is a CIP?

A: The CIP (or Capital Improvement Plan) identifies capital projects that are community priorities. The plan includes a description of proposed capital improvement projects ranked by priority, their benefits to the community, an estimate of project costs and progress to date (money raised, plans drawn up, etc.). An estimated timeline for completion is also included for City of Homer projects. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, City Council priorities and funding opportunities.

There are several reasons to maintain a CIP. It 1) helps focus attention on community needs; 2) helps leverage funding if the project has been identified as a community priority in the CIP; and 3) highlights community priorities for our state/federal legislative representatives.

NOTE: The Capital Improvement Plan is not a funding request. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP is **not** a request for City funding.

Q: What is a capital project?

A: Capital projects are the acquisition and/or development of a major, non-recurring asset such as land, buildings, public road/utility infrastructure and equipment with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by non-profit organizations and state or federal agencies (e.g., Alaska DOT&PF). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Is the CIP a “wish list?”

A: Though projects can stay a long time on the CIP, it is not a wish list. Funding sources are not always readily available, and aligning partners and funders for large capital projects takes time. The CIP is segregated into sections, City of Homer legislative priority projects, mid-range projects (that may be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in October.

Step 1 involves the City's Special Projects & Communications Coordinator developing a CIP update schedule that will be approved by the City Council in early May of each year.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, and updates to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are given the opportunity to select their top Legislative priority projects. Their recommendations are passed on to the City Council. Commissions can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP. Public comment on projects under consideration is welcome. Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled *DRAFT* until it is approved by City Council.

Step 5 The City Council will hold a work session to discuss the CIP and will they take public comment as advertised at regular City Council meetings. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 6 is to finalize the CIP as per City Council approval, and make digital and bound copies. These should be ready to post on the website and for distribution in October.

Q: What are “legislative priorities”?

A: Legislative priorities are a special subset of the CIP. The full CIP might contain 50 projects that have gone through the public hearing process and are approved by the City Council. From those 50, City Council selects a “short list” of projects for the City to highlight during the upcoming legislative session. It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.)

Staff, lobbyists and City Council promote these projects to State and Federal legislators, Commissioners, etc. Five of the legislative priority projects are submitted to our State Legislators for prioritization among all projects submitted from our District for funding through the State's Capital budget.

Members of the Alaska congressional delegation also invite local governments and other groups to submit Congressionally Designated Spending requests (or Appropriation requests) each year. Typically 3-6 Legislative Priority projects that align with Federal CDS priorities and guidelines will be forwarded to our Federal legislators for consideration for CDS funding.

Q: Does the City seek grant funding for CIP projects also?

A: Yes. The City applies for grants to fund capital projects; grant programs almost always require projects be identified in a CIP or other major Plan and that the City provides local matching funds.



City of Homer

**Draft 2024-2029
Capital Improvement Plan**

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



September 23, 2024

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2024 through 2029 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2023-2028 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Rob Dumouchel
City Manager



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Funded Projects from the 2023-2028 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed:

Ben Walters Lane Sidewalk Facility

\$1.7M allcoted in the City of Homer FY24/25 Capital Budget for construction.

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

Homer Harbor Expansion

\$3M in local, State and Federal funding was secured to complete funding for the USACE General Investigation.

Fire Department Fleet Management

Partial completion with purchase of a Ladder Truck utilizing funds approved from FY23 Capital Budget.



Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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



Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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



Legislative Request FY2025

**City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 23-XXX**

List of Legislative Priority projects will be updated after City Council selections.

1. Homer Harbor Expansion
2. Slope Stability & Erosion Mitigation Program
3. Pioneer Avenue Gateway Redevelopment:
Multi-Use Community Center
4. Karen Hornaday Park Public Restroom Facility
5. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
6. New Public Works Facility
7. A-Frame Water Transmission Line Replacement
8. Homer Spit Erosion Mitigation

FY 2025 - DRAFT Document



1. Homer Harbor Expansion

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

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

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska's marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska's marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project will also meet the US Coast Guard's long-term mooring needs for the Arctic Security and Search & Rescue missions. The large vessel harbor will be built to USCG specifications for layover and repair of fast cutters and other assets deployed to the Arctic.

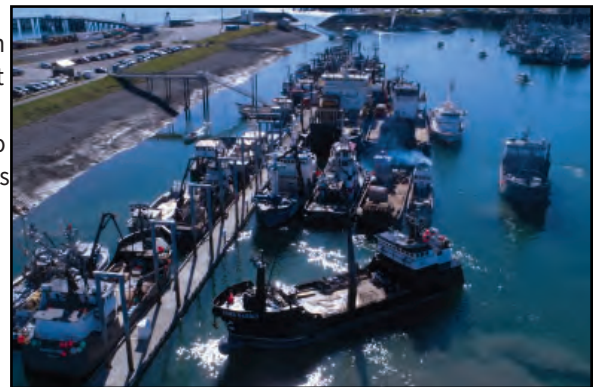
Centrally located in the Gulf of Alaska, Homer's Port & Harbor is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska.

Plans & Progress: An earlier feasibility study (funded by the City, State of Alaska DOT, and Army Corps of Engineers (USACE) was put on hold in 2009 because preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding. High demand and favorable changes in cost drivers since prompted the City and USACE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program grant in 2019. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) commencing March 2023.

Estimated Project Cost: \$278,000,000
 General Investigation: \$ 3,000,000 (Secured)
 Construction Estimate: \$275,000,000
 FY2025 State Request: \$ 46,000,000
 FY2025 Federal Request: \$183,000,000
 City of Homer Match: \$ 46,000,000



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



Funding Secured	Prior to July '23	FY24	FY25
GI USACE	\$300,000	\$600,000	\$600,000
GI COH match	\$150,000	\$300,000	\$300,000
GI SOA match	\$150,000	\$150,000	\$150,000



2. Slope Stability & Erosion Mitigation Program

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

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

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



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

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

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

Kachemak Drive Wetland Treatment System \$4,388,791
Beluga Slough & Bishops Beach Stormwater Treatment Systems \$ 690,000

Total Phase 1 Cost: \$5,028,791

City of Homer grant & match funds secured **\$1,845,310**

FY2025 State Request Beluga Slough: **\$ 429,484**

FY2025 Federal Request Kachemak Sponge: **\$2,799,381**

Funding Secured	Prior to July '23	FY24/25
COH Data Collect	\$ 180,000	-
Kachemak Sponge		
NOAA IIJA grant	\$1,171,410	-
COH HART Road	-	\$418,000
Beluga Slough		
FY23-25 ACWA grant	\$ 11,866	\$ 141,441
COH HART Road	\$ 81,313	-
COH In-kind	\$ 25,896	-



3. Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center

Awaiting City Council HERC worksession for project update.

Project Description & Benefit: The Pioneer Avenue Gateway Redevelopment project completes a comprehensive revitalization plan and initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer's commercial district at the corner of the Sterling Highway and Pioneer Avenue. This project creates an economically viable reuse program that will catalyze site cleanup and construction of a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development of Homer's central business district. This project is the first phase in designing and constructing a multi-use community center to adequately serve the social, recreation, cultural, and educational needs of the Homer community.

The community has long prioritized re-developing this site to better serve recreation needs and to create a welcoming gateway for visitors to Homer. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community's high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for safe walking/running, meeting and convention or events space, dedicated space for youth and emergency shelter as priority features.

Over the years, the City has performed a variety of structural and feasibility analyses. However, contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The building is in a state of disrepair; it is only a matter of a few years before it can no longer be utilized for recreation or for City maintenance and community recreation staff currently housed in the building. The next steps to accomplishing the community goal of a new facility is twofold: finalizing design and site cleanup.

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

The next step is finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance. In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility. **FY24/25 Cap budget allocates \$311,216 in Natural Gas Free Main Allowance funds**

Total Project Cost: \$15,795,666

FY24

Phase 1: Abate HazMat \$ 176,377

Phase 2: Demolish HERC2 \$ 78,094

Final Design &
Feasibility Study \$ 350,000

FY25

Phase 3: Demolish HERC1 \$ 191,195

Construction \$ 15,000,000

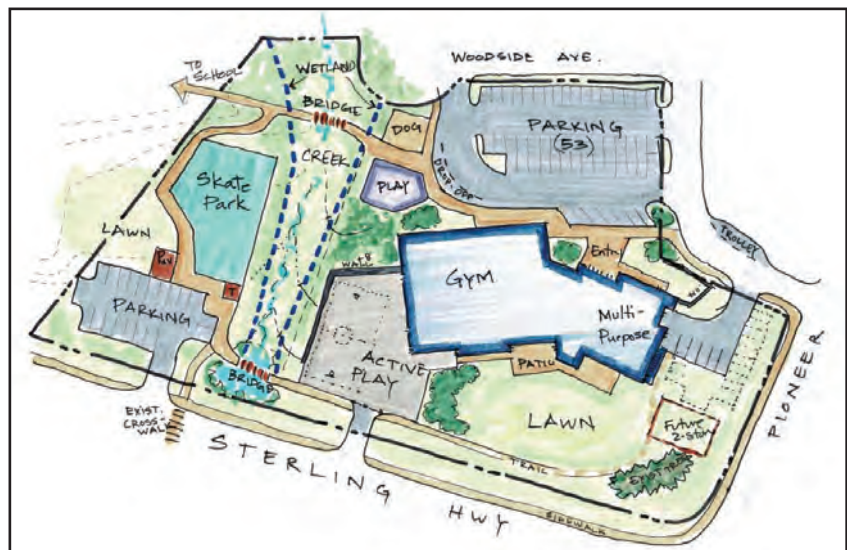
FY25 State Request:

Phase 1, 2 & 3 \$ 350,000

(City of Homer Match: \$ 445,666)

FY25 Federal Request:

Phase 3 \$15,000,000



Conceptual design for a new community recreation facility to revitalize a Brownsfields site at the gateway to Homer.



4. Karen Hornaday Park Public Restroom Facility

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

The Karen Hornaday Park Master Plan, first approved in 2009, is outdated. Development of a new plan by the Park, Arts, Recreation and Culture Advisory Commission and adoption by City Council is underway. The plan will develop a site plan and designs for two high priority park needs to improve safety and provide accessibility: an entry road, parking area and accessible pathway to park amenities and public restrooms facilities. Significant volunteer efforts and HART Program funding in 2017 constructed two new footpaths providing pedestrian access to the park along Fairview Avenue on the southern border of the park and from Danview Avenue. Neither of these trails are ADA accessible and they do not address safety issues of children running across the road from the parking lot to access the park.

The highest need is an ADA accessible public restroom facility. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. Its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to create a new Park Master Plan, extend water/wastewater utility to the site selected for the public restroom and construct the restroom facility. The second phase will be road, parking lot and accessible trail construction.

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

Master Plan Update: **\$ 50,000**

Water Sewer Utility Extension: **\$ 530,000**

Restroom Construction: **\$ 500,000**

FY25 State Request: \$500,000

(City of Homer Match: **\$580,000**)



Public restroom facilities and safe, accessible pedestrian access for the many park users is lacking in the park.

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





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

Project Description & Benefit: System 4 is made up mostly of floats that were constructed in 1964 for the original Homer Harbor. In the 2002 Transfer of Responsibility Agreement (TORA) project, those original floats were moved to create System 4. Within two years, the System's 207 slips for vessels ranging in size from 24 feet to 60 feet in length and over 1,000 linear feet of transient moorage was filled to maximum capacity. System 4 provides dockage for the Seldovia Fast Ferry *Kachemak Explorer* for passenger and freight loading. System 4 has two accessible gangways on ramps 6 and 7 and is supported by a public restroom and public fish cleaning station located at the top of ramp 6.

The 1964 timber floats are 30 years beyond their engineered life expectancy and should be replaced before they are condemned and need to be decommissioned. Major maintenance (adding flotation to the end of main floats and replacing timber piles, decking, and stall floats) has allowed continued use of these floats. Despite these efforts, many conditions have combined to produce a critical loss of structural capacity. Bullrails, used for securing mooring lines, are cracked or deteriorated; older timber piles have areas of rot; flotation foam has disintegrated throughout these floats, reducing freeboard, which ultimately reduces load capacity and increases rates of corrosion. The lack of flotation and deteriorated structural members makes the entire main float lists to one side; snow has to be removed in the winter to prevent sinking. Lack of flotation also causes the stall floats to be unstable or bouncy when walking on them, resulting in a potential safety hazard. Parts of System 1 dates back to 1986 The lack of freeboard flotation, concrete and timber deterioration and broken structural elements at end floats and failures in some headwalk floats likewise puts these components of System 1 in critical to serious categories.

Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023. It recommended replacing floats categorized as serious and critical and upgrading shore power, fire suppression and potable water. AAA float can be expanded towards the load and launch ramp to open up narrow fairways between the floats, giving vessels more room to safely navigate between the float systems. The City submitted a Federal grant application for FY23 Port Infrastructure Development Program funds to assist with design, engineering and construction. State matching funds help leverage federal dollars in support of Homer's regionally critical port infrastructure.

Total Project Cost:	\$59,289,547
FY25 State Request:	\$ 6,077,178
FY23 Federal PIDP Request:	\$47,135,190
City of Homer Match	\$ 6,077,179



System 4 floats to be replaced.



The Headwalk Float AAA is warped, suggesting a failure in the structural members below the deck and lack of flotation..



Low freeboard resulting in submerged pile collar.

Decking has rot and hardware connections protrude through it.

Contact Mayor Ken Castner or or Rob Durbin, City Manager at 235-8121



6. New Public Works Facility

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

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

Based on a needs assessment, the new facility would require a 4.6 acre site. Ideally, the site would be located within or close to the Central Business District, and be compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support services; road, drainage, building, water, sewer, motor pool maintenance activities; and equipment/materials storage

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

Plans & Progress: This project will most likely be completed in three phases consisting of concept design and property acquisition followed by full design and construction. The proposed time frame is to purchase property in 2023; design the facility in 2024-25 and begin construction in 2026. Availability of funding would adjust these time periods.

Total Project Cost: \$11,377,750

Schedule: 2024

2023: Property Acquisition \$ 600,000

2024-2025: Facility Design \$ 828,500

2026-27: Construction \$9,949,250

FY25 State/Federal Request: \$9,949,250

City of Homer Match: \$1,428,500



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

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



7. A-Frame Water Transmission Line Replacement

Project Description and Benefit: This project replaces an 800-foot section of cast iron water supply line in Homer's water utility system. The pipe, at 57-years-old, is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage during seismic events.

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

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

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

Plans & Progress: The City's FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. This project, combined **under consideration for a Federal appropriation.**

Total Project Cost: \$804,092

Design: \$90,000

Construction: \$714,092

FY25 State/Federal Request: \$634,274

City of Homer Match: \$ 160,818

Funding Secured	FY24
Design	
COH Water CARMA	\$ 90,000



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



8. Homer Spit Coastal Erosion Mitigation

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

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat. While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT&PF armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

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

Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More recently, in 2019, HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. A rough order of magnitude for revetment is \$1.5 M per 100-foot station.

Due to the importance of road access on Homer Spit, a traditional revetment was recommended; however it strongly encouraged coupling any rock project with a beach renourishment program and sediment management plan for long term viability of the Spit. Dredging operations in Homer Small Boat harbor and during construction of Homer's new large vessel harbor will provide sufficient material to renourish the beach.

The project should progress in phases. Phase 1 is USACE authorization to implement the Dredged Material Management Plan with harbor dredge materials to immediately mitigate erosional damage impacting the Spit Road and property, while concurrently, initiating Phase 2: revetment engineering and design through a USACE General Investigation. Phase 3 is construction.

Phase 1 & 2 Project Cost: \$3,960,000

Phase 1: Beach Renourishment Authorization, dredging and placing materials: \$960,000

Phase 2: USACE General Investigation: \$3,000,000

FY25 State Request \$1,980,000
(City of Homer match: \$ 480,000)

FY25 Federal Request \$1,500,000



Example of recent active erosion on the Homer Spit.



9. Fire Hall Expansion, Phase 1

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

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

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

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

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

Total Project Cost: \$20,000,000

Phase 1, Design: \$ 1,500,000

Construction: \$18,500,000

FY25 State/Federal Request: \$1,200,000 Phase 1
(City of Homer match: \$300,000)



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



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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- **Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform14**
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City Hall Access Barrier Removal

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Advisory Board and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Facilities Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36" width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32" width requirement; and
- front door entrance threshold height.

Plans & Progress: Public Works Staff assisted the ADA Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. In 2022, the City allocated funds to design a new City Hall Ramp to bring it into ADA compliance.

Total Project Cost: \$400,000

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Design ADA City Hall Ramp		
COH Comm Assist Program	\$ 14,400	-



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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

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

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

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

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

Total Project Cost: \$ 770,000

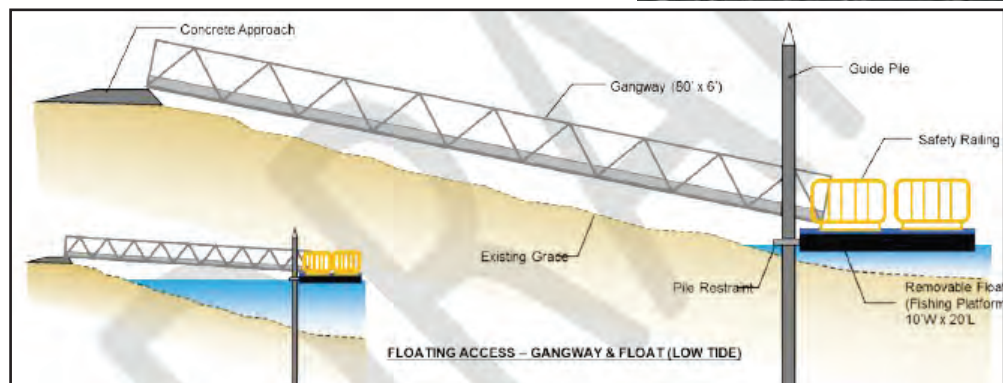
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



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



Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

This project will correct the following parking barriers in the vicinity of the Homer Harbor, at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

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

Total Project Cost: \$385,600

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

Schedule:

2026: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



While inaccessibility issues in these spaces has been remedied since this photo was taken, it provides an example of spaces needing to be paved and a path of travel to the sidewalk provided .



Parks, Art, Recreation & Culture

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Bayview Park Restoration

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

This project seeks to transform Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes:

- finalizing the park's site plan and specifications after gathering community input;
- pave Bayview Park parking area and delineate ADA parking and construct accessible park pathways;
- procure and install inclusive playground equipment and natural playground features; and
- install accessible rubber tile safety surfacing under the playground equipment and replace rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lot and access into the park can be built. A donation by the Kachemak Bay Rotary Club will help procure new playground equipment. In 2023, the City worked with a landscape architect to develop a conceptual park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements.



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

Total Project Cost: \$190,000

Phase 1: Finalize park design and specifications, construct parking lot and paths, procure and install playground equipment with safety surfacing. \$139,330 (Funding complete 2023)

Phase 2: Install accessible rubber tile safety surfacing under playground equipment and replace perimeter fence. \$50,670

Schedule: 2023-2026

Priority Level: 1

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



Homer Spit Campground Renovations

Project Description and Benefit: The Mariner Park and Fishing Hole campgrounds are situated on the Homer Spit. Their waterfront locations and close proximity to recreational activities and visitor support services make the campgrounds very popular with both Alaskans and out-of-state visitors. City campgrounds are heavily used in the summer and shoulder seasons, hosting over roughly 20,000 campers annually and generating up to \$200,000 in revenue through camping fees.

The campgrounds are primitive. Campers use porta potties and have no means of hand washing. Campsites are pot holed, poorly marked and without tent pads. Many lack picnic tables and fire rings.

This renovation project greatly improves the camping experience and makes it easier to maintain the campgrounds to a higher standard of cleanliness and safety. Renovations include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities. Mariner Park Campground would also benefit from landscaping.

Completing these renovations bring the campgrounds to a minimum standard to keep them healthy, attractive and competitive. Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer's overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is 80% shovel ready.

Total Project Cost: \$95,000

Mariner Park Campground	\$50,000
Fishing Hole Campground	\$45,000

Schedule: 2025-2026

Priority Level: 2



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. An ADA accessible restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



The parking lot at the Spit trail head full of cars on a sunny day.



Jack Gist Park Improvements, ~~Phase 2~~

Project description is in draft form until staff gets clarification on project scope.

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

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

The park's two parking lots are small, uneven, poorly drained and poorly delineated. The plan is to grade and expand them in conjunction with the needed drainage work. The existing area between fields and property line allows for increasing available parking spaces, as well as provide ADA parking.

Plans & Progress: Capital funds approved for FY23 and in the FY24-25 budget will extend water, sewer and electrical utilities to the park from the adjacent development. These will initially be stubbed off in a location central to the lower fields to provide irrigation for the fields during dry spells and assist in turf maintenance practices. Plans also include providing the necessary infrastructure for the eventual construction of public restrooms.

The next phase includes public restroom construction.??...awaiting update from staff.

Project Cost: \$XXX,000

Utilities \$ 42,500

Drainage: \$ 25,000

Parking: \$ 30,000

???: \$ 22,500

Phase 2: Restroom-cost estimate?

Schedule: 2023-2025

Priority Level: 1



One of the softball fields at Jack Gist Park.

Funding Secured	Prior to July '23	FY24
Utility Extension		
COH HAWSP	\$ 42,500	-
Drainage/Parking		
COH General Fund	-	\$ 55,000
???	-	
COH General Fund		\$ 22,500



Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

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

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

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

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



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

Total Project Cost: \$5,297,626

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

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



Fish Grinding Building Replacement

Project Description and Benefit: This project replaces the Fish Grinding Building located on the uplands within the Homer Small Boat Harbor, and completes site drainage improvements to meet DEC permitting requirements.

The building requiring replacement secures and protects a DEC-permitted industrial fish waste grinding system. The system processes a large volume of fish carcasses (on average 304,600 pounds annually) generated by non-commercial sport fishing activity and collected from the City's public fish cleaning tables for environmentally sound disposal. This sport-caught fish waste is transported to the Fish Grinding Building in totes where it is mixed with salt water and ground, and then pumped to an underwater outfall located in Kachemak Bay adjacent to Homer's Pioneer Dock.

The current building is a twenty-one year old, 600 square foot metal clad building. Over time, the humid, salty sea air and the saltwater slurry used in the fish grinding process have taken a corrosive toll on the building. The building is rusting out in several areas, compromising its structural integrity and degrading electrical fixtures. The new proposed building will be constructed on the same concrete footprint, utilize existing utility hook ups and designed with corrosion-resistant materials to protect the fish grinder and associated equipment from the elements, saving on costly equipment maintenance and repairs.

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review. to prevent fish slurry that leaks onto the ground from entering a storm drain. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need, while remaining compliant with EPA regulations.

Plans & Progress: Preliminary project design and cost estimates are complete. The building replacement project will be awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. **The City's FY24-25 allocates \$40,000 for electrical works upgrades, which may be eligible as partial matching funds.** The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.

Total Project Cost: \$279,396

Phase 1: Engineering and Design: \$25,000

Phase 2: Construction: **\$254,396**

Site Drainage: cost TBD

Schedule: 2024

Priority Level: 1



Corrosion is compromising the Fish Grinding building's structural integrity and degrading interior fixtures.

Funding Secured	Prior to July '23	FY24/25
Engineering/Design	\$ 25,000	-
Outfall Electrical Upgrade	-	\$...40,000
ADF&G Dingell-Johnson	(pending)	\$ 187,500



Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Homer Harbor Dredging

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

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

Plans & Progress: Dredging requires a survey of the entire basin by a certified Marine surveyor capable of conducting a multi-beam survey that provides quantities of dredged material that would need to be removed to get the basin back to the original depths. **The City's FY24-25 allocates funds to complete the survey work.**

Phase 2 will create an RFP to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize our efforts and focus specific areas of concern first.

Total Project Cost: \$980,000

Phase 1: Harbor bottom survey: \$25,000

Phase 2: Dredging: \$955,000

Schedule: 2023-24

Priority Level: 1

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



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



Homer Harbor Security Cameras: Ramp 1-5 Access Points

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

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

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget and a cost estimate obtained.

Total Project Cost: **\$364,000**

System Design: \$5,728 (funding completed)

Equipment Purchase and Installation: **\$358,272**

Schedule: 2025

Priority Level: 1



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



Ice Plant Upgrade

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

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

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

Total Project Cost:

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

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2024: Phase 2

Priority: 1



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



Large Vessel Sling Lift, Phase 1

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

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

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

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

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

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

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

Schedule: 2027

Priority Level: 3



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



Steel Grid Repair

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 our large tidal exchange in Kachemak Bay, Homer’s tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Steel Grid was originally built 42 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 have kept this grid patched up and going for a good long while, but we’re now at the point where a larger replacement project is required. More may be revealed after an engineering inspection during Phase 1, but to date, staff believe that the piers and wooden fenders are still serviceable. It is anticipated that only the grid itself would need to be replaced.

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

Total Project Cost:

Phase 1: Engineering and Design: \$25,000

Phase 2: Construction: (TBD after engineering and design phase.)

Schedule: 2025

Priority Level: 2



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

FY 2025 - DRAFT Document



Wood Grid Replacement

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

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

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

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

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

Total Project Cost:

Phase 1: Engineering and design: \$25,000

Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2026

Priority Level: 2



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



Public Safety

- **Fire Department Fleet Managment32**

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Fire Department Fleet Management

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

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, two pieces of equipment critical to safe and effective fire response. two priority pieces of equipment are 15 years to over 30 years old and at the end of their functional life. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Quick Attack Brush Truck. In 2022, after 33 years of service, HVFD's single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. A quick attack pumper truck will allow the department access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. **\$575,000**

Engine-4, at over 40-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. Functional capabilities and safety features of fire apparatus has greatly improved in the last fifteen years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems. Apparatus over 25 years old also become unreliable. Systems fail, sidelining vehicles for lengthy repairs and putting both firefighters and the public at great risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk. **\$850,000**

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. **Funds were allocated for a used ladder truck in the FY23 Capital budget.** Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: **\$1,655,000**

Quint/Ladder Truck: **\$230,000 (complete)**

Quick Attack/Brush Truck: **\$575,000**

Engine 4 Replacement: **\$850,000**

Funding Secured	Prior to July '23	FY24/25
Ladder Truck		
COH Fleet CARMA	\$ 230,000	-

Schedule: 2025-2026

Priority Level: 1



HVFD's Brush-1 is a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.



Public Works Projects

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Beluga Sewage Lift Station

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and environmental stewardship, and contributes to Homer's growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8' diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which oxidizes in the presence of moisture, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into Beluga Slough, part of Kachemak Bay's Critical Habitat and home to, among other wildlife, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow, creating an ecological disaster.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structure
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: Conceptual project design was completed in 2020, funded by the City's Capital Asset Repair and Maintenance Account. **The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds, and is under consideration for a Federal appropriation. ADEC has offered a Principal Forgiveness Subsidy in the amount of \$500,000. The City will proceed with Final Design in FY24 and hopes to implement construction in FY25..**

Total Project Cost: \$2,937,353

Engineering Concept Design: \$ 18,023 (complete)

Final Design: \$ 100,000 (funded)

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Conceptual Design	\$ 18,023	-
Final Design		
COH HAWSP	-	\$ 100,000



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.



Ben Walters Lane Sidewalk Facility

Funded. Will move project to funding completed section.

Project Description and Benefit: This project will provide approximately 6,150 feet of ADA-compliant sidewalk, curb and gutter on Ben Walters Lane from Lake Street to East End Road. The need for a sidewalk on Ben Walters Lane was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan and has been included in the 2021 update. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

Ben Walters Lane is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to two of Homer's main thoroughfares: East End Road and Lake Street. Ben Walters Lane supports both residential and commercial traffic. For example, the street is home to many single family residences, some multi-family residences, two City parks, multiple businesses and health care facilities. Further, Ben Walters provides access to two schools located on East End Road and numerous businesses located on Lake Street.

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water. A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate for the project has been developed. The City has commissioned the design of the facility and City Council has allocated funds for construction in the FY24-25 Capital Budget.

Total Project Cost: \$1,800,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Sidewalk Design and Survey		
COH HART Road	\$ 100,000	-
Construction		
COH HART Road	-	\$1,700,000



FY 2025 - DRAFT Document



Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

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

Plans & Progress: The City is in the process of performing soils investigations, survey and preliminary design to better understand the scope of the problem. ~~has invested extensive value engineering in the final design to make the project affordable.~~

Estimated Project Cost: \$4,100,000 ~~953,339~~

Schedule: 2025

Priority Level: 2



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



Homer Airport Terminal Improvements

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

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

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

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

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

Total Project Cost: \$1,402,570

Interior Renovations \$378,000

ADA restroom and other ADA compliance issues
Furniture upgrade for ADA compliance

Fire/Life Safety Systems \$159,156

Replace HVAC and fire alarm systems
Replace automatic entry doors for security/energy efficiency

Exterior Renovations \$659,812

Provide ADA-compliant parking and access
EV Charging Station
Paint exterior siding
Install wayfinding signage/kiosk

Resilience Measures: \$205,602

Install backup generator for emergency power
Solar installation -

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 14,400	
COH Construct Gen CARMA	-	\$ 50,000
COH Sidewalk Repair Gen CARMA	-	\$ 76,175



Homer All Ages & Abilities Pedestrian Path

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer's non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing "Accessible Homer" and a "Blue Path" online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City's recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.



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

Total Project Cost: \$3,900,000

Svedlund/Herndon & Lee Street: \$1,600,000

Main Street South to Ohlson Lane: \$2,000,000

Crosswalk improvements: \$ 300,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



Svedlund/Herndon Street Sidewalks

FY 2025 - DRAFT Document

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer's central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer's Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, reduces the risk of isolation and quality of life improves.

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City's FY24/25 Capital budget.

Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)

Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000

The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.



Water Storage/Distribution Improvements, Phase 3

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

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

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

- Phase 1: was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- Phase 2: consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV stations and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work should be completed in 2024 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

Total Project Cost: \$10,438,214

2014 (Design, Completed): \$884,214

2016 Phase 1 Construction(Funded, Completed):\$1,980,000

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1



Wayfinding & Streetscape Plan Implementation

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

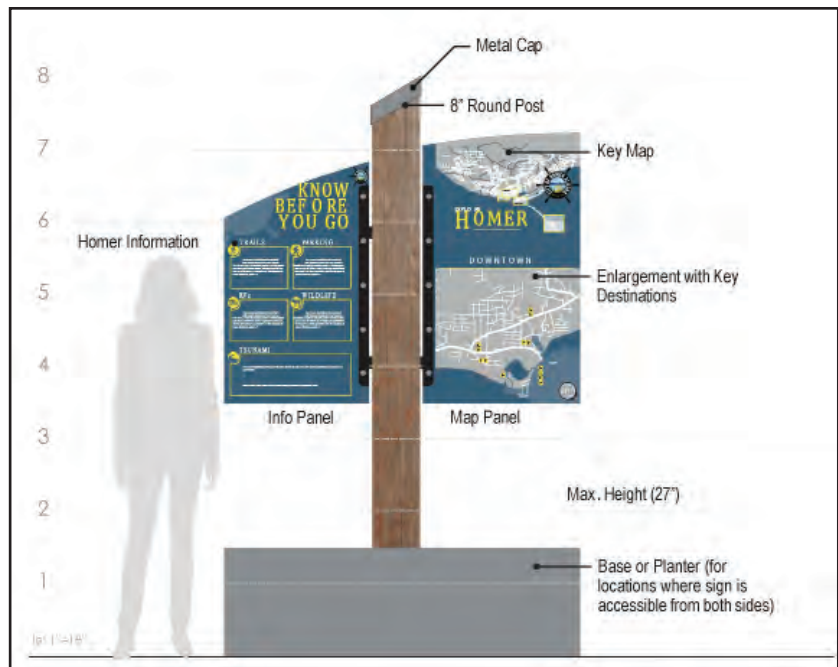
Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with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

Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)
Phase 2: \$151,000

Schedule: Phase 1 2023-2025

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	\$ 50,000



Schematic design of wayfinding sign.



State Projects

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

Transportation projects within City limits:

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Baycrest Overlook Gateway Improvements Phase 3

Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer, and creates a powerful first impression. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct accessibility barriers cited in the ADA Transition plan.





East Hill Road Bike Lane

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

The need for a non-motorized transportation element on East End Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.





Kachemak Drive Non-Motorized Pathway

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

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

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

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

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

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$2,000,000



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



Main Street Rehabilitation

Project Description & Benefit: This project will rehabilitate storm drains and pavement on the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane. Ideally this project will include a curb gutter and sidewalks to provide a safe means for pedestrians to travel from Ohlson Lane in Old Town north to Pioneer Avenue, making it a complete street.

Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It is a main commercial corridor and supports residential traffic as the street is also home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

The road condition has deteriorated over the past several years. The pavement is raveling and the drainage system is inadequate, allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze/thaw cycles. The lower portion suffers from potholes, triggering continual complaints from the traveling public. The storm drain systems needs to be rehabilitated.

Any road rehabilitation should be coupled with addition of a sidewalk facility to fill a gap on this busy mixed-use collector street.

Plans & Progress: The City has held off doing any technical work because it is a State road. A funding request for AK Department of Transportation FY22-25 Community Transportation Program grant funding is under consideration and is a mechanism to make these much needed improvements to Main Street.

Estimated Project Cost: \$4,300,000



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



Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

Despite its proximity to businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is city-owned from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging it's funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

Cost includes a WAG of \$100,000 for storm drain improvements.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.



Sterling Highway Milepost 172 Drainage Improvements

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

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

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

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

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

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

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



Aerial photo of the area downslope of the outfall from a



West Hill Road Bike Lane

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

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

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

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan. An engineer's conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.





Projects Submitted by Other Organizations

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

- **Homer Hockey Association:**
Kevin Bell Ice Arena Acquisition.....51
- **Homer Senior Citizens Inc.:**
Alzheimer's Unit52
- **Kachemak Shellfish Growers Association:**
Kachemak Shellfish Hatchery53
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades54
- **SPARC: Flooring Replacement55**



Homer Hockey Association Kevin Bell Ice Arena Acquisition

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2,087,000 million dollars from purchasing the Arena.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more than a decade as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling and numerous community and school open skate events. The public and open skate events bring up to 1000 additional users during the busiest months. These efforts earned HHA the 2012 Alaska Recreation and Parks Association Outstanding Organization award and more recent recognition from the USA Hockey Association.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2015-2016 these games brought over 1,160 out of town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. KBA has hosted several consecutive youth State Hockey Championship Tournaments which are widely attended by families from all over the State. KBA is home ice for the Mariner-High School Co-Op Team with includes players from all of the secondary schools on the southern Kenai Peninsula.

Plans and Progress: HHA has an active and committed Board of Directors and membership. The volunteer hours are leveraged by several successful fundraisers, sponsor and advertising campaigns, grant awards and donations each year. This covers approximately one third of the annual operating and capital expenses. The remaining expenses are covered by user fees.

The purchase of the building would provide HHA the opportunity to open more programs and expand existing programs to include more of the community. The high user fees are a barrier for many families but necessary just to meet annual expenses. The building purchase would allow HHA to adequately fund and plan for the replacement of the major mechanical components of the ice arena and allow for major building maintenance. It could allow for heating and additional seating to accommodate the spectators. Major projects that could increase revenue such as permanent year-round flooring could become feasible. The building purchase would allow this important community resource to grow and prosper into the future.

Total Project Cost: \$1, 954,300



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



Homer Senior Citizens Inc. Alzheimer's Unit

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

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

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

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

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

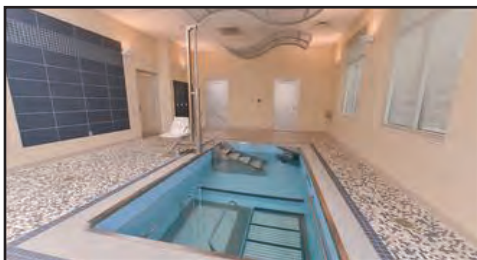
Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

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

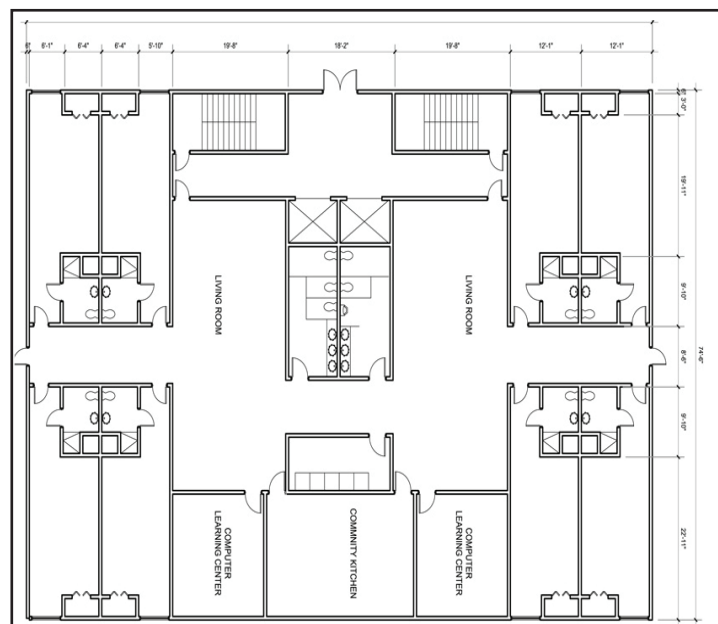
Due to COVID-19, we postponed plans with our architect to design the facility. We will begin discussions with the architect again this fall.

Total Project Cost: \$3,000,000

Funding Received as of date: \$99,950



Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers' Coop (KSGC), eleven aquatic farms are providing jobs for processing, marketing, and shipping half-shell oysters. For the last eight years the processing facility on the Spit is also culturing, marketing, and shipping oyster seed to the eleven member farms and to farms outside of Kachemak Bay.

KSGC farms have been recently impacted by oyster seed shortages affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers decided to be in charge of their own seed production. Therefore the farmers decided to build a small experimental seed hatchery / setting facility at the KSMA building to address the seed needs of the growers. This experimental hatchery has consistently set millions of spat seed every year thanks due to the nutrient rich waters, dedication of two KSMA employees, and the growers volunteerism. The local nursery has been undermanned and underfunded, but the resulting seed has proven to out perform all other seed—it grows faster and mortality rates are significantly better than all previous seed grown outside of Alaska. However, this past year, severe tides and storms have hastened the degeneration of a critical piece of nursery equipment.

The piece of equipment is called a FLUPSY — a Floating UPwelling System. Microscopic spat cannot go directly from the hatchery to the farm sites. The spat must spend six months to a year in appropriately graded bins, at great labor expense of cleaning and grading, in salt water that is constantly being moved by an electrically-driven paddle wheel. At 18 years old, the FLUPSY lacks AK DEC compliant floatation, and is showing the wear-and-tear of the harsh maritime climate coupled with winter storm damage. The present FLUPSY is also unsecured making it a vandalism target. The project includes new safety equipment and covered, lockable dry storage for tools and laborer's needs.

The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round addition to Homer's seafood options for locals and tourists alike. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other growers in and out of state helping to fulfil an economic development priority in Alaska's Comprehensive Economic Development Strategy.

Our local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. Mariculture courses could easily be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: The new FLUPSY is being developed in two phases. The design phase is complete. With the help of the Kenai Peninsula Economic Development District, KSMA continues to pursue grant funds to assist with the construction phase. Should funds be secured from other sources, KSMA will be seeking grant matching funds.

Total Project Cost: \$247,500



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



Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades

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

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

To augment natural features and offer entertaining challenges for more advanced skiers and snow boarders the project seeks to acquire terrain park features.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a Section Line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club is developing a shared parking area with Homer's Snowmads snow machine organization, directly across Ohlson Mountain Road from the Section Line entrance point. This new parking area will minimize the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that now occurs during crowded weekends. While alternative grant funds will be pursued to fund the majority of the parking areas construction, it is anticipated that additional funds will be needed to complete the project: new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

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

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

Parking/access improvements: \$15,000



Youth enjoying Homer's own downhill ski area.



SPARC: Flooring Replacement

Project funding complete. Listed in Completed project section.

Project Description and Benefit: South Peninsula Athletic and Recreational Committee owns and manages the SPARC building on land abutting the Homer Middle School campus, leased for \$1/year from the Kenai Peninsula Borough, per a 20 year lease. This facility is a non-governmental recreational facility available for community use on a daily basis. A wide variety of activities occur there including pickleball, walking, soccer, roller-skating, and basketball. It also hosts large community events such as performances, celebrations of life, youth dances, and even a recent car/motorcycle show with food trucks and a vendor fair.

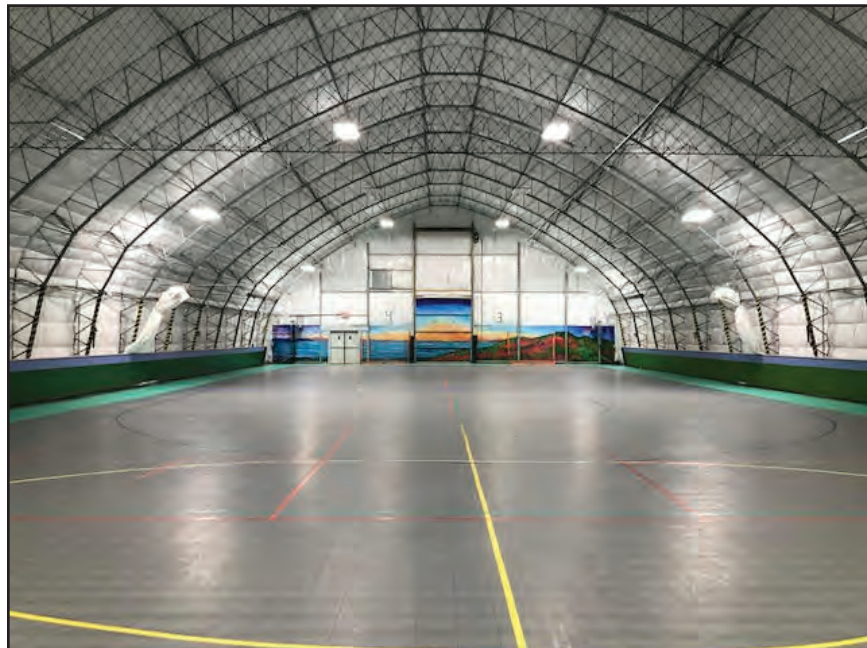
The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive first floor, which was already well used when installed in 2017. The first step in replacing the floor will be the installation of a concrete slab to support whatever new flooring is selected. Currently the building has a layer of sand below the floor. The sand will be utilized for the base of the concrete for any replacement floor.

Plans & Progress: Since 2017, SPARC has been setting aside funds in a capital account to be applied to the costs of a floor upgrade. Currently the account is funded at \$45,000. In 2020, SPARC formed a Flooring Committee which was tasked with selecting the specific flooring by winter of 2021. The Flooring Committee was composed of representatives of various sports to provide input on the design and choice of flooring. The SPARC Board of Directors and committee members consulted with Alaskan Industries, Inc., an Alaskan firm that has installed dozens of gym floors around the state. Based on consultations with this firm, including a site visit from their founder, the SPARC chose a “Mondo Advanced” Flooring package, which meets all our unique uses and circumstances. A Letter of Interest to the Murdock Charitable Trust requesting funding for half the cost in the winter of 2021 resulted in an invitation to submit a full application for project funding. The application is pending.

Total Project Cost: \$478,681

Preconstruction and Administration: \$155,917

Construction: \$322,764



Flooring inside the SPARC.

FY 2025 - DRAFT Document



Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. In conjunction with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Recommend removal since road connections have been established to West Hill Road.

Cost: \$3 million

Parks And Recreation

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City

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

The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M



Capital Improvement Long-Range Projects

Port & Harbor

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

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

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

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

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

Cost: Unknown



Capital Improvement Long-Range Projects

Utilities

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

Cost: \$400,000

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

Cost: \$1,000,000

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

Cost: \$16,750,000

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

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

STATE PROJECTS

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



Capital Improvement Plan Appendices

- CIP Development Schedule61
- Resolution 23-0xx62
- City of Homer Financing Assumptions64



Capital Improvement Plan Appendices

**CITY OF HOMER
2024-2029 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2025 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2023
Solicit new/revised project information from City Departments, local agencies and non-profits	May 9, 2023
Input for New Draft Requested By	June 2, 2023
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Advisory Board	July 13
Planning Commission	July 19 or August 2
Park, Art, Recreation and Culture Advisory Commission	June 15
Economic Development Advisory Commission	August 8
Port and Harbor Advisory Commission	June 28 and August 23
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	August 28
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 11
Administration Forwards Requests for Governor's Budget	September 25
Distribution of CIP and State Legislative Request	September 25
Compilation/Distribution of Federal Legislative Request	October 2023 & January 2024



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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



Proposed New Projects Table of Contents

City of Homer Projects

1. Homer Spit Storm Drain Improvement
2. Mission Road Water and Sewer Trunk Line
3. Homer Wastewater Treatment Plant Improvements

FY25 PROPOSED NEW PROJECTS - DRAFT



Homer Spit Storm Drain Improvement

Project Description and Benefit: Homer Spit Storm Drain- Design and construct storm drain infrastructure to collect runoff from several parking lots and convey the runoff to a storm water treatment device that will trap sediments, hydrocarbons and other contaminants before the runoff is discharged into Kachemak Bay.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$1,198,628

Schedule: 2025

Priority Level: 2

Schematic design of wayfinding sign.



Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

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

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

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost:	\$707,245
Clarifier Coating Replacement	\$369,439
Digester Coating Replacement	\$231,806
Electrical Component Replacements	\$103,000

Schedule: 2024

Priority Level: 1



Mission Road Water and Sewer Trunk Lines

Project Description and Benefit: This project Install approximately 5,340 feet of 8-inch HDPE sewer trunk line pipe. This project would provide piped service to four homes located directly adjacent to the main and provide the opportunity to serve many more homes in nearby subdivisions.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$1,493,506

Schedule: 2027

Priority Level: 3

FY25 PROPOSED NEW PROJECTS - DRAFT

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense (\$25,000 or more for non-profit organizations; \$50,000 or more for government organizations)? ☐ YES ☐ NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? ☐ YES ☐ NO
- C. Will the project provide broad community benefit? ☐ YES ☐ NO
-

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

City of Homer ADA Advisory Board

Organization submitting the nomination form

Contact name

Contact phone number

1. Project title (Suggested heading in CIP):

Regrade and Repave Homer Public Library Parking Lot

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

The Homer Public Parking lot has drainage issues each winter during freeze/thaw cycles, specifically the locations dedicated for Accessible Parking. This issue has been in place since shortly after opening in 2006. The parking spaces gather water from snow melt which then typically refreezes when temperatures drop creating large ice pads representing a very slippery and dangerous footing for those persons using the spaces. Relocation of the accessible spaces can be accomplished but that still leaves spaces that present a slip and fall hazard for any persons accessing the area while visiting the Library, whether they are just traversing the parking

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

Temporary relocation of accessible parking in winter. Review has been done by public works and it was determined that regrading and repaving of the parking lot, along with additional drainage measures would correct the freeze/thaw problems as well as alternative snow removal methods/locations.

4. Project cost:

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

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

Preconstruction costs = \$ _____ Construction costs = \$ _____

5. Timeline: Indicate when you hope to complete each phase of the project.

2024/2025

6. Attach a quality digitized photo, drawing, map, or other graphic image of your project with your nomination form submission.



59.64 °N, 151.54 °W

Homer, AK Weather History

 **63°** **HOMER AIRPORT STATION** | [CHANGE](#) 

TODAY

HOURLY

10-DAY

CALENDAR

HISTOR

Daily

Weekly

Monthl

March 

29 

2023



ADA ADVISORY BOARD 2023 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	No Meeting Scheduled			
FEBRUARY	Wednesday 2/1 5:00 p.m.	Thursday 2/09 5:00 p.m.	Monday 2/13 6:00 p.m.	ADA Budget Review *may not be applicable during non-budget years Development of Annual Strategic Plans & Goals
MARCH	No Meeting Scheduled			
APRIL	Wednesday 4/5 5:00 p.m.	Thursday 4/13 5:00 p.m.	Monday 4/24 6:00 p.m.	<ul style="list-style-type: none"> Review first draft Parks, Play Areas & Campgrounds Transition Plan ADA Budget Review FY23-FY25
MAY	Wednesday 5/3 5:00 p.m.	Thursday 5/11 5:00 p.m.	Monday 5/22 6:00 p.m. [Sorter]	<ul style="list-style-type: none"> Engage in Education and outreach activities for ADA Compliance in Local businesses to promote Accessible Homer Draft Strategic Plan for 2024
JUNE	Wednesday 6/7 5:00 p.m.	Thursday 6/8 5:00 p.m.	Monday 6/12 6:00 p.m. [Sorter]	<ul style="list-style-type: none"> Schedule Site Audits for Trails Finalize Strategic Plan
JULY	Wednesday 7/5 5:00 p.m.	Thursday 7/13 5:00 p.m.	Monday 7/24 6:00 p.m. [Sorter] Tentative	<ul style="list-style-type: none"> Term Expiration Notices/Reapplications Sent Out 2nd Draft Parks, Play Areas & Campgrounds Transition Plan Amended COH Facilities Transition Plan Site Visit Scheduling for Trails Transition Planning
AUGUST	Wednesday 8/2 5:00 p.m.	Thursday 8/10 5:00 p.m.	Monday 8/14 6:00 p.m. [Sorter]	<ul style="list-style-type: none"> Reapplications Due Site Visits for City Trail Transition Plan Aug 17th 9a-12pm Review Draft Transition Plan Parks Review Draft Transition Plan Update Facilities
SEPTEMBER	No Meeting Scheduled			
OCTOBER	Wednesday 10/4 5:00 p.m.	Thursday 10/12 5:00 p.m.	Monday 10/23 6:00 p.m.	<ul style="list-style-type: none"> Approve Meeting Schedule for Upcoming Year Board Training by City Clerk
NOVEMBER	Wednesday 11/1 5:00 p.m.	Thursday 11/9 5:00 p.m.	Monday 11/13 6:00 p.m.	<ul style="list-style-type: none"> Review Strategic Plan & Goals for 2024
DECEMBER	No Meeting Scheduled			

*The Board's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Board's regular meeting, under Agenda Item 8 – Announcements/ Pre-Board Reports/ Borough Report/Commission Reports.



City of Homer

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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 18, 2023
SUBJECT: City Manager's Report for July 24, 2023 Council Meeting

Tsunami Warning on 15JUL23

A 7+ magnitude earthquake outside of Sand Point at 10:48pm automatically triggered the tsunami warning phone system based on size and proximity to Homer. Chief Kirko, Chief Robl, and I were able to report to City facilities by 11pm, other key emergency operations members were onsite shortly thereafter. When the NOAA Tsunami Center began to issue bulletins, the affected area was truncated to exclude Homer and the rest of the Kenai Peninsula. Unfortunately our local sirens were also triggered around the same time by an external source causing confusion for residents and visitors. The entire event was concluded and an all clear given within an hour of the original notification. Between submittal of this report and the Council Meeting on the 24th Chiefs Robl and Kirko should be attending a meeting with Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to discuss this warning and how it was managed. In the meantime, staff have taken this event as an opportunity to review and critique how we respond when an alarm goes out.

Hazmat Reports for HERC Buildings

Draft hazmat test results are in for the HERC buildings and under review by staff. The test results show the presence of PCBs at both sites. We are reworking the planned August 14th HERC work session to focus on what we've learned and how it is likely to impact our options for moving forward at the HERC campus. When the draft reports are finalized, they will be posted to the City's website.

HERC 1, the larger building which is still used for recreation, underwent a limited amount of exploratory testing in places most like to contain PCBs to take advantage of the mobilization of a hazmat testing professional to the HERC campus for the more expansive HERC 2 testing project. We found that HERC 1 does have materials that contain PCBs. For instance, the paint on the building's exterior window trim and the varnish on the interior wood paneling contain PCBs. Much more thorough testing will be needed prior to major construction or demolition in the building. HERC 2, was found to have PCBs as well. It also has more lead paint than anticipated and a significant amount of asbestos. We expect that demolition will be costly and complex for both buildings.

The test results provide important information for moving forward on the re-use of this site. Staff is researching EPA Brownfields grants which may help fund a cleanup plan and allow the City to apply for remediation funds in the future. These funding opportunities will be announced in September.

Fritz Creek General Store Fire



Below is a report from Chief Kirko regarding the Homer Volunteer Fire Department's mutual aid involvement in the recent Fritz Creek General Store fire:

At approximately 04:01 on July 6th the Homer fire department responded to an auto-aid request for Kachemak Emergency Services Area (KESA) to provide assistance with a confirmed structure fire out East End road. It was not clear until we approached the scene that it was at the Fritz Creek General store. HVFD responded with Tanker-2 staffed with 2 on duty personnel, Firefighter's Arndt and Harvey, Deputy Chief Kahles and Chief Kirko also responded directly to the scene. Assistant Chief Cunningham remained in town for ambulance coverage in our response area. There were no volunteers that responded for the fire or to provide station cover for EMS calls while the duty crew was out of our response area.

Tanker-2 was the first unit to arrive at 04:23, and KESA C-2 was next on scene less than a minute later. Chief Kahles and I arrived on scene approximately 1 minute later. KESA ladder-1 arrived about 2 minutes after Tanker -2 and took up a tactical position for fire attack on the A-side of the building. Homer firefighter Harvey and a firefighter from KESA pulled a hand-line to the front door and began making an aggressive attack on the fire. Deputy Chief Kahles also made entry with the attack team with a thermal imaging unit to guide the attack team in suppressing the fire. The interior temps at the ceiling were 900 plus degrees and temps at the 6' level ranged from 400-600 degrees.

Firefighter Arndt was responsible for suppling water to KESA ladder-1 from our tanker and assisting with exterior operations to support the internal attack team. I was assigned by KESA command to help operations on the exterior which included forcible entry into the rear of the building to provide a second means of egress for the attack team inside. I also instructed a crew in ventilation operations to relieve the heat inside providing the attack teams a more tenable working environment inside.

When the majority of the fire was knocked down we began extensive overhaul work that lasted several hours. Overhaul is the process of looking at all areas of the structure that were involved in fire and assuring that there will not be any rekindles. Also during overhaul, crews will focus on preservation of property assuring not to disturb potential evidence of cause.

Overhaul in this case took quite a while due to the nature of the building construction, allowing for fire to continue to burn in concealed spaces between the metal roofing and the roof decking. The roof structure was compromised due to the degradation of support members inside destroyed by the fire which hampered our ability to effectively remove the metal roofing and extinguish the remaining smoldering fires. When we get our ladder truck in service this work can be done much more safely and efficiently.

The Homer crews that were there performed flawlessly and played a key role in the quick extinguishment of this fire. All crews returned to Homer at around 10:00.

When crews arrived back at station-1 we began the extensive cleanup process of getting the equipment cleaned, inspected and placed back in service. During the cleanup process we also responded to a car accident and 2 medical calls. The day concluded with 7 calls for service in total.

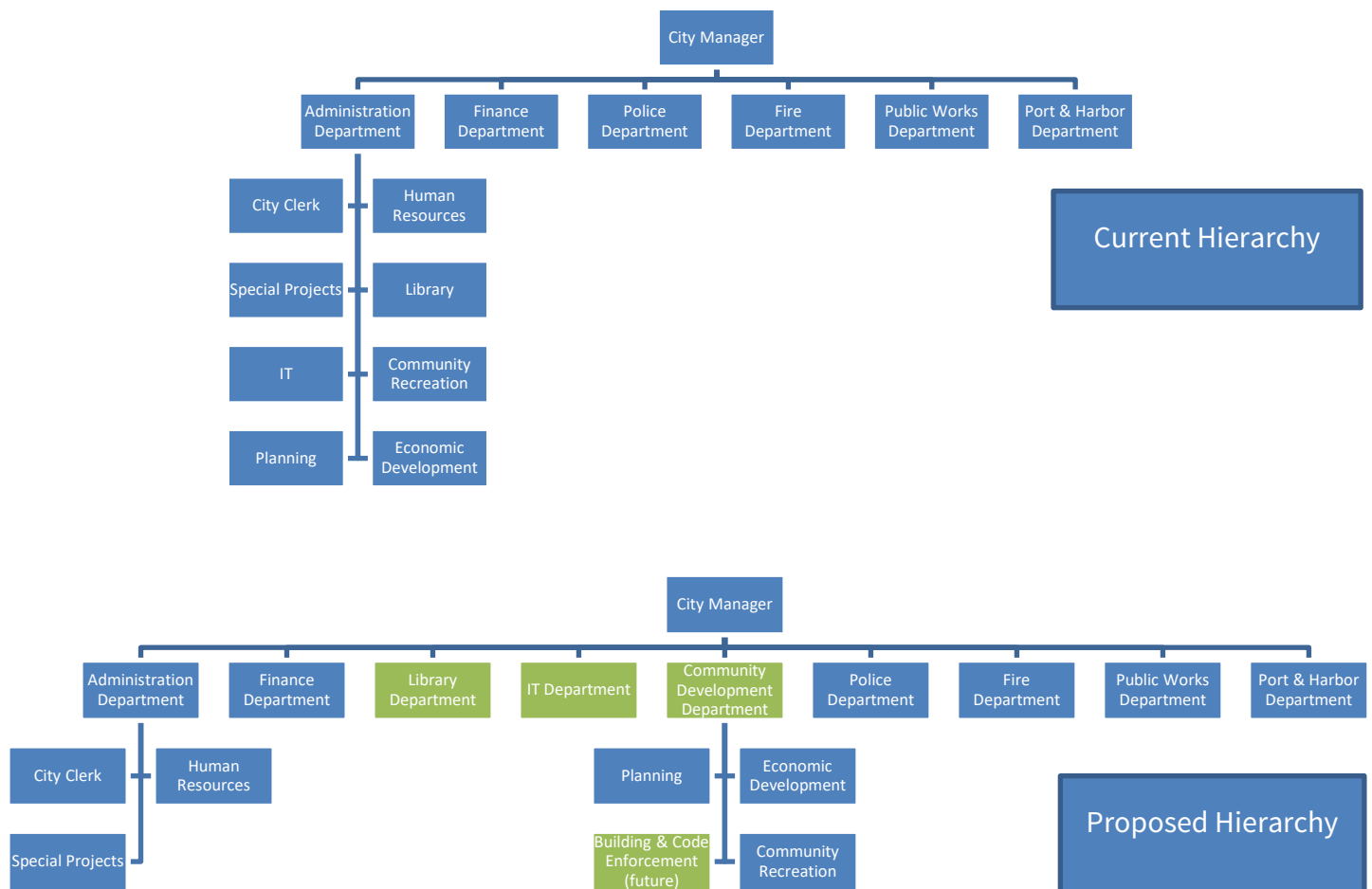
Since the fire, tanker-2 has come out of service with several repairable maintenance issues and PW has been notified. KC tanker-1 is now at the Homer station.

Reorganization Update

A little more than a year ago, I shared with Council a vision for reorganizing the Administration Department by spinning out a handful of divisions that don't fit within the traditional umbrella of Administration. The proposed departments were Community Development (consisting of planning, economic development, community recreation, and a future building & code enforcement division) and Library & IT Services. I've been test driving the parts of the modified structure for quite some time, and I'm ready to come back to Council with some actions to consider.

The creation of a Community Development Department would involve removing Planning, Economic Development, and Community Recreation from the Administration Department. I am also including room for a future Building & Code Enforcement Division. We don't have the funds to staff such a division at this time, but I expect that will change over the next few years. Especially if we are successful in winning a FEMA BRIC grant that is intended to help the City adopt and implement a building code. This vision has remained virtually unchanged since presented in 2022.

I am looking at taking a different approach to the Library and IT divisions. Originally I wanted to spin them out together under one director. We have operated in this fashion for a couple years now and it was hugely beneficial to the organization. That said, the concept wasn't particularly popular with the Library Advisory Board. Since the original pitch, we've grown IT one additional position and the lead IT position turned over was redeveloped into a Chief Technical Officer role instead of an IT manager. This new format has been working very well for us and I am more comfortable pursuing separate Library and IT Departments at this time (which was the preference of the LAB).



Last year I also pitched the idea of folding Finance into Administration, it’s a very common combination in local government. I’ve been experimenting with that design operationally for the last year and I’m not quite ready to suggest a change to City Code to make it permanent. Once we find the right balance for that combination I’ll bring that back to Council. In the meantime, I will bring forward the ordinances necessary to officially create departments of Community Development, Library, and IT at the next City Council meeting.

City Council Candidacy Filing Period Opens August 1st

The City Clerk’s office will accept Candidacy Declarations for two City Council seats beginning Tuesday, August 1st through Tuesday, August 15th at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the City for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk’s webpage <https://www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information> or at the City Clerk’s office located at 491 E. Pioneer Avenue. If you have any questions, please contact the City Clerk’s office at 907-235-3130 or email clerk@ci.homer.ak.us

KPB Siren Project

The Kenai Peninsula Borough’s Office of Emergency Management began a siren upgrade project on July 7th. They are making improvements to tsunami sirens throughout the Borough. Work in Homer will include the installation of a new siren at Northern Enterprises Boatyard on Kachemak Drive.

Homer Projects Proposed for STIP

The City has been successful in promoting three Homer-area transportation projects for inclusion in the Statewide Transportation Improvement Plan (STIP). Alaska Department of Transportation Statewide planners have indicated that the Homer Harbor Expansion (currently in the study phase utilizing local, State and Federal funding) will be added in the forthcoming STIP Amendment. Two other projects, currently without identified Federal funding, will also be added as “illustrative” projects: Homer Harbor Float System 1 and 4 Replacement and Spit Road Erosion Mitigation. These two projects have or will be applying for Federal discretionary funding through the Infrastructure Improvement and Jobs Act (IIJA). We are pleased that the State developed the illustrative category for projects vying for Federal grant funding. A project’s inclusion in the STIP can be a benefit in the competitive Federal grant application environment, and, most importantly, is required for municipalities to qualify to apply for Federal Department of Transportation low interest loans like TIFIA (Transportation Infrastructure Finance and Innovation Act). Access to these loans can be important part of a financing plan to help municipalities achieve significant local match requirements.

Meeting with New USACE Colonel

The City had its first meeting with the new commander of the US Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor Visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects management Division for the US Army Corps of Engineers, Alaska District. Representing Homer were Mayor Castner, Councilmember Aderhold, myself, Port Director Hawkins, Special Projects Coordinator Carroll, Port Administration Supervisor Woodruff, and Port Commissioners Matthews and Friend. We oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After our meeting, staff provided a brief tour of the port and harbor. We look forward to working with Colonel Palazzini and continuing to have a strong relationship with USACE leadership in Alaska.

Cathodic Protection System Corrections Underway

We recently reported through the City Newsletter that the harbor’s cathodic protection project had been successfully completed. This was a large and complicated project meant to increase the life of existing harbor infrastructure. It has since been determined that not all anodes were installed at the correct elevations on the piles. The contractor, Global Diving, sent a small team immediately upon discovery to assess the situation and make some initial fixes. The week after they returned with a full dive team to begin fixing any other misplaced anodes.

FEMA BRIC Grant Update

Our application to FEMA for the BRIC program to fund adoption and implementation of a building code (identified as a Council vision priority in 2022) has been “identified for further review.” This means that we are a serious contender for funding and can expect further follow up from FEMA Region 10 for information as they make decisions regarding which applications are to be funded in this grant cycle. We originally expected an answer in summer, but State Homeland Security staff have told us that it could be much later in the year before we get awarded funds if our application is successful.

National Flood Insurance Program Compliance

The City is actively working to maintain National Floodplain Insurance Program (NFIP) compliance and improve the floodplain program. City staff met with Harmony Curtis, State of Alaska NFIP Coordinator, on April 6, 2023, for a Community Assistance Contact (CAC) meeting. During the meeting, Planning staff received

technical advice and guidance to ensure compliance with NFIP regulations. The meeting focused on the development permit process within the regulated floodplain, enabling the City to access federal grants and loans for flood hazard area development. On July 6th, we received a follow up letter from Harmony regarding the City's compliance after the CAC meeting.

Key findings from the CAC meeting include:

- NFIP training materials shared with the Planning Department
- City of Homer's Ordinance found to comply with NFIP standards
- NFIP presentation conducted for the Planning Commission
- Thorough review of the City's floodplain program and processes
- Efficient permit review and issuance practices implemented

The City remains committed to NFIP compliance, seeking continuous education and staying connected with the State NFIP Coordinator. Their efforts ensure eligibility for grant funds and protection against erosion and flood damages.

Follow up to Resolution 23-045

In late April, Council passed a resolution directing me to connect with the Kenai Peninsula Borough School District regarding the future of the operations of the Mariner Theater and the Kate Kuhns Aquatic Center and report back by August 2023. I had a pre-existing meeting on my schedule with the Homer High School principal the next week, and we integrated the Council's resolution into our meeting. It was suggested that there would likely be minimal action until the State budget actually passed and was signed by the Governor. After the budget passed, and the Governor made his vetoes, I connected with the District. The Assistant Superintendent put me together with the Director of Planning and Operations. The District was still figuring out what the impact of the funding change would be and how they wanted to approach operations for the next year, however, it sounded like the District would be able to maintain operations of both facilities in the next year without assistance. It appears that through adjustments to the District's final budget, the District will be able to maintain staffing for the pools and theaters for the next year. That said, depending on decisions made in Juneau, they may be in a similar place next year and we may need to revisit this offer of assistance and partnerships if needed to maintain public access to the facilities.

Enclosures:

- 1. July Employee Anniversaries**
- 2. Memo from Special Projects Coordinator Jenny Carroll re: Update on Federal and State Grant Applications**
- 3. Letter from State NFIP Coordinator Harmony Curtis re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)**
- 4. ADA BBQ Flyer from Independent Living Center**



City of Homer

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Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: July 24, 2023
SUBJECT: July 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.

Lori Sorrows	Finance	24	Years
Dan Olsen	Public Works	22	Years
Julie Engebretsen	Planning	21	Years
Dave Welty	Public Works	15	Years
David Bernard	Library	12	Years
Jason Hoffman	Public Works	8	Years
Jason Hanenberger	Public Works	4	Years
Mark Kirko	Fire	4	Years
Owen Meyer	Public Works	2	Years
Ryan Foster	Planning	1	Year



MEMORANDUM

Homer Harbor Expansion Study Monthly Written Update

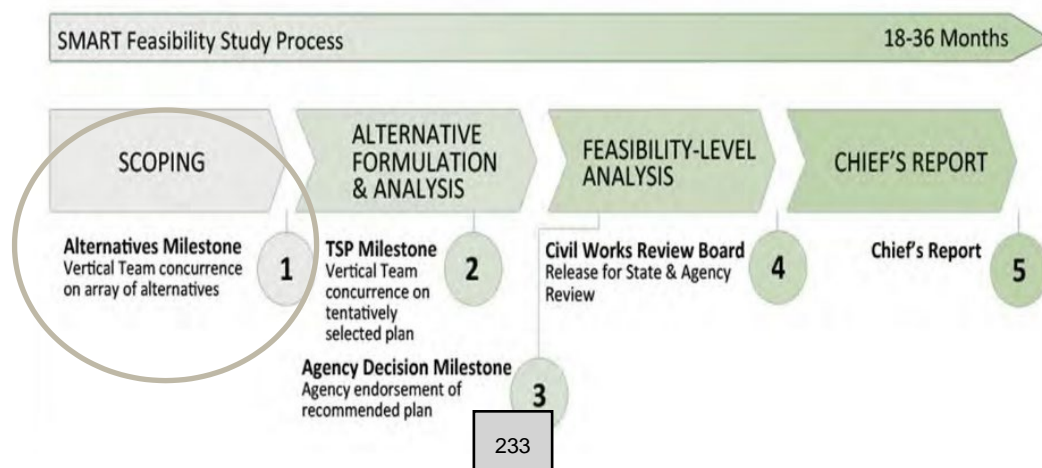
Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: July 18, 2023
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Rob Dumouchel, City Manager and Bryan Hawkins, Port Director

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

Study Activities Update: The U.S. Army Corps of Engineers (USACE) is nearing the completion of the Scoping Phase of the General Investigation; they have qualitatively rated each potential harbor expansion location and a variety of design measures (identified during the three-day design charrette) according to a set of criteria to arrive at an initial array of alternatives to carry forward into the Alternative Formulation & Analysis Phase of the study.

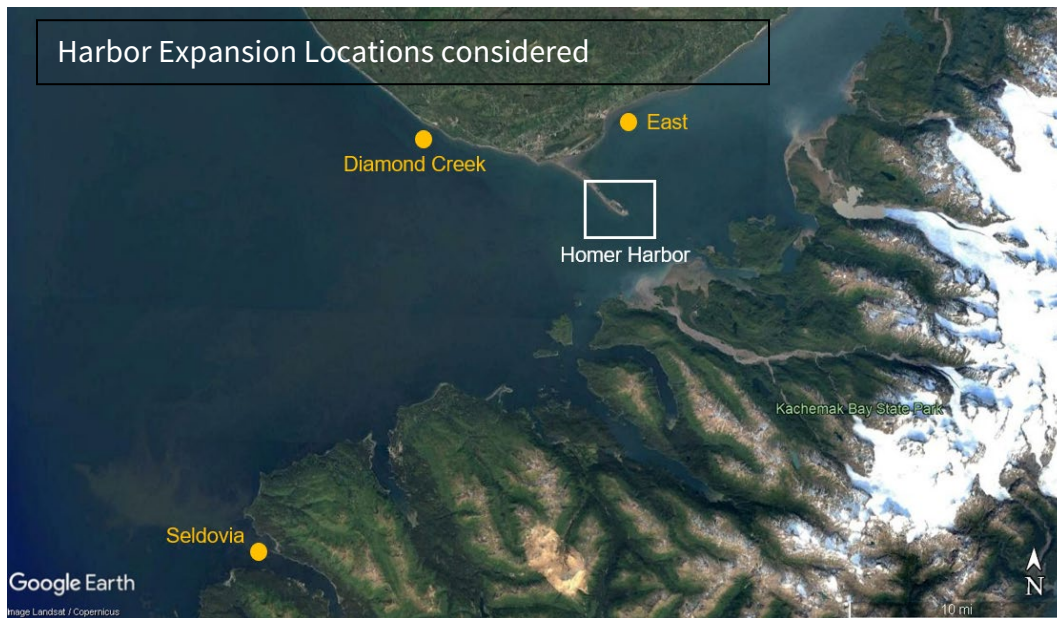
On June 30, 2023, the USACE Project Development Team (PDT) presented their selected array of alternatives to the USACE Vertical Team which consists of USACE Regional and Head Quarters Leadership. The PDT then obtained conditional approval that the study has successfully completed the Alternatives Milestone. After the USACE PDT completes some additional reporting, the study will move into the second phase of the study in which the USACE conducts a more in-depth analysis on the selected alternative design solutions, identifies the fleet and conducts modeling. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

The proposed timeline is to arrive at TSP Milestone by the end of the first year of the study.



Screening Results

Locations: Three of the four potential harbor locations identified and considered in the initial alternative screenings were screened out: Diamond Creek area, East of the Homer Airport, and the City of Seldovia. The location adjacent to or in the vicinity of existing Homer Harbor will move forward.



Location Alternative	Carried Forward	Screening Comments
New harbor at Diamond Creek	No	<ul style="list-style-type: none"> Parts of the area around Diamond Creek are under environmental protections, others are privately owned. Concerns about erosion and disruption of longshore transport of sediments
New harbor east of Homer Airport	No	<ul style="list-style-type: none"> Requires a road/causeway out to the site to reach appropriate depth. Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
New harbor at Seldovia	No	<ul style="list-style-type: none"> Outside City limits Historical natural harbor Following opening of the small boat harbor in 1964, Homer replaced Seldovia as the economic, cultural, and recreational hub of Kachemak Bay

Structural Measures: All structural measures proposed will be carried forward in the study, except floating breakwaters which were determined to be inefficient for the location's wave climate and ineffective for the harbor depth. The table below summarizes the measures. As the study progresses additional measures could be identified, and others could be screened out. (A measure is a feature or activity that can be implemented at a specific geographic site to address one or more of the planning objectives.)

Measures	Carried Forward (Yes/No)
General Navigation Features – Structural (Features eligible for Federal construction & operations/maintenance funding.)	
Aquatic organism passage (AOP)	Yes
Dredging	Yes
Entrance Channel	Yes
Floating breakwater	No: Inefficient for wave climate. Ineffective for Harbor Depth
Non-floating structure breakwater	Yes
Rubble mound breakwater	Yes
Turning basin	Yes
Local Service Facilities – Structural (Facilities under the jurisdiction of the City).	
Boat launch	Yes
Boat wastewater disposal facility	Yes
Cargo loading infrastructure	Yes
Coast Guard berthing space	Yes
Docks	Yes
Float system	Yes
Harbor support facilities- fuel, potable water, electricity, sewage disposal, dock facilities	Yes
Moorage basin	Yes
Uplands	Yes

Non-structural measures: The following table summarizes the screening results of the non-structural measures.

Non-Structural Measures	Carried Forward (Yes/No)	Screening Comments
ADA Compliance	Yes	
Harbor float restructuring	No	<ul style="list-style-type: none"> Does not meet planning objectives Currently Utilized by Homer Harbor
Use of natural tides	No	
Traffic management system	No	

Initial Design Alternatives:

Alternative Description	Carried Forward (Yes/No)	Screening Comments
1a: Enclosed basin, minimal footprint (no uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Cost effective
1b: Enclosed basin, moderate footprint (uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for uplands and associated benefits
1c: Enclosed basin (extended), moderate footprint (uplands)	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth of larger vessels
1d: Enclosed basin (crescent), maximum footprint	Yes	<ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth Allows inclusion of significantly larger vessels Allows significant space for expansion of uplands
2: Detached breakwater	Yes	<ul style="list-style-type: none"> Addresses planning objectives
3a: Floating breakwaters with enclosed basin: Floating breakwaters creating single enclosed basin adjacent to existing harbor with no associated uplands. Provides moorage for design fleet. Re-configure current harbor to accommodate future fleet (and waitlist boats). Provides minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	<ul style="list-style-type: none"> Addresses planning objectives May allow more cost-effective alternative to rubble mound construction dependent upon depth Inefficient for wave climate Ineffective for harbor depth

<p>3b: Floating breakwater and non-floating breakwater: Combination of floating breakwater and rubble mound breakwater or similar non-floating breakwater creating single enclosed basin adjacent to existing harbor with or without uplands. Provide moorage for design fleet. Reconfigure current harbor to accommodate future fleet (including boats on waitlist). Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)</p>	<p>No</p>	<ul style="list-style-type: none"> • Addresses planning objectives • May allow more cost-effective alternative to rubble mound construction dependent upon depth. • Inefficient for wave climate • Ineffective for harbor depth
<p>4: Material removal and inside harbor modification: Remove material from inside the spit to enlarge the harbor. Reconfigure harbor floats and move essential infrastructure. Does not accommodate design fleet or future fleet. Minimal federal action.</p>	<p>No</p>	<ul style="list-style-type: none"> • Provides insufficient additional moorage to address overcrowding and inefficiency issues • Not Cost effective; High cost to Non-Federal Sponsor for minimal additional moorage
<p>5a: New harbor at Diamond Creek: Construct new harbor in Diamond Creek vicinity that accommodates design fleet and future fleet. (cost prohibitive, exposed, construct roads, no city services, and all new facilities west of Homer). Relieves road traffic congestion.</p>	<p>No</p>	<ul style="list-style-type: none"> • Parts of the area around Diamond Creek are under environmental protections, others are privately owned. • Concerns about erosion and disruption of longshore transport of sediments
<p>5b: New harbor east of Homer airport: Construct new harbor location east of Homer Airport. (road needed, would require a causeway to reach appropriate depth.) Relieves road traffic congestion.</p>	<p>No</p>	<ul style="list-style-type: none"> • Would require a road/causeway out to the site to reach appropriate depth. • Would require an additional harbor master's office and staff. • Would have very high Non-Federal Sponsor costs due to all-new LSF infrastructure. • Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
<p>5c: New harbor at Seldovia: Construct new harbor in Seldovia. (road needed, would require a causeway to reach 30' depth.) Relieves road traffic congestion</p>	<p>No</p>	<ul style="list-style-type: none"> • Outside city limits

6: Enclosed basin, external small boat harbor: Rubble mound or similar non-floating structure breakwater creating single enclosed basin adjacent to existing harbor with no associated uplands. Provide moorage for small boats outside of current harbor. Reconfigure current harbor to accommodate large vessels, including dredging and new float system. Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	<ul style="list-style-type: none"> Repurposing the current harbor for large vessels would require significant changes to inner harbor dock and float configuration. Inner harbor would require more dredging to accommodate larger vessels.
7: Nonstructural float restructuring: Modify float configuration in existing harbor to reduce need for side-tie moorage by accommodate diagonal moorage for larger vessels currently on transient dock. Does not accommodate design fleet or future fleet and involves no federal action (all LSF).	No	<ul style="list-style-type: none"> May increase harbor efficiency for some users but would make it unusable for others depending on boat type and would not address other planning objectives.

Summary of Major Plan Components: Below are the major plan components under consideration for the alternatives moving forward.

Alternative		Major Plan Components		
		General Navigation Features	Possible Local Service Facilities	
1a	Enclosed basin, minimal footprint	<ul style="list-style-type: none"> Rubble mound breakwater or similar non-floating structure breakwater Dredging Aquatic Organism Passage (AOP) as needed 	<ul style="list-style-type: none"> Float system Coast Guard berthing 	<ul style="list-style-type: none"> Potential for uplands
1b	Enclosed basin, moderate footprint		<ul style="list-style-type: none"> Harbor support facilities 	
1c	Enclosed basin with extension, moderate footprint		<ul style="list-style-type: none"> Docks 	
1d	Enclosed basin (crescent), maximum footprint		<ul style="list-style-type: none"> Boat launch Cargo loading infrastructure 	
2	Detached breakwater	<ul style="list-style-type: none"> Turning Basin Entrance Channel 	<ul style="list-style-type: none"> Boat wastewater disposal facility Moorage basin 	

Project Development Team Meetings

City staff attended three USACE project meetings in the past month. At the June 28 meeting, the USACE PTD coordinated the Alternatives Array and Screening presentation they would be making to the Vertical Team. At the June 5 meeting, the USACE team discussed the additional information that the Vertical Team wanted to see in the Project Management Plan, and began discussions of data collection necessary for the study (e.g. survey/mapping, geotechnical sampling and simulating ship movements), the study's overall budget forecast and cost effective ways to collect that data and accessing any existing data. At the July 12 meeting, the PDT discussed completing the risk register, which identifies risks to completing the study in the time period and identifies ways to address those potential risks. Other focus meetings (to detail geotechnical sampling needs, engaging US Coast Guard planners and an economic simulation model better designed for small boat harbors) were also arranged.

On July 10, Kayla Campbell of the USACE convened an Environmental Stakeholder Working Group meeting. The purpose of the group is to engage local and agency environmental stakeholders to facilitate information exchange regarding natural resources and potential impacts. There are several agencies formally cooperating on the study in addition. This includes, among others, the Environmental Protection Agency, U.S. Coast Guard, U.S. Fish and Wildlife Service, Alaska Department of Fish and Game, National Marine Fisheries Service.

Communications

City staff are actively coordinating with the HDR communications team to provide outreach and public information about the study with a current focus on social media posts sharing goals of the study established in the City Council adopted Charter, and communicating information on the USACE's Alternatives and Measures Milestone.

- In addition to typical public notice, the July 24th City Council Worksession was publicized via email to the harbor expansion study contacts list, social media and via flyers posted in about 20 local businesses to drive public awareness and engagement.
- A summary chart, list of terms, and a unique web page within homerharboorexansion.com have been developed for the initial array of alternatives.
- Additional email and flyer publicity will drive traffic to the website to encourage public input.

Study information and updates are consistently being shared in the City's monthly newsletter, through social media (FB and Instagram), and on the Homer Harbor Expansion website.

A public event, Homer Harbor Expansion Update, is being tentatively scheduled for Saturday, September 23rd. More information will be forthcoming once details are confirmed.

RECOMMENDATION:

Informational Only.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Commerce,
Community, and Economic
Development

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS
Anchorage Office

550 West Seventh Avenue, Suite 1640
Anchorage, Alaska 99501
Main: 907.269.4581
Fax: 907.269.453

June 28, 2023

Mayor Ken Castner
City of Homer
491 East Pioneer Ave
Homer AK 99603
mayor@ci.homer.ak.us

Re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)

I accepted the invitation to meet with city planning staff on April 06, 2023, to discuss the City of Homer's participation in the National Flood Insurance Program (NFIP). This meeting is called a Community Assistance Contact (CAV) and was conducted with Planning Staff, Bella Vaz, and Courtney Dodge.

The primary purpose of this CAC was to offer technical advice and answer any specific question to help the City of Homer comply with the program. The focus was the development permit process within the regulated floodplain. The enforcement of floodplain development regulations qualifies the community to apply for federal grants or federal backed loans for development within flood hazard areas, and provides businesses, renters, and homeowners the ability to purchase flood insurance for protection against much of the devastating financial loss resulting from flood disasters.

This visit was, also, intended to provide the most current information on NFIP regulations, and giving staff an opportunity to discuss any issues concerning the floodplain management program.

This letter summarizes findings during this Community Assistance Contact (CAC).

1. NFIP training was requested to familiarized with the program and onboarding plan for new staff.
 - 4/10/23 NFIP Online Trainings emailed to Courtney Dodge, Planning Department.
 - Substantial Damages and Substantial Improvement Reference Book left as resource material with Planning Department.
 - 6/02/23 NFIP Q&A Reference Guide mailed to City of Homer, Planning Department.
2. The City of Homer's Ordinance was reviewed during the meeting for compliance with the minimum standards of the 44 CFR 60.3 and no deficiencies were found at this time.
3. A NFIP presentation was requested for Planning Commission that occurred on 6/07/23 to help provide a wider knowledge base about NFIP and the floodplain regulations within the community.
4. The city's floodplain program and processes were reviewed. Digital Floodplain Insurance Rate Maps, DFIRMs, permit applications, Floodplain Ordinances and technical bulletins were available on the city's website.
5. A permit site review occurred, and the Planning Department used proper methods for permit review and issuance.
 - The City of Homer had copies of current permits on hand and information was easily located.
 - Due to having minimal staffing, the City of Homer Planning staff uses an acceptable method of requiring pictures provided by applicant to complete before and after inspections of the project to show the work is completed and the project complied with permit requirements (building elevated, flood vents were added, fuel tanks anchored, etc.).
 - 4/10/23 Planning Department was emailed a permit checklist and example copies of development permits for their resources.

In summary, the City of Homer is compliant with the agreement made with FEMA to participate in the NFIP and continues to try to improve the program by participating in training and staying in contact with State NFIP Coordinator to assist with general technical advice. The City of Homer's staff continues to seek out continued education and information to ensure that the program is being implemented within the community to stay in compliance with the NFIP ensuring the community qualifies for grant funds after storm events and grants that may be available to protect the community from erosion and flood damages.

I am committed to working with the City of Homer to ensure their continued participation in the NFIP and helping your continued efforts to be in the Community Rating System, CRS, program. If you have any questions, please feel free to contact me at (907) 269-7904, harmony.curtis@alaska.gov.

Sincerely,



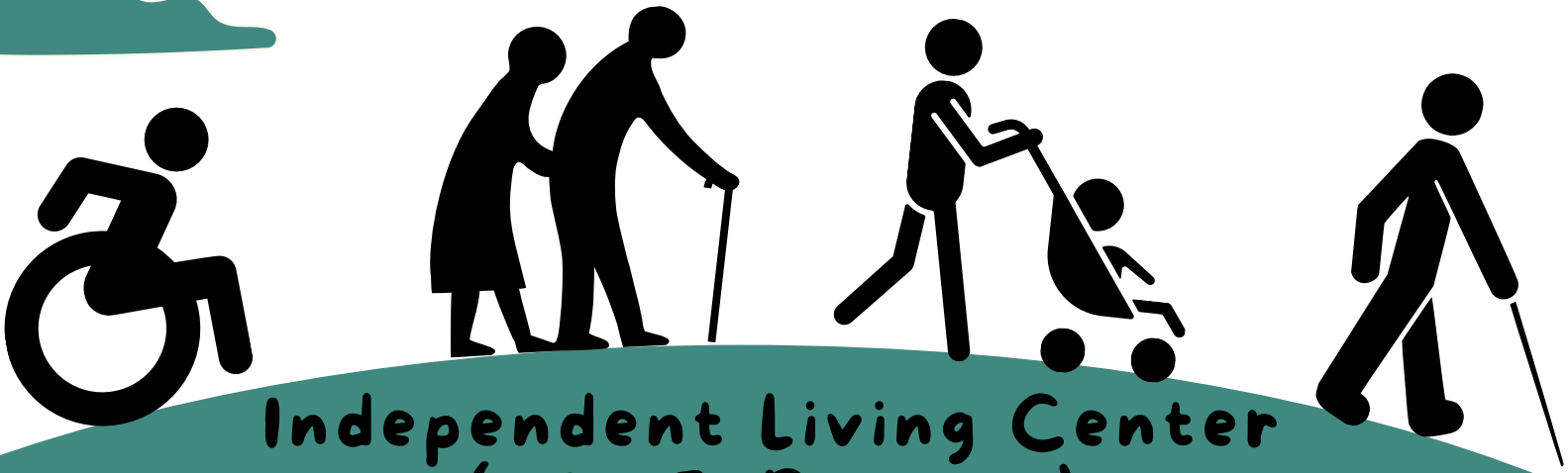
Harmony J. Curtis, CFM
Local Government Specialist 4,
State of Alaska NFIP Coordinator

cc: Rob Dumouchel, City Manager, City of Homer
Bella Vaz, Assistant to the City Manager, City of Homer
Courtney Dodge, Planning Director, City of Homer
Nichole Tham, Operations Division Manager, State of AK, DCCED, DCRA
John Graves, Floodplain Management and Insurance Branch Chief, FEMA Region 10



Wednesday July 26
11:30-2:30

AMERICAN WITH DISABILITIES ACT CELEBRATION



Independent Living Center
(265 E. Pioneer)
Homer

Celebrate with us the 33rd anniversary of the passing of ADA with a BBQ, lawn games, outside art project followed by a group walk.

All are welcome. Free event.

CITY OF HOMER NEWSLETTER

VOL. II - ISSUE XI | AUGUST 2023



MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

COAST GUARD CUTTER ASPEN ARRIVES IN HOMER

On July 18, the U.S. Coast Guard Cutter Aspen reached its new homeport in Homer after sailing for more than five months and over 8,746 miles from Baltimore, Maryland.

The Cutter Aspen assumes the important role of the "Bull of the North," taking over from the Coast Guard Cutter Hickory as Homer's 225-foot Juniper class buoy tender. Its responsibilities include servicing navigational aids throughout the Kenai Peninsula and north of the Aleutian chain. In May 2022, the Hickory left Homer and entered the Maintenance and Modernization Availability (MMA) in June 2022. After the MMA is completed, the Hickory will be re-homeported in Guam. ([USCG D17 Public Affairs](#)).

During the arrival of the Cutter Aspen, Port Director Bryan Hawkins caught the first line ashore, a role he had fulfilled previously during the arrival of the Cutter Hickory in Homer when he was a new harbor officer. The crew of the Aspen honored him by offering him the same privilege this time. As he stood on the pier that morning, Bryan was delighted to witness the warm welcome given by families gathered to greet the returning crew.



WHAT'S INSIDE?

- Library Events
- Community Corner
- City Clerk's Office
- City Manager's Office
- DOT&PF Updates and Info
- Port & Harbor
- Harbor Expansion Study Update
- Public Works
- Local Hazard Mitigation Plan
- Fire Department
- Public Safety Corner
- Meet the Staff
- Planning & Zoning
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to librarycityofhomer.org/upcoming.

Aug 15	<i>The Prophets</i> by Robert Jones, Jr.	12-1 p.m.
Aug 23	<i>Chain of Thorns</i> by Cassandra Claire	4-5 p.m.
Aug 30	<i>Who Gets In and Why: A Year Inside College Admissions</i> by Jeff Selingo	10-11 a.m.

LIBRARY

AUTOMATIC RENEWALS

Avoiding overdue materials is now easier than ever since the library provides automatic renewals! When your item comes due, the computer will renew it automatically unless:

1. The item is on hold for another patron,
2. The renewal limit has been reached, or
3. The card is blocked.

Like always, most items can be renewed twice. Patrons who have an email in the system will receive a notice telling them that the item has (or has not) been renewed. Automatic renewals are turned on for all patrons and no registration is necessary.

For more information, contact Library staff at circ@ci.homer.ak.us or 907-235-3180.



Check out more library programs and events



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer.ak.gov/library



COMMUNITY CORNER

CEREMONIAL RE-PLANTING OF THE PEACE TREE

The planting of a branch from the tree is a gesture of remembrance and peace in honor of the historical significance of the Hiroshima bombing, which occurred on August 6, 1945. Tea and refreshments will be available.

August 6 at 2 p.m., Homer Public Library
cityofhomer.ak.gov/library/programs-and-events

PICKLEBALL TOURNAMENT

September 1-3

City of Homer HERC

<https://bit.ly/3rMMLcB>

Must register by August 25

No late entries!

Register and Pay Online:

www.pickleballbrackets.com

"Cosmic Hamlet Open 2023"

Questions/Contact:

linreid@gmail.com

Hosted by Homer Pickleball Club and Homer Community Recreation

KNITTING CIRCLE

Mondays, 1:30 to 4:30 p.m.

Homer Public Library

cityofhomer.ak.gov/library/knitting-circle-1

CITY CLERK'S OFFICE

HOMER CITY COUNCIL CANDIDACY PERIOD OPEN ON TUESDAY, AUGUST 1

The City Clerk's office is accepting Candidacy Declarations for two City Council seats beginning Tuesday, August 1 through Tuesday, August 15 at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the city for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage www.cityofhomer.ak.gov/cityclerk/regular-city-election-candidate-filing-information or at the City Clerk's office located at 491 E Pioneer Avenue.

Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with any questions.

VOTER REGISTRATION

The City of Homer Election Day is Tuesday, October 3, 2023. Voters must be registered to vote at a residence within the City at least 30 days before the election date. The deadline to register to vote for the October 3 election is Sunday, September 3, 2023. If you need to register to vote or update your voter registration, visit www.elections.alaska.gov to register online or stop by the City Clerk's office or Homer Public Library to register in person during regular business hours. Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with questions.



Peonies at City Hall

CITY MANAGER'S OFFICE

SISTER CITY 40TH YEAR ANNIVERSARY

2024 marks the 40th year anniversary of Homer's Sister City relationship with Teshio, Japan. This journey of cultural exchange and friendship has left a lasting impact on both of our communities.

The City is forming a dedicated planning task force to plan programming and events to celebrate the anniversary year. If you're passionate about fostering international connections and cultural exchange, we need your enthusiasm and ideas!

Interested in joining the task force or learning more about the Sister City program? Contact the City Manager's Office at citymanager@ci.homer.ak.us. Let's celebrate this milestone and strengthen the bond between Homer and Teshio!

Stay tuned for updates on the festivities in 2024!

August is Teshio Sister City Month!

Teshio and Homer have enjoyed a profound camaraderie, sharing of families, student exchanges, ideals and memorabilia since 1985. City of Homer Mayor James C. Hornaday proclaimed August as Teshio - Sister City Month on August 26, 2005.



Teshio's mascot is **Teshio Kamen** (てしお仮面) who is a superhero basket clam. He is given a "te" (天)-shaped badge to symbolize being honored.

TSUNAMI WARNING SIRENS ON JULY 15

Late on July 15, a 7+ magnitude earthquake near Sand Point triggered a tsunami warning for Homer. The warning phone system activated automatically at 10:48 p.m., and Chief Kirko, Chief Robl, and other emergency management members of City staff were on-site by 11 p.m. The NOAA Tsunami Center later excluded Homer and the Kenai Peninsula from the affected area. Unfortunately, at the same time, local sirens were triggered by an external source, causing confusion for residents and visitors. Thankfully, the all-clear was given within an hour.

In response to the incident, Police Chief Robl met with the Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to review and discuss the warning's management.

The City acknowledges the confusion caused by conflicting alerts and is actively reviewing response procedures. Our focus is on improving emergency communication channels to ensure accurate information reaches everyone promptly.

Please sign up for our emergency alerts, stay tuned to reliable news sources, and familiarize yourself with evacuation routes and safety procedures at www.kpb.us/alerts.

VISIT FROM DOT&PF COMMISSIONER

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights.

Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll.

Key topics covered included:

- Addressing safety concerns and managing increased traffic on East End Road.
- Evaluating road conditions and ensuring pedestrian safety on Kachemak Drive.
- Exploring stormwater and groundwater management during road construction and the importance of local knowledge.
- Analyzing Homer's Kachemak Sponge Project and its significance.
- Discussing erosion conditions on Homer Spit.

The City thanks Representative Sarah Vance for bringing this gathering together. Additionally, we appreciate Commissioner Ryan Anderson's sharing his valuable time and his commitment to engaging with local officials and understanding our region's unique challenges.



DOT&PF INVITES PUBLIC COMMENT ON THE DRAFT 2024-2027 STIP

The Alaska Department of Transportation & Public Facilities (DOT&PF) has released the draft of the updated [Statewide Transportation Improvement Program \(STIP\)](#) and is encouraging the public to provide their feedback.



If you have a project that you would like to see completed in Homer, this is your opportunity to tell the DOT&PF!

The STIP is a comprehensive four-year plan that encompasses various surface transportation preservation and development projects. It covers highways, roads, sidewalks, trails, bridges, ferries, and public transportation while excluding aviation-related initiatives.



2024-2027 Statewide Transportation Improvement Program (STIP)

3 ways to comment on the STIP:

-  **ONLINE** at dot.alaska.gov/stip or scan this QR code:
-  **TEXT** STIP to 855-925-2801
-  **CALL** 855-925-2801 & use PIN 2191 to leave a message



Various avenues for submitting comments are available on the [DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage](#). For more information, the DOT&PF is hosting a public open house on Thursday, August 3. Find the virtual meeting link on the webpage linked above.

PORT & HARBOR

STAFF HOSTS U.S. ARMY CORPS OF ENGINEERS PLANNING TEAM



Harbormaster Matt Clarke and Port Director Bryan Hawkins recently hosted Robin Carr, Megan Green, and Alex Ryan with the U.S. Army Corps of Engineers (USACE). Alex's main focus is on programming a model for estimating delay times and costs resulting from overcrowding in small boat harbors. This model is intended for use in USACE small-boat harbor project studies across the United States.

To aid Alex in refining his model, staff hosted him for a two-day visit, during which he had the opportunity to witness the boat harbor in action. The visit also provided a platform to discuss various challenges associated with small boat harbors, thus informing the setup of his model effectively.

Throughout the visit, the group had the privilege to observe the launch ramp and barge ramp in operation, and witnessing multiple boat tows required due to harbor congestion. Additionally, they had the chance to explore unique facilities, including the public-use cranes at the fish dock. This hands-on experience allowed everyone involved to gather valuable insights into boat behavior in the harbor, traffic seasonality, and the key factors influencing the demand for harbor services. The knowledge gained during this visit will undoubtedly contribute to the team's future planning endeavors and support Alex in refining his small boat harbor model.

U.S. ARMY CORPS OF ENGINEERS COMMANDER VISITS HOMER

The City had its first meeting with the new commander of the U.S. Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects Management Division for the U.S. Army Corps of Engineers, Alaska District. Representing Homer was Mayor Ken Castner, Councilmember Donna Aderhold, City Manager Rob Dumouchel, Port Director Bryan Hawkins, Special Projects Coordinator Jenny Carroll, Port Administration Supervisor Amy Woodruff, and Port Commissioners Crisi Matthews and Bruce Friend. Staff oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After the meeting, staff provided a brief tour of the port and harbor. The City looks forward to working with Colonel Palazzini and continuing our strong relationship with USACE leadership in Alaska.



HOMER HARBOR EXPANSION STUDY UPDATE

Study Update

The USACE recently completed the scoping phase of the study, in which they evaluated and screened thirteen different alternative design concepts (developed at the May 17-19 public design charrette) according to a set of criteria. Their screening moved five of the most feasible design solutions onto the Alternative Formulation and Analysis phase of the study. The results of the screening have been presented to the USACE leadership for approval and shared in a City Council Worksession on July 24, 2023.

Mark Your Calendar!



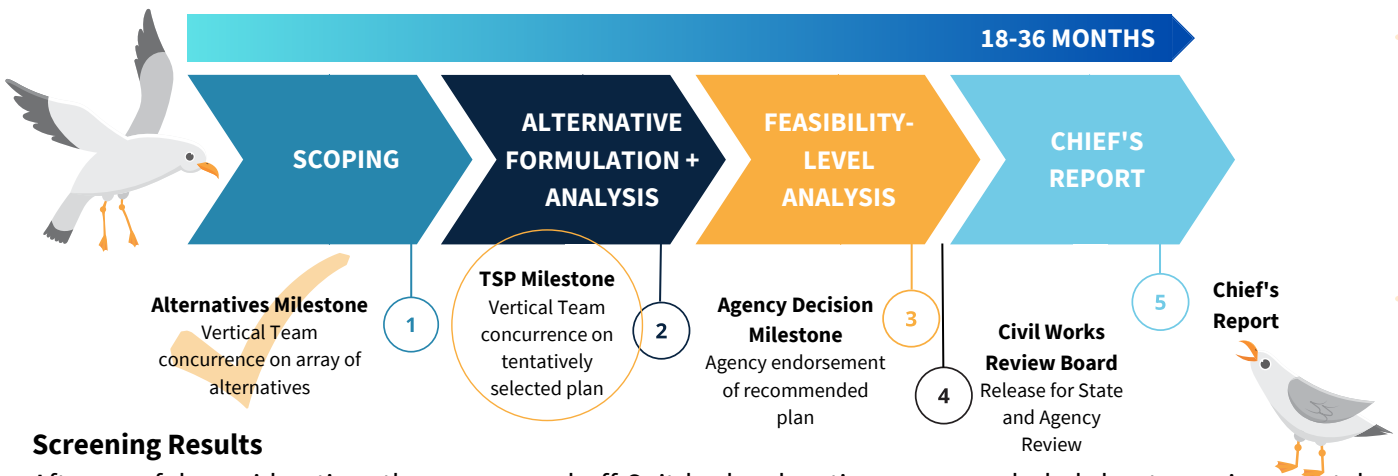
Saturday, September 23 at 11 a.m.



Kenai Peninsula College Campus,
Room P201



www.homerharborexpansion.com



Screening Results

After careful consideration, three proposed off-Spit harbor locations were excluded due to environmental and practical concerns. A location near the existing Homer Harbor has been chosen for further study. The five design concepts moving forward are all enclosed basins with rubble mound breakwaters. Three are single basins that vary according to the amount of uplands they provide. A fourth design features two enclosed basins. The fifth design is also an enclosed basin but is detached from the Spit to create a tranquil environment for moorage. Go to www.homerharborexpansion.com for detailed information about the initial array of designs, the USACE screening criteria, and screening results.

What's Next

In the second phase of the study, the USACE will finalize the fleet to be served, develop more detail for each design (size, orientation, and suggested location), model wave, sediment, and fleet movements for each design, and continue environmental analysis. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

Community Engagement

Your input is vital to this study's success. On September 23, the City is hosting an event for the community to get updated on the study's progress and to review, offer suggestions to improve the developing designs, and provide feedback. Meanwhile, stay engaged at www.homerharborexpansion.com and follow the City of Homer on [Facebook](#) and Instagram ([@cityofhomer](#))

PUBLIC WORKS



WATER SYSTEM EXCELLENCE AWARD

The City has achieved Ursa Major status in Water System Excellence for 2022. Recognized by the Department of Environmental Conservation (DEC), this award acknowledges compliance with the Drinking Water and Operator Certification Programs. The City is committed to the continuing professional development and training of its water system operators. Congratulations to our dedicated Public Works staff for setting a high standard of excellence. We remain dedicated to providing safe drinking water to our community.

TOURS OF WATER AND WASTEWATER TREATMENT FACILITIES

Some newer staff in City Hall were given tours of the Wastewater and Water Treatment facilities on July 19. Guided by Todd Cook and Jim Tingley, the tour showcased the impressive operation levels of both facilities and the unwavering dedication and passion displayed by their operators. Notably, these operations have garnered numerous awards over the years, including a recent recognition from the Alaska Department of Conservation (DEC) as highlighted above.

The City of Homer Public Works Department is committed to delivering top-notch water and sewer services. They are proactive in anticipating future demand and efficiently catering to the city's growth by extending water and sewer services into areas identified in the land use plan.



Membrane Filters at Water Treatment Facility

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

3 Protect critical facilities and infrastructure against hazards

This goal recognizes the importance of safeguarding vital assets such as hospitals, water and wastewater treatment facilities, transportation networks, and communication systems from potential risks. By focusing on this objective, the city aims to ensure the continued functioning of essential services during and after disasters, minimizing disruptions and enabling swift recovery. Through the utilization of the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program, Homer's LHMP will address specific strategies and measures to fortify critical facilities and infrastructure, reinforcing the resilience of the community as a whole.

Find the Local Hazard Mitigation Plan on the City's website: <https://bit.ly/3pdCjKh>

FIRE DEPARTMENT

HVFD'S MUTUAL AID RESPONSE IN FRITZ CREEK GENERAL STORE FIRE

In the early hours of July 6, the Homer Volunteer Fire Department (HVFD) rushed to provide mutual aid to Kachemak Emergency Services Area (KESA) during a structure fire at Fritz Creek General Store. HVFD's Tanker-2, manned by Firefighters Arndt and Harvey, quickly arrived at the scene, supported by Deputy Chief Kahles and Chief Kirko.

Working in collaboration, HVFD and KESA crews swiftly initiated an aggressive attack on the fire. Despite intense interior conditions with temperatures exceeding 900 degrees, they successfully brought the blaze under control, preventing further damage and potential rekindling.

The incident showcased the effectiveness of their partnership and the importance of mutual aid in emergency response situations. HVFD's seamless coordination with KESA demonstrated the power of sharing resources and expertise during critical moments.

However, the response also highlighted some challenges. Tanker-2 faced repairable maintenance issues, underscoring the need for ongoing investment in equipment to enhance operational efficiency and safety. Additionally, the complex building construction posed difficulties during the extensive overhaul process.

Despite the challenges, Chief Kirko praises HVFD's flawless performance, emphasizing their crucial role in the quick extinguishment of the fire. The dedication of both HVFD and KESA personnel exemplifies the spirit of community and support, making our neighborhoods safer and more resilient.

The demonstration of mutual aid from HVFD with KESA during the Fritz Creek General Store fire serves as an inspiring example of effective collaboration between emergency services. By joining forces, these departments exemplify the spirit of community, dedication, and support, ensuring a swift and efficient response to emergencies.





In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

UPGRADED TSUNAMI SIRENS BEING INSTALLED IN AND AROUND HOMER

The Kenai Peninsula Borough Office of Emergency Management began the tsunami siren upgrade and testing project in late July with expected completion by mid-August. This project will enhance safety and emergency communication by addressing deficiencies identified in the Borough's All-Hazards Alert and Broadcast System assessment. The project will improve existing sirens to boost current coverage and provide clearer warning messages. It will also expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point).

Each site is projected to require one day for completion. The Borough anticipates only minimal traffic disruptions, such as reduced lanes at the Anchor Point transfer site. The Kenai Peninsula Borough will coordinate with the Alaska Department of Transportation to ensure efficient traffic management during the installation process. For more information about emergency preparedness, updates on the outdoor warning sirens, and other important information, visit and follow the [@KPBAlerts Facebook page](https://www.facebook.com/KPBAlerts), and go to <https://info.kpb.us> and sign up for KPB Alerts.

The anticipated timeline for work on the siren sites in and around Homer, subject to weather conditions and logistical considerations, is as follows :

- July 24-25: Homer Harbormaster
- July 26-27: Homer Ice Rink
- July 28-29: Homer Mariner Park
- July 31-August 1: Nanwalek
- August 2-3: Port Graham
- August 4-5: Seldovia
- August 7-8: Homer Fish & Game
- August 8-9: Homer Bishops Beach
- August 9-10: Homer Northern Enterprises Boat Yard (New)
- August 10-11: Anchor Point (New)



The KPB's tsunami tower rebuild team installed the new tsunami warning system on the pole next to the Harbormaster's office.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Keith and Tom. We are thrilled to have them join the team!

- **Keith Bohlken**, Custodian
- **Tom Gilbert**, Ice Plant Operator I

JULY ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

Lori Sorrows	Finance	24 Years
Dan Olsen	Public Works	22 Years
Julie Engebretsen	Planning	21 Years
Dave Welty	Public Works	15 Years
David Bernard	Library	12 Years
Jason Hoffman	Public Works	8 Years
Jason Hanenberger	Public Works	4 Years
Mark Kirko	Fire	4 Years
Owen Meyer	Public Works	2 Years
Ryan Foster	Planning	1 Year

PLANNING & ZONING

NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE

We are actively improving our floodplain program to comply with the National Flood Insurance Program (NFIP) and protect our community. In a recent meeting with the State of Alaska NFIP Coordinator, Harmony Curtis, we received valuable technical advice on NFIP regulations, focusing on the development permit process in flood-prone areas.

Staying NFIP-compliant allows us to access federal grants and loans for flood hazard area development. We remain committed to your safety, protecting against erosion, and minimizing flood damages. If you have any questions or concerns about the City's floodplain program, please contact the Planning Department at planning@ci.homer.ak.us or 907-235-3106.

MEET CITY STAFF

Meet **Amber Baldus**, the dedicated Administrative Assistant to the Fire Chief at the City of Homer's Emergency Services Division. She coordinates daily administrative tasks, supporting the Fire Chief and staff with care and precision. Amber's true joy comes from



serving the community, while outside of work, she enjoys roller skating, gardening, hiking, and camping. Her commitment to the City of Homer and its community members makes her a valued hometown hero.

"What I enjoy most about working for the City is literally being of service to this community. I very much enjoy working for a department who gives so much of their care, time, and hard work to the citizens of Homer, and I want to help support our staff and community in any way I can."

The meeting's positive outcomes include:

- NFIP training for our Planning Department
- Our floodplain ordinance complies with NFIP standards
- NFIP presentation for the Planning Commission
- Comprehensive review of our floodplain program
- Efficient permit review and issuance practices

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

- Donna Aderhold (2024)
- Jason Davis (2025)
- Shelley Erickson (2024)
- Storm P. Hansen-Cavasos (2025)
- Rachel Lord (2023)
- Caroline Venuti (2023)

City Staff Leadership

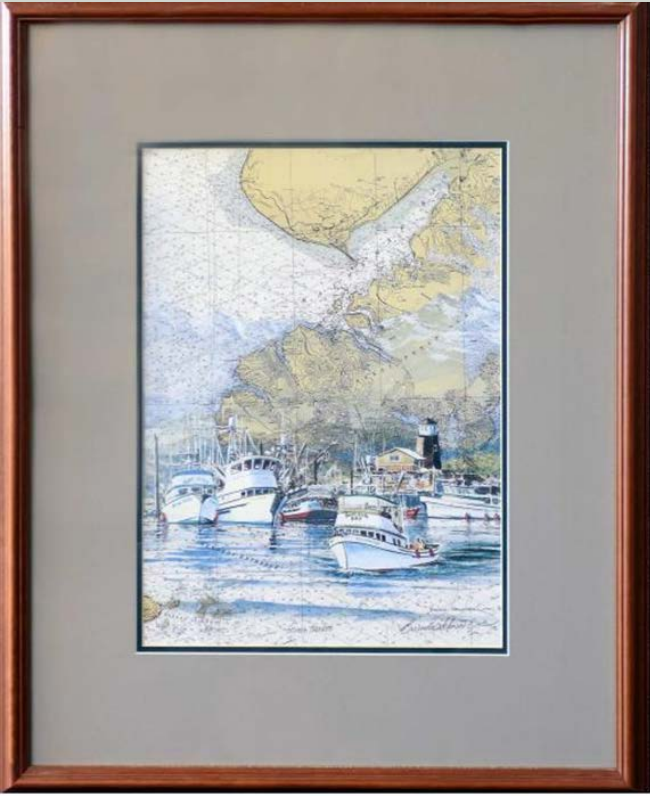
- Rob Dumouchel, City Manager
- Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
- Mark Robl, Chief of Police
- Bill Jirsa, Chief Technology Officer
- Julie Engebretsen, Economic Development Manager
- Elizabeth Walton, Finance Director
- Mark Kirko, Fire Chief
- Dave Berry, Library Director
- Andrea Browning, Personnel Director
- Bryan Hawkins, Port Director
- Jan Keiser, Public Works Director/City Engineer
- Ryan Foster, City Planner
- Mike Illg, Community Recreation Manager

Commissions and Boards

- ADA Advisory Board
- Economic Development Advisory Commission
- Library Advisory Board
- Parks, Art, Recreation and Culture Advisory Commission
- Planning Commission
- Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Harbor and Chart
Brenda Schwartz
City of Homer Harbormaster Office
Print, 18x22 inches

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

August		
2	6:30 p.m.	Planning Commission Regular Meeting
8	6 p.m.	Economic Dev. Advisory Commission Regular Meeting
10	5 p.m.	ADA Advisory Board Regular Meeting
14	5 p.m.	City Council Committee of the Whole
14	6 p.m.	City Council Regular Meeting
15	5:30 p.m.	Library Advisory Board Regular Meeting
16	6:30 p.m.	Planning Commission Regular Meeting
17	5:30 p.m.	Parks, Art, Rec & Culture Commission Regular Meeting
23	5:30 p.m.	Port & Harbor Advisory Commission Regular Meeting
28	5 p.m.	City Council Committee of the Whole
28	6 p.m.	City Council Regular Meeting

JOIN OUR TEAM

The City of Homer has current Job Openings. Sign up for Job Alerts or Apply Online at: cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Assistant to the City Manager, Full-Time](#)
- [Building Custodian, Full-Time](#)
- [Mechanic I or II, Full-Time](#)
- [Port Property Manager, Full Time](#)
- [Public Works Director, Full-Time](#)
- [Temporary Building Custodian, Seasonal](#)
- [Utilities Laborer, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact the Office of the City Manager at citymanager@ci.homer.ak.us.

City of Homer

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907-235-8121
www.cityofhomer-ak.gov

Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults



By **AARP** with the **Federal Emergency Management Agency**



FEMA



AARP is the nation's largest nonprofit, nonpartisan organization dedicated to empowering people 50 or older to choose how they live as they age. With nearly 38 million members and offices in every state, the District of Columbia, Puerto Rico and the U.S. Virgin Islands, AARP strengthens communities and advocates for what matters most to families, with a focus on health security, financial stability and personal fulfillment.

AARP, 601 E Street NW, Washington, D.C. 20049

Web: AARP.org

Toll-Free English: 1-888-OUR-AARP (1-888-687-2277)

Toll-Free Spanish: 1-877-342-2277

International Calls: +1-202-434-3525

TTY User Dial 711: English: 1-877-434-7598 | Spanish: 1-866-238-9488

AARP Livable Communities

The AARP Livable Communities initiative supports the efforts of local leaders and residents throughout the nation to make their communities more livable and age-friendly. Among the initiative's programs are the AARP Community Challenge, an annual grant-funding program to support projects that build momentum for local change, and the AARP Network of Age-Friendly States and Communities, which is described on page 29 of this guide.

Web: AARP.org/Livable

Newsletter: AARP.org/LivableSubscribe

Email: Livable@AARP.org | **Twitter:** @AARPLivable | **Facebook:** @AARPLivableCommunities

About the Federal Emergency Management Agency

FEMA's mission is helping people before, during and after disasters. Headquartered in Washington, D.C., FEMA has 10 regional offices with more than 20,000 people located across the country. As a federal agency within the U.S. Department of Homeland Security, FEMA leverages a tremendous capacity to coordinate within the federal government to make sure America is equipped to prepare for and respond to disasters.

Web: FEMA.gov

Newsletter: FEMA Bulletin, FEMA.gov/about/news/multimedia/newsletters

Email: AskIA@fema.dhs.gov (or visit FEMA.gov/about/contact)

Twitter: @FEMA | **Facebook:** @FEMA

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Cover photographs (clockwise from top left) Alan Schein Photography/Getty Images | SDI Productions/Getty Images | Cavan Images/Getty Images

AARP Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults

By **AARP** in cooperation with the **Federal Emergency Management Agency**

2 **PART 1 Why This Tool Kit Is Needed**

10 **PART 2 The Impact of Disasters on Older Adults**

18 **PART 3 Strategies for Expanding Resilience**

36 In Closing | 38 Learn More | 39 Endnotes

Order or download this free publication at [AARP.org/DisasterResilience](https://www.aarp.org/DisasterResilience).

Older adults are disproportionately impacted by disasters, often representing the majority of fatalities resulting from extreme weather, natural hazards and public emergencies.

AARP and FEMA created this publication to help local leaders build the type of community-wide resilience that benefits the safety and well-being of older residents.

The **AARP Disaster Resilience Tool Kit** examines the realities faced by older residents when a disaster strikes, and it presents strategies that can be used during all stages of the “disaster life cycle” (see page 6) to ensure that an all-ages lens is effectively integrated into preparedness, response, recovery and mitigation efforts.

Chief among the steps and strategies is the need to maintain or establish strong community connections.

That means identifying where older adults are, knowing how to reach them and understanding what they need. It also means addressing the communications and coordination gaps that often exist between emergency management professionals and the agencies and local organizations that serve, work with and frequently represent a community’s older residents. ■



◀ Hurricane Ida struck the Gulf Coast, East Coast and New England in 2021. Among the **FEMA** Disaster Recovery Centers established in response was the pictured one in New Hyde Park, New York.



▲ The one-two punch of hurricanes Irma and Maria within two weeks in 2017 was a first for the

U.S. Virgin Islands. Staff and volunteers from the local **AARP** office distributed relief supplies.

PART 1:

Why This Tool Kit Is Needed

The U.S. Census Bureau projects that by 2034 people age 65 or older will outnumber those under 18 — a first in the nation’s history.¹ That trend has profound implications for emergency management, especially as floods, droughts, wildfires, tornadoes, heat waves, hurricanes and other weather-related hazards and disruptive events become more common and severe.

A growing body of evidence confirms that older adults are disproportionately impacted during disasters. They suffer a disproportionate share of fatalities resulting from disasters — and even if they survive in the short term, there are lasting consequences for their physical and mental health, economic security, and overall well-being. In addition, as evidenced by the global COVID-19 pandemic, older adults are especially vulnerable during public health crises.

Improved emergency planning and community-wide resilience at the local level can go a long way toward addressing the impact of disasters on older adults.

Making Connections

A key to ensuring that older adults are properly served by disaster preparedness and emergency planning is to acknowledge — and address — the gaps that exist between local emergency management teams and the organizations and municipal offices that work with and on behalf of older community members.

Better integrated disaster planning will help local governments protect all older residents. Research by AARP and FEMA identifies three reasons for the gap.

1. Lack of communication and coordination: A crisis isn’t the time to start building connections. Facilitating earlier and more robust engagement and partnerships between a community’s emergency management and aging-services professionals is critical to ensuring that both are ready to collaborate if or when disaster strikes.

2. Absence of a common technical language: When emergency managers and the organizations that serve older adults do connect, they don’t speak the same technical language. There’s too little interaction between the systems-and-logistics-focused emergency managers and the advocates and service providers who understand the needs and abilities of older residents.

3. An emphasis on institutionalized older adults: While local leaders, emergency managers and care providers are rightly concerned about the needs of people living in nursing homes and similar institutional settings, such residents are not representative of *all* older adults. In fact, only 2.3 percent of older people live in nursing homes and another 1.5 percent reside in assisted living facilities.² Such a narrow focus leaves out the vast majority of older adults, who live independently but might lack the ability to evacuate an area, secure their property or safely shelter in place without some assistance.

Better integrated disaster planning will help local governments better protect more older residents.

The Signs Are Out There

Extreme weather, public health crises, shortages and other hazards are growing more common in both expected and unexpected places.

► Water from record rains in October 2015 breached two dams and closed roads in Givhans, South Carolina.



▼ A warning sign in Bolinas, California, in 2019, the state's second driest year.



► Like elsewhere in the state, Houston, Alaska, faced a 2019 fire season that included record-breaking warm temperatures and dry conditions.



▼ COVID-19 testing in Tucson, Arizona in July 2020.



► The Pacific Northwest was hit by an unprecedented heat wave in 2021. On June 26, the day this photo was taken in Portland, Oregon, the city hit a record 108 degrees. The average high: 76.7 degrees.



The **AARP Disaster Resilience Tool Kit** was created for local leaders, government staff, aging services professionals and community volunteers.

The publication is a companion title to the **Guide to Expanding Mitigation: Making the Connection to Older Adults**, a publication created by FEMA in cooperation with AARP for emergency management professionals. Targeted, coordinated education and outreach can help bridge a community's emergency response and resilience gaps.

When emergency managers as well as state, local, tribal and territorial officials, and community leaders understand the diverse needs of older adults — by working with them and one another — the plans, projects and procedures they design and deploy will be more effective at protecting residents from harm and saving lives.

Community resilience (see page 6 for a definition of the term) is best achieved by bringing together partners who, collectively, can reduce the risks faced by older adults — and people of *all* ages. ■

Temperature data from Weather Underground, [Wunderground.com](https://www.wunderground.com)

AARP, FEMA and Disaster Resilience

In August 2013, AARP and FEMA announced an agreement to provide resources and services for older Americans “with respect to disaster mitigation, preparedness, response and recovery operations in the event of natural, man-made or technological disasters.”³

The **AARP Disaster Resilience Tool Kit** is a product of AARP’s ongoing relationship with FEMA, which is centered in the shared goals of promoting disaster resilience through education and community engagement.

To create this tool kit, staff from AARP and FEMA, as well as leaders from the emergency management and aging advocacy disciplines, participated in interviews to form a shared understanding of how to better support older adults before, during and after a disaster.

“Climate change has led to more extreme-weather days, increased the number and intensity of natural disasters, and changes in infectious disease patterns. Older adults, people with disabilities, people of color, people with low incomes, and people with chronic illnesses bear the greatest burden of disease and death related to climate change. Extremely hot and cold days, which are increasing because of climate change, can be life-threatening for older adults. Older adults and people with disabilities also face greater challenges in evacuating safely during a natural disaster.”

— AARP Policy Book 2021–2022,
Chapter 7 “Health: Public Health Issues”

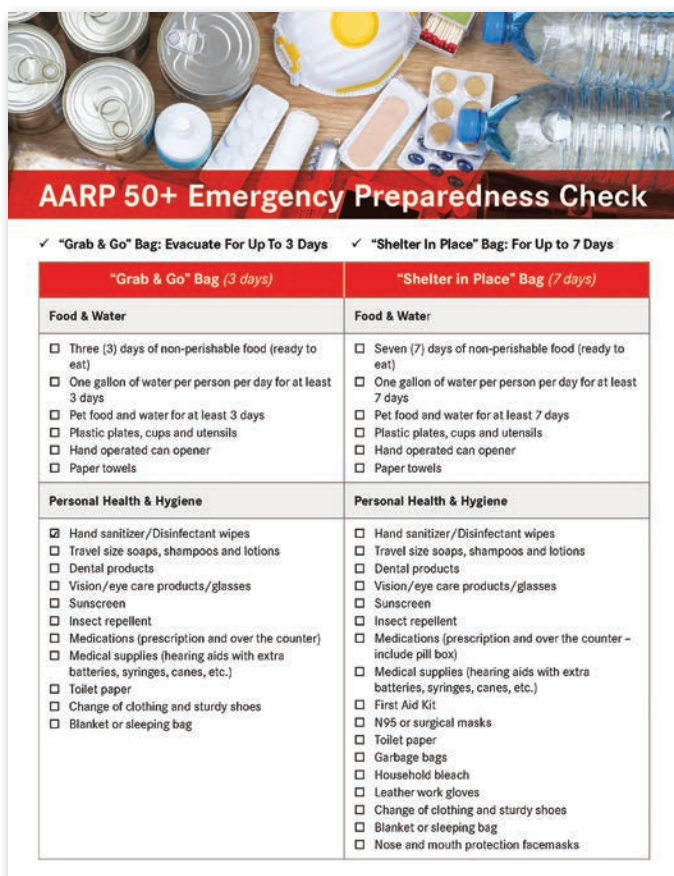
As part of that work, AARP advised FEMA in its creation of the **Guide to Expanding Mitigation: Making the Connection to Older Adults**, one of several titles in a mitigation guides series targeted at state, local, tribal and territorial emergency managers. In turn, FEMA advised AARP on the creation of this publication.

While FEMA is a trusted voice for emergency managers, it is not often considered an information source for public officials and service providers who work with and on behalf of older adults. Because of that, this tool kit targets a different audience: community leaders, including elected and appointed officials, staff, community development professionals, and advocates for older adults.

This publication’s approach is drawn from AARP’s livability work, which supports the efforts of neighborhoods, cities, counties, rural areas and states to become more livable and age-friendly for people of all ages. A key to that mission is building awareness among state and local decision-makers, community development professionals, and advocates about the AARP Livable Communities Principles,⁴ which set out the association’s goals for land use, housing and transportation policies, and practices in support of the kind of livable and resilient communities that can endure over time.

(See page 9 to read the AARP Policy Book statement about livability efforts as they relate to public health, disasters and recovery.)

AARP does not play a direct disaster response role. Rather, it serves as a



“second responder” by facilitating communication, cooperation and advocacy. Specifically, AARP:

- Amplifies disaster-related information about preparedness and recovery.
- Helps emergency managers and stakeholders identify the unique risks disasters pose to older adults — and then helps reduce those risks.
- Presents the concerns of older adults to decision-makers.
- Advocates for policies and laws that serve and help protect older adults.

Examples of AARP’s disaster-related activities and responses include:

- AARP Florida uses its website and Facebook page, among other

communications channels, to distribute hurricane season information, including how to create a “Grab & Go” bag and a “Shelter in Place” bag (pictured), find evacuation lodging, sign up for the Florida Special Needs Registry (see page 22), and use a backup generator and safely store the fuel for one.

- AARP Oregon hosted Resilient Futures 2021, a free, online disaster preparedness and resilience conference to help communities prepare for future emergencies. (Visit States.AARP.org/Oregon to watch videos from the event.)
- In response to the days-long power outage and extreme freeze that hit Texas in February 2021, AARP was among those advocating for a more reliable energy grid. ■

▲ “It’s long been standard practice for Floridians to prepare two kits as hurricane season begins — a ‘Stay Kit’ so they are prepared if they choose to ride out a storm at home and a ‘Go Kit’ if they need to evacuate in the face of a major storm,” says AARP Florida about the checklists it offers in English and Spanish. (Above are the front pages of each two-page handout.)

A Formula for Resilience

For most people, the story line of a disaster begins right before or immediately after the disaster strikes. Emergency management experts, however, take a longer view and have a broader perspective, one embodied in the notion of the “disaster life cycle.” This concept divides disaster planning into four phases:

- 1. Mitigation:** This involves making a community less vulnerable. Such efforts might include improving public infrastructure, building fire-resistant structures, flood-proofing homes, changing zoning laws, or adopting and enforcing hazard-resistant building codes. Planning and design work can leverage nature-based solutions that weave natural features or processes into environmental management and engineering practices. Formal mitigation planning provides an opportunity for communities to identify risks and vulnerabilities and then develop mitigation options and actions that will reduce risks.⁵ (Learn more on page 25.)
- 2. Preparedness:** This phase covers education, training, outreach and other measures that improve the ability of individuals and the community to respond during and immediately after a disaster. Steps might include instructing residents to stock up on food, water and medical

supplies; training community members in emergency protocols; developing communication plans.

- 3. Response:** This occurs in the immediate aftermath of a disaster and involves saving lives, searching for missing people, ensuring access to water and food, and limiting property damage.
- 4. Recovery:** This final phase begins once the immediate danger has passed. It includes cleanup and damage assessment, the restoration of utilities, and the start of structural repairs. Recovery requires careful planning to address long-term needs, including housing, employment, economic development and rebuilding. Recovery can last months, years or decades. Smart recovery work seeks to rebuild in a way that’s better than what existed before the disaster and involves doing so in ways that will reduce risks during future events.

All four phases of disaster planning can be enhanced — and the risk to older adults reduced — by a community commitment to becoming more resilient.

Our emphasis is on resilience

Building community resilience among older residents requires local leaders to be aware of the needs and concerns of older adults. It requires understanding the impacts on older people of typical disasters (blizzards, hurricanes, earthquakes), unexpected crises (power outages) and weather trends (droughts, floods, temperature extremes).

A highly resilient community can emerge from a disaster even stronger than it was before. ■

“Community resilience is the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions.” — FEMA

RESILIENCE NEEDED



1



2



3



4

Definitions

Emergencies are usually small-scale, localized incidents that are resolved quickly using local resources. (However, small-scale emergencies can escalate into disasters when there has been inadequate planning and a wasteful use of resources.)

Disasters are typically large-scale and cross geographic, political and academic boundaries. Disasters require a level of response and recovery greater than local communities can provide.

Natural hazards are a source of harm or difficulty created by a meteorological, environmental or geological event. Natural hazards, such as flooding and earthquakes, affect the built environment, including dams and levees.

Adapted from the FEMA training manual *Emergency Management in the United States and the DHS [Department of Homeland Security] Risk Lexicon 2010*⁶



5

1. Dawson Springs, Kentucky, in December 2021, after tornadoes touched down in several Midwest states. **2.** Post-storm flooding in North Carolina. **3.** Northern California wildfires blanket San Francisco in smoke and an orange haze. **4.** “Sunny day

flooding” in Miami Beach, Florida. (See page 11 to learn what that means.) **5.** Millions of Texans spent days without water, heat and electricity during a statewide freeze and power outage. (See page 10 for more about the February 2021 emergency.)

Why Equity Is Essential to Emergency Planning

The inclusion of older adults, among other historically underrepresented populations, in disaster resiliency planning increases the probability of more equitable disaster responses.

The publication *Building Alliances for Equitable Resilience: Advancing Equitable Resilience Through Partnerships and Diverse Perspectives*⁷ was released in 2021 by the Resilient Nation

Partnership Network, FEMA, and the National Oceanic and Atmospheric Administration.

In an opening essay, Chauncia Willis, the co-founder and CEO of the Institute for Diversity and Inclusion in Emergency Management, explains why equity and inclusion are essential components of successful emergency management.

“Equity is a continuous process that requires understanding the needs of those you serve and then applying their perspective in solution-building. In times of disaster, diversity and equity become critical and must be operationalized.

“People who lack diversity in perspective will not develop equitable policies, perform equitable planning, or create equitable programs that will benefit, rather than harm, the most vulnerable groups and communities.

“For example, say there is a major tornado that occurs in a city somewhere in America. During the disaster response, a homogeneous group of decision makers might assume those affected by the disaster will have access to personal transportation.

“They assume that because everybody they know has a car, then everyone has a car. As a result, they establish a disaster resource or recovery site that is well outside public transit access routes.

“Unfortunately, those who are most affected by the disaster do not have personal vehicles and thus cannot benefit from the available disaster resources. Their recovery is impeded until the inequitable response can be corrected.”



BUILDING ALLIANCES FOR EQUITABLE RESILIENCE

ADVANCING EQUITABLE RESILIENCE THROUGH
PARTNERSHIPS AND DIVERSE PERSPECTIVES

April 2021



From the AARP Policy Book

Every two years, AARP publishes its *Policy Book* to inform the public about where the association stands on issues that impact people age 50-plus and their families. The following text is from the “Disaster Planning and Recovery” and “Public Health Issues” sections.

Extreme weather conditions, natural disasters and health emergencies can be devastating to communities. They can destroy housing, transportation networks, businesses and institutions. They can also damage critical infrastructure, such as telecommunications and utility lines. In addition, they can drastically disrupt residents’ livelihoods, social connections and access to vital services. Rebuilding efforts can take years. The long-term effects of disasters, such as home repair needs or health setbacks, can harm the financial and emotional well-being of older adults and others in the community.

Community planning plays a vital role in reducing the long-term risks to life and property from natural hazards such as hurricanes, earthquakes, wildfires and floods. These can cause property damage in the tens of millions of dollars. They can also lead to hundreds of deaths and the displacement of thousands of residents. Experts predict that future natural hazard events in the U.S. could be even more damaging and costly.

People who have chronic illnesses, functional limitations or disabilities are especially vulnerable during natural disasters. Planning can help communities identify the natural hazards to which they are susceptible. Then, communities can develop strategies to reduce vulnerability.

Well-planned post-disaster recovery efforts are also needed when disasters occur. Federal and state disaster aid is often available. Still, under-resourced communities may not receive sufficient funding compared with better-off communities. Such funding disparities can exacerbate existing social and economic inequality. Equitably distributing disaster relief funds helps ensure that all communities affected by disasters receive fair assistance.

AARP POLICIES

Disaster Planning: Federal, state and local policymakers should plan for and mitigate potential natural hazards. This includes identifying and mitigating vulnerabilities and risks in order to expedite recovery efforts. Policymakers should regularly plan, execute, and evaluate outreach and education activities to equip all residents to shelter in place or evacuate safely. Policymakers should develop pragmatic evacuation plans with sufficient shelter space. Policymakers at all levels of government should regularly conduct specific, comprehensive and evidence-based planning. This planning should address specifically the needs of older adults, people with disabilities and their caregivers in different settings.

Disaster Recovery: Federal, state and local governments should engage in post-disaster recovery efforts that reach all populations, including older adults, people with disabilities and their caregivers. Disaster relief assistance and funding should be distributed equitably, fairly and expeditiously. Rebuilding and recovery efforts should promote livability and resilience by encouraging a diverse housing supply; a wide range of mobility options; access to safe, accessible and sustainable public spaces; and proximity to necessary services.

Housing for Displaced Residents: Policymakers should ensure access to safe housing for people who are displaced after a natural disaster. They should move people from temporary shelters to permanent housing as soon as possible.

Rebuilding: Policymakers should provide support to areas that have suffered, or are at high risk for, damage from extreme weather events. They should prioritize funding for repairing homes that have been damaged by extreme events (repairs should ensure that damaged homes do not pose health risks to older adults); provide incentives for existing buildings to be fortified; and strengthen public infrastructure to mitigate the risk to the community as a whole. ■

PART 2:

The Impact of Disasters on Older Adults

When hazards — whether natural or human-made — strike, the consequences tend to be harder on older adults than on younger age groups.

The Numbers Are Revealing

- Although people age 75 or older made up about 6 percent of the population in the city of New Orleans in 2005,⁸ they accounted for 50 percent of those who died that year as a result of Hurricane Katrina.⁹
- In Northern California's 2018 Camp Fire, 71 of the 84 identified fatalities were of people age 60 or older.¹⁰
- When Hurricane Sandy struck the New York tristate area in 2012, nearly half of the fatalities were among people age 65 or older.¹¹
- According to the Texas Department of State Health Services, people age 60 or older accounted for 60 percent of the 246 deaths that resulted from subzero temperatures and an extended statewide power outage during a February 2021 winter storm. (On February 17, the temperature dropped to minus 5.98 degrees in Jacksonville, Texas, where the normal February low is about 40 degrees.) All but a handful of the storm related fatalities were due to hypothermia.¹²

Rising Waters

From 1970 to 2010, U.S. coastal regions saw an 89 percent increase in the number of residents age 65 or older.¹⁷ (See the graph on the opposite page.)

As a result, the nation's oldest adults routinely find themselves in the path of rising seas, and a growing number of nursing homes and assisted living facilities are now in flood-prone coastal areas.¹⁸

Florida is projected to be the hardest-hit state in coming decades, with 2 out of every 3 of its care-facility beds located in areas that will likely experience occasional or frequent flooding from now to 2050. That's 67 percent higher than those at risk today.¹⁹

Coastal homes are at risk for flooding due to hurricanes and major storms. But even "sunny day" flooding — which has become common in Miami Beach due to seawater rising up through

sewer grates during high tides — can impede the ability of residents to go about their daily business and errands. (The city has been installing pump stations and raising many of its streets.)²⁰

The confluence of demographic shifts, population growth along the coasts and rising sea levels means such dangers are likely to become commonplace.

From the U.S. Department of Health and Human Services: "Addressing these threats calls for an approach that combines what we know about preparing for disasters with what we know about actions that strengthen communities every day.

"Community resilience focuses on enhancing the day-to-day health and well-being of communities to reduce the negative impacts of disasters."²¹

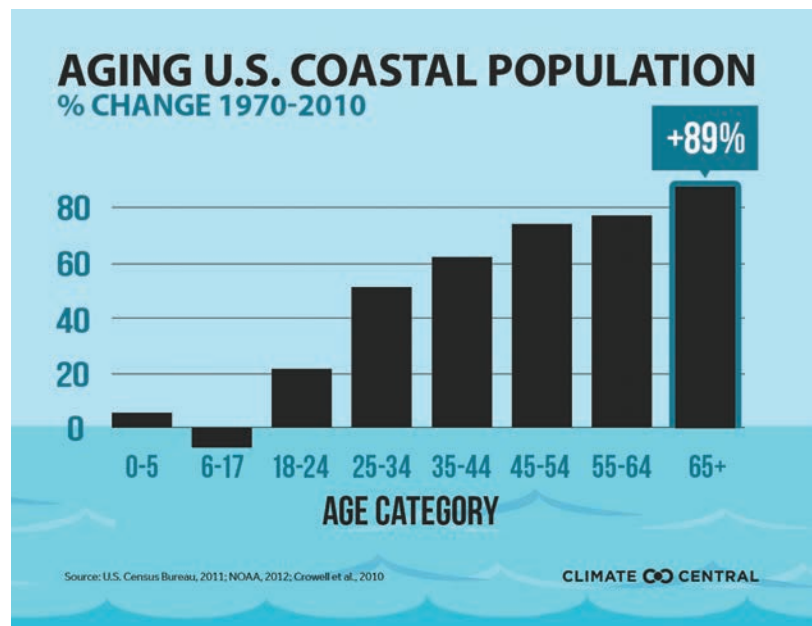
Contributing Factors

Some of the reasons older residents are at a disproportionately high risk during emergencies and disaster:

- Older adults often have mobility difficulties that make it harder to get out of harm's way. They often lack access to transportation.¹³ They might be socially isolated, with no friends or family nearby to help. They may be reluctant to leave a pet behind.
- Older adults without a cell phone or internet access lack an essential information and communications resource in this online era. According to AARP's 2021 *Tech Trends* report, 15 percent of people age 50 or older do not have access to any type of internet service, and 60 percent say the cost of high-speed internet is a problem.¹⁴ As a result, many older people are unable to get real-time information about changing weather or emergency conditions, available resources or how to find help.
- Many older adults lack the financial means to prepare for disasters or relocate. The 2019 median income of older adults was \$27,398. Among all people age 65 or older who reported income that year, 12 percent reported less than \$10,000.¹⁵
- More than half of Americans age 50 or older have no emergency savings.¹⁶ Many are on fixed incomes and lack the available cash to stock up on food and prescriptions (which can be costly), let alone to make their home more disaster resistant.

“Disasters disproportionately affect older people. Yet, this population is often ‘invisible’ in terms of data about risks and needs, guidelines, planning and overall understanding of their unique needs during a disaster. This is gradually changing as the overall population ages and greater awareness about the needs for older adults is determined. However, seniors continue to be the group most vulnerable to loss of life in disasters.”

— Center for Disaster Philanthropy²²



▲ In addition to places on or near the Atlantic or Pacific oceans and the Gulf of Mexico, coastal America includes areas adjacent to rivers, major estuaries and the Great Lakes.

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“Here in Oregon, we’ve had several massive wildfires, as well as massive floods, in the last two years. We’ve had a record-breaking heat wave. While we were holding a disaster-resilience conference in Portland, hundreds of people in the Pacific Northwest died of heat-related causes. Roughly 8 out of 10 were age 60 or older.”

— Bandana Shrestha, AARP Oregon state director, speaking in 2021.
(On June 28 in Salem, Oregon, the temperature rose to 115 degrees.
The normal high for June is around 74 degrees.)²³

- The wealth of many older homeowners amounts largely to the equity in their homes. In such cases, an individual’s or couple’s financial security is even more entwined with the impact of a disaster. The property owners may want to make a permanent move to a safer neighborhood or dwelling but simply can’t afford to.
- In some coastal areas, current and anticipated rates of sea level rise have depressed property values and increased property taxes and the cost of homeowners’ insurance. For older adults with limited disposable income, the cost of increased or new insurance — or new assessments in a multifamily condominium building for needed maintenance or structural improvements — can be prohibitive, further exposing them to financial challenges when disaster hits.
- Because many older adults own their homes outright, they are less likely to have flood insurance, which is required by many lenders in flood-prone areas but optional for people without a mortgage.
- Older homes in many parts of the United States don’t have air-conditioning because, until recently, it was rarely or never needed. Retrofitting a home for a whole-house cooling system — and running one — is expensive. Many people, including older adults, just don’t have the money, strength or skills needed to purchase, lift and install even one window-unit air-conditioner.
- Heating a home can be similarly challenging. In 2015, approximately 1.6 million people age 50 or older who were the heads of their households could not afford the heating fuel, electricity or natural gas necessary to heat their homes. As a result their fuel deliveries were discontinued or their natural gas or electricity disconnected.²⁴

Enable Help From Local Organizations

After a disaster strikes, money often pours into aid groups in large communities, while those serving smaller or remote places struggle to secure funding. It can be difficult to identify which organizations do the “boots on the ground” work.

Having a vetted list of where and how people can make donations is an invaluable way to help those who need it.

The charitable AARP Foundation actively supports disaster recovery efforts. Learn more at [AARP.org/Foundation](https://www.aarp.org/foundation).

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The Extreme Consequences of Extreme Heat

Although hurricanes, wildfires and floods may be the most spectacular disasters to make headlines on a regular basis, they're not the deadliest.

According to the National Oceanic and Atmospheric Administration ([NOAA.gov](https://www.noaa.gov)), that distinction goes to heat or, more specifically, extreme heat, which causes the most weather-related deaths in the United States each year.²⁵

According to the U.S. Environmental Protection Agency ([EPA.gov](https://www.epa.gov)): “Unusually hot summer temperatures have become more common across the contiguous 48 states in recent decades, extreme heat events (heat waves) have become more frequent and intense, and these trends are expected to continue. As a result, the risk of heat-related deaths and illness is also expected to increase.... The population of adults aged 65 and older, which is expected to continue to grow, has a higher-than-average risk of heat-related death.”²⁶

An estimated 12,000 Americans die of heat-related causes annually, according to research by scientists at Duke University.²⁷ In Arizona alone, a record 520 people died due to extreme heat during the summer of 2020, nearly twice the highest toll in the previous decade.²⁸

Older adults as well as people who work outdoors or live in low-income communities are especially vulnerable to the consequences of extreme heat.

- **Heat Illness:** Older people are more susceptible to heat-related illnesses for reasons that include weakened cardiovascular systems and a lower ability to reduce their body temperature through sweat. Preexisting health conditions can add to the risk since many prescription medications used by older people impact temperature regulation and hydration.
- **Access to Water:** Staying hydrated during hot weather is essential for survival, but many communities in the United States struggle with access to safe drinking water. In rural areas, where residential water typically comes from aquifer-supplied wells, drought conditions and power outages (since wells need electricity to pump) can leave a home without running water. Bottled water can be a stopgap measure for those able to afford water, transport the water and lift the water. (One gallon of water weighs roughly 8 pounds.) Carrying bottled water can be hard even for young and able-bodied people. Doing so can be even harder for older people and people with certain disabilities.
- **Manufactured Homes:** Nearly 50 percent of people living in manufactured homes (sometimes referred to as mobile homes) are age 55 or older.²⁹ Residents of such homes can face unique dangers. Units built before 1976, when manufactured housing standards were improved, often have aluminum wiring that's incapable of powering a modern air-conditioner.³⁰ Homes built before the 1990s, when energy-efficiency standards were updated, may lack the insulation necessary to keep occupants safe and comfortable.³¹ One in 5 heat-related deaths that occurred during the unprecedented June 2021 heat wave in Oregon happened to people who lived in manufactured homes.³²
- **Urban Heat Island Effect:** Cities tend to be hotter than the surrounding countryside because developed areas have more pavement (which retains heat) and fewer trees (which cool the air and provide shade). While heat impacts all urban residents of all ages, older adults, people of color and the residents of lower-income neighborhoods often bear the brunt of this effect due to historical land use policies, some of which were racially motivated. A 2020 study by the U.S. Forest Service with several nonprofit and academic research teams found that formerly redlined neighborhoods (see page 14 for what that means) have half as many trees today, on average, as the highest-rated white neighborhoods.³³ For example, in Los Angeles, Beverly Hills enjoys a tree canopy of 25 percent; the mostly nonwhite community of Watts, 20 miles away, has just 5 percent tree coverage.³⁴ That tree-density difference can translate to a temperature difference of as much as 45 degrees Fahrenheit — and truly make the difference between life or death conditions.³⁵

For a related discussion, see “Cool(ing) Ideas” on page 35.

Increasing Risks

According to an online fact sheet from the U.S. Department of Health and Human Services Office of the Assistant Secretary for Preparedness and Response, “Factors like climate change, globalization, and increased urbanization can bring disaster-related risks to greater numbers of people.”³⁷

Increasingly intense weather events affect older adults differently than other groups and impact segments of the older adult population unevenly, influenced by factors such as race, health, income and geography as well as the lack of public and private investment (or post-disaster aid) in a community.

- Low-income individuals and people of color are often highly vulnerable to the impacts of weather-related disasters due to inadequate housing and risk-exposed locations — as residents of all ages in New Orleans’ Lower Ninth Ward discovered during Hurricane Katrina.³⁸

- Lower-income residents are more likely to live near industrial facilities, increasing the danger of toxic leaks resulting from storms or similar disasters. Low-income people, including many retirees, are more likely to live in manufactured homes (formerly referred to as mobile homes), which offer less protection from the elements than conventional housing.
- The legacies of race-based zoning, covenants, redlining (the practice of systematically denying home loans based on race, faith or ethnicity), and highway projects that displaced residents and destroyed neighborhoods mean that certain communities — often those of color — are less likely to have parks, green spaces or tree canopies that cool temperatures and absorb water runoff. (See page 13 for more about redlining and the Urban Heat Island Effect.)

Continued on page 16 ►

Disasters come in many forms and emerge from a variety of causes. While older adults may not be the most severely impacted population group in every disaster, they have proved to be the most at-risk — and most in need of emergency services, care and assistance — during the global COVID-19 pandemic. Nearly 95 percent of all people who died due to COVID-19 in the United States during 2020 and 2021 were age 50 or older.³⁶ Residents of assisted living or nursing homes had a far higher rate of death than those not living in institutional settings.

Calculating a Community's Vulnerabilities

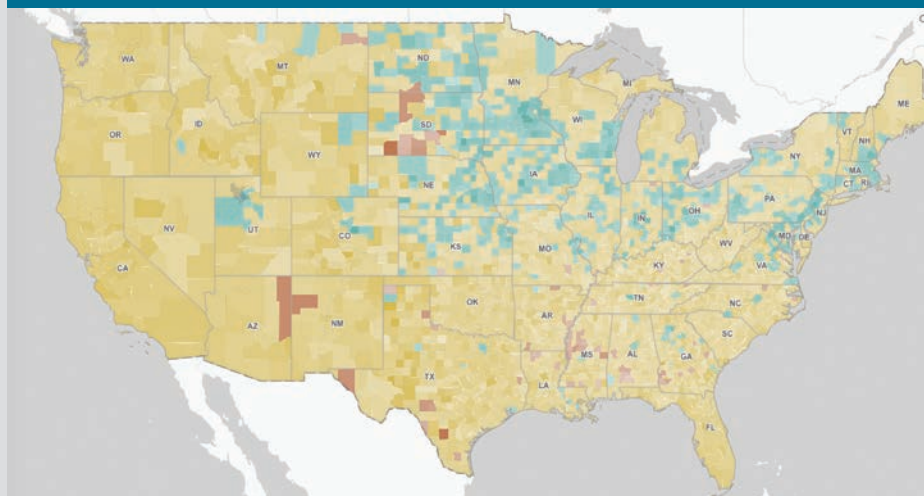
To be proactive and plan for what *might* happen, local leaders need to understand what they're dealing with. The U.S. Census Bureau's online, interactive **Community Resilience Estimates** tool provides information about communities' strengths and weaknesses.

The calculations are done using factors such as age, income, employment, household composition, disability status, internet access and the availability of vehicles.

This data is analyzed through state-of-the-art statistical methods, enabling the tool to provide an estimate of the number and percentage of people in a community — even for specific census tracts — who can be considered high-, medium- or low-risk.

(Visit [Census.gov](https://www.census.gov) and search for “Community Resilience Estimates” to learn more.)

PREDOMINANT RISK FACTOR BASED ON ALL RISK FACTOR CATEGORIES



The Added Hazards of Homelessness

As with other life challenges, the risks associated with disasters are even greater for unhoused people — a group in which older adults predominate.

Census data shows that housing insecurity among single adults affects a preponderance of people born between 1955 and 1965.

By 2026, the U.S. homeless population over age 55 could grow to 225,000, up from 170,000 in 2017; the number of those age 65 or older could more than double, from 40,000 to 106,000 by 2030.³⁹

Exposure to the elements is not the only hazard facing unhoused individuals. Many also struggle with mental health or substance use disorders and from the wear and tear of an unsheltered existence. Homelessness ages people physiologically. Research shows that they experience geriatric medical

conditions, such as cognitive decline and reduced mobility, at rates comparable to those of housed individuals who are 20 years older.⁴⁰

Impaired health can make it harder to survive a disaster or to recover fully from injuries or trauma. Yet emergency managers rarely connect with organizations that serve people experiencing homelessness.

The publication ***Disaster Preparedness to Promote Community Resilience: Information and Tools for Homeless Service Providers and Disaster Professionals***⁴¹ — developed jointly by the U.S. Department of Veterans Affairs, the U.S. Department of Health and Human Services, and the U.S. Department of Housing and Urban Development — offers comprehensive guidance about planning for the disaster needs of unhoused people.

The Days After a Disaster

Many residents — and especially older ones — are at risk even when they escape harm during a disaster.

After the storm or immediate dangers have passed, older residents and low-income households can quickly spin into a downward spiral caused by the environmental hazards and structural damage present in their new reality.

- Rescues can be hard to come by due to the demand for services and access challenges.
- When the power goes out and stays out in hot climates or during heat waves, mold and mildew take over homes, medicines cannot be refrigerated, and clean water becomes a scarce resource. When the power goes out and stays out in cold climates or during extreme cold snaps, pipes burst and frostbite (and death) are serious risks.
- Researchers found higher death rates among nursing home residents

during the weeks after hurricanes Katrina in 2005⁴² and Irma in 2017.⁴³ Among the causes were the post-storm heat exposure caused by power outages and the resulting lack of air-conditioning.

- In 2021, in the middle of the global COVID-19 pandemic, several nursing home residents died and more than 800 others suffered in hot, crowded, unsanitary conditions when they were relocated to an ill-equipped warehouse before Hurricane Ida struck Louisiana.⁴⁴
- Disrupted routines and displacement can adversely impact a person's physical and mental health. A 2011 study showed that in four hurricanes, death rates were higher among nursing home residents who were evacuated than among those who sheltered in place.⁴⁵ A likely cause was the “transfer trauma” associated with being evacuated.
- Repair assistance can be impossible to secure due to the demand for contractors, a shortage of supplies and, for some, a lack of home ownership documents. (See page 27 for more about that.) The need to request emergency assistance online is a challenge for people without access to the internet.
- Older people are a frequent target of fraudulent contractors who capitalize on distressed residents' desperation.

These realities pose fraught choices for older residents (and for those who serve them) and underscore the need to reduce every community's overall risk. ■

Rebuilding in Jackson County, Oregon

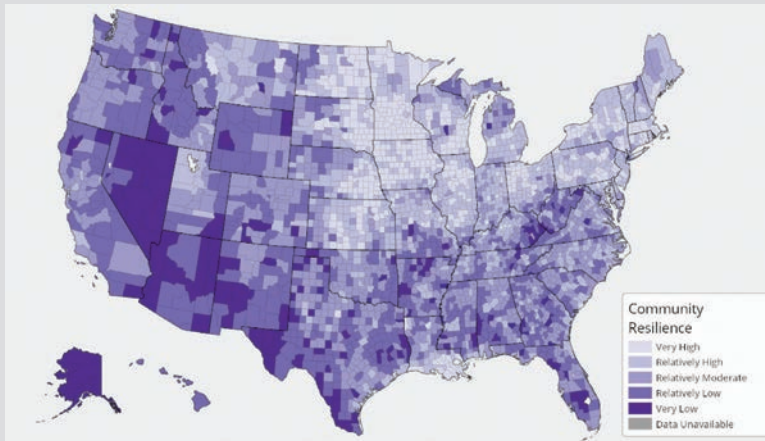
AARP surveyed residents age 45 or older about the impact of devastating wildfires in 2020.⁴⁶

- 91% support prioritizing community preparedness (including wildfire-related training, signage, evacuation routes and alert systems)
- 83% support creating disaster relief housing programs for homeowners and renters affected by wildfires

National Risk Index

The National Risk Index is a data set and online tool that helps identify the communities most at risk for 18 natural hazards. The Risk Index uses data on community risk factors and natural hazards to develop a relative risk rating for each United States county and census tract.

Visit Hazards.FEMA.gov/NRI/Map



Older Adults Are Concerned About Community Resiliency

In 2021, AARP added a question about the environment to the [AARP Home and Community Preferences Survey](#), a national poll of people age 18 or older.⁴⁷

The results show that adults of all ages, and *especially older adults*, are concerned about the impact disasters can have on themselves and their communities.

THE QUESTION

“How important is it for you personally to have the following in your community right now?”

THE RESPONSES

Those who answered “extremely important” or “very important.”

Adults age 18 or older	Adults age 50 or older	Community Features
62%	66%	Low risk of natural disasters and extreme weather
67%	76%	Community-wide actions to protect all residents in times of natural disasters and extreme weather, including clear evacuation plans and assurances that utilities will remain functional for critical services
82%	89%	Access to clean, safe water for all residents
53%	54%	Community-wide actions to improve air quality, such as planting more trees and promoting alternatives to driving, including biking and walking
56%	61%	Access to a range of reliable energy sources, including renewable energy

National survey of 2,826 adults age 18 or older

PART 3:

Strategies for Expanding Resilience

The following recommendations, developed in partnership between AARP and FEMA and the other experts involved in the creation of this tool kit, can serve as a starting point for local leaders and community advocates who seek to reduce the risks and impacts of disasters on older adults.

Strategy 1 Make the right connections and build relationships



◀ Representatives from AARP Mississippi and the City of Vicksburg celebrate the local government's enrollment in the AARP Network of Age-Friendly States and Communities. (See page 22 to learn more about the network.)

Strategy 2 Identify where older adults are — and how to reach them



◀ Once AARP Puerto Rico staff and volunteers were able to get out of their homes and back to work after 2017's Hurricane Maria, they distributed more than 7,000 bags of groceries to older people living alone in 26 towns.

FROM TOP: AARP MISSISSIPPI | AARP PUERTO RICO

Strategy 3 Seek and include diverse perspectives



◀ In Auburn Hills, Michigan, residents are invited to participate in community conversations about local issues and planning priorities.

Strategy 4 Be mindful of response and relocation risks



◀ Eastbound I-10 was snarled with evacuee traffic as Hurricane Katrina approached the Gulf Coast in August 2005. Among the road hazards: overheated cars, empty gas tanks and lack of hotel vacancies.

Strategy 5 Strengthen community-wide infrastructure



◀ This Napa, California, park becomes submerged when the Napa River floods. Levees and solid gates protect the adjacent business district. The bench is bolted to the ground so it won't float away.

Continued on page 20 ▶

Strategy 1: Make the right connections and build relationships

Long before a disaster happens, it's critical that those charged with emergency response and disaster recovery get to know the people who work with older residents and the organizations that already play a front-line role in responding to the everyday needs of older adults — whether they live independently or in a facility.

For example, organizations that provide transportation services to older adults can be critical partners in disasters — especially for the nearly 20 percent of people over 65 who do not drive at all.⁴⁸ But it's equally important to seek out age-friendly coalitions, area agencies on aging (dubbed “triple A’s”), caregiver networks, senior centers, volunteer-led “village networks” and other entities that can effectively represent the needs and concerns of older residents.

Keep in mind the following guidelines for building new relationships:

“Older adults often have long-term perspectives and longstanding relationships that may help planning efforts. At the same time, older adults are disproportionately affected by disasters.”

— *Guide to Expanding Mitigation: Making the Connection to Older Adults* by FEMA with AARP

1. Find trusted partners

- Local groups, clubs, organizations and agencies can be ideally situated to support disaster resilience efforts by serving as trusted sources of information for older community members and as sources of input on the development of disaster planning efforts. AARP State Offices can be both an ideal starting point for identifying these organizations and a key partner themselves.

2. Build a broad coalition

- Pre-emergency conversations and coordination can and should involve a variety of partners. For example, after floods struck Boulder, Colorado, in 2013, county officials worked with local senior centers, the Area Agency on Aging, the Silver Jackets (a team of locally and regionally based state, federal and tribal agencies devoted to enhancing disaster resilience) and the Army Corps of Engineers to develop mitigation strategies for older adults in future disasters.

3. Include older adults as contributors

- When communities make older adults part of the planning process for disaster resilience, there are usually better outcomes for everyone. Older residents should be invited to participate in planning efforts and to play a peer-to-peer role in promoting disaster mitigation and preparedness. It's important to engage older adults as conscious stakeholders in disaster settings, rather than dismissing them as passive victims. ■

The Volunteer Advantage

VOADs (Voluntary Organizations Active in Disaster) are convening hubs for faith-based, nonprofit and nongovernmental organizations that provide essential disaster response and recovery services. They often serve as an information hub for FEMA by gathering real-time information about a disaster's impact at the local level and ensuring that assisting organizations don't duplicate response efforts.

National VOAD (*NVOAD.org*), a nonprofit association of more than 60 voluntary disaster relief organizations, has an affiliate in every state and territory. The **State VOADs** consist of numerous **COADs** (Community Organizations Active in Disaster), through which local and regional nonprofits work together to coordinate services, provide financial assistance and supplies, and share knowledge and resources.

- The U.S. Virgin Islands reestablished its VOAD after Hurricane Maria struck in 2017. AARP Virgin Islands acts as a convener and communicator with the Virgin Islands VOAD, bringing organizations together to enhance disaster preparation for people age 50-plus. With AARP's help, the organization distributed 1,000 emergency kits to older adults in need throughout the four-island territory. Work is underway to build a registry of older adults in order to enable better outreach before, during and after major storms or emergencies.

- After Hurricane Ida struck Louisiana in 2021, AARP Foundation granted more than \$1 million to local nongovernmental organizations to help increase programming designed for older adults. Southeast Legal Services in Louisiana is leveraging the funds it received to assist older adults who need title clearance for their homes (see page 27) or are having trouble accessing disaster relief aid.

It's critically important that organizations serving and advocating for older adults — including but not limited to AARP — forge relationships with emergency and disaster responders. One way to do so is for the groups or representatives to join a VOAD. In fact, organizations that are active in disaster response should have older individuals or aging-services representatives on their boards and committees.

AARP Louisiana representatives regularly attend meetings of the state's VOAD.

"We're their ears on the ground when it comes to older adults," says LaTonya Smith Scott, AARP Louisiana's communications director. "We tell them, 'This is what we're hearing from our folks.' In turn, we make sure that information from the VOAD gets out to our members in the most effective way possible."

"Often, local evacuation plans failed to adequately provide for the transportation needs of people with disabilities for two reasons: first, many local planners reported that they were unaware that people with disabilities have special evacuation needs; and, second, when local planners were aware of the need to plan for people with disabilities, the plans failed because they did not involve people with disabilities in the planning process."

— From the article "The Impact of Hurricanes Katrina and Rita on People With Disabilities: A Look Back and Remaining Challenges," National Council on Disability⁴⁹

Strategy 2: Identify where older adults are — and how to reach them

There is generally a poor level of understanding within communities about where older adults reside and how to best reach them.

Emergency plans often limit responders' consideration to the needs of people in nursing homes. Many older adults not in care facilities rely on landline phones, radio and TV, and a local newspaper (if one still exists) for their news.

To enhance community-wide resilience and reduce the risks to older adults, it's crucial for emergency managers to know where to find older residents who might need help and establish effective ways to keep those residents informed.

There are many ways to address this gap and proactively consider how older adults will be informed when disaster is on the horizon.

1. Let people register in advance

- Following floods that inundated southern Oregon in 1997, the Rogue Valley Council of Governments (RVCOG) created a registry of vulnerable community members to ensure better communication and support during upcoming disasters. Older adults in need of assistance during disasters (or their caregivers) and people with disabilities are invited to add their names, and volunteers check the list every three months to ensure that the contact information is up to date. During a public emergency, such as the wildfires that struck in 2020, people in the impacted areas get a call. Whether they need help or not,

“people are very grateful,” says Connie Saldana, a planner with the RVCOG. “It makes them feel a little bit safer, a little bit less panicked.”

- The Florida Department of Health, in coordination with its county health departments and local emergency management agencies, developed the Special Needs Registry (FloridaDisaster.org/SNR). The registry provides first responders with valuable information to prepare for disasters or other emergencies. People with certain special needs can register in order to receive assistance during a disaster.
- In Florida's Miami-Dade County, residents with limited mobility or medical issues who require evacuation assistance are asked to preregister with the Emergency and Evacuation Assistance Program (MiamiDade.gov/Hurricane) before each hurricane season to ensure that help will be provided to them following an evacuation order or during certain types of emergencies. The program is specifically for people who are *not* in nursing homes, group homes or assisted living facilities.
- Also in Florida, the Seminole County Medically Enhanced Sheltering/ Well-Being Check Program (SeminoleCountyFL.gov) provides disaster-related evacuation assistance and care for people of any age who have “a minor or chronic but stable” physical, cognitive, medical or sensory disability and have no other transportation or shelter options. Individuals can register themselves or a family member.

Lessons From a Live-In Liaison

Many apartment complexes employ live-in courtesy officers, people whose job typically involves making sure residents are safe and all emergency alert systems are working. The position often goes to a law enforcement officer who works during off-duty hours in exchange for a living space.

In Calloway County, Kentucky, a senior-living center added an extra dimension to the role — one that could be adapted by other such facilities to enhance their readiness for disasters.

The experiment was launched in 2018 by Stacey Orr, manager of two Wesley Living retirement communities, when she hired Chesley Thomas as the courtesy officer. In addition to performing the

usual duties — nightly security checks, responding to after-hours medical emergencies and assisting the property manager as needed — Thomas was invited to present a series of educational programs and drills for residents and staff, drawing on his experience as an EMT, CPR instructor and assistant 911 director for the local sheriff's office.

Two years later, when he became Calloway County's director of emergency management, Thomas kept his after-hours job — and became a direct liaison between Wesley Living and local officials. He regularly shares his insights with emergency planners and the sheriff's department, with the goal of incorporating older adults' needs into disaster mitigation efforts throughout the county.

2. Do home checks — and, if needed, provide a way out

- In Cutler Bay, Florida — which is a member of the AARP Network of Age-Friendly States and Communities (see page 29) — officers in the police department's Neighborhood Resource Unit check on assisted living communities when a storm is approaching. The community also keeps a list of who lives in each assisted living facility in case, says Town Manager Rafael Casals, "we find someone wandering in the middle of the storm with no ID." The officers also do home checks in response to calls from out-of-town family members concerned about a relative. When evacuations to shelters are necessary, the city and county work together to assign evacuation buses that make pickups at bus stops along routes near senior citizen centers and communities.

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Poison Pipes



▲ In 2017, AARP Michigan committed itself to helping the residents of Flint navigate the process for replacing the lead-tainted city pipes that connect the main waterline to their homes. The plumbing work was free to homeowners, but to get on the list each needed to sign a consent form. Volunteers from AARP and other organizations went door to door to help get the forms signed.

Suitable Spaces



◀ Evacuees from 2005's Hurricane Katrina sheltered inside the Houston Astrodome. People with hearing impairments could choose to stay in a defined area. (See page 31 for more about making emergency shelters safe and welcoming.)

3. Communicate in plain language and through appropriate media

- Text and email messages as well as website and social media platforms will of course reach a significant number of older people, but many still rely on such old-school standbys as TV or radio news, automated or person-to-person phone calls, postal mail, flyers and even notices tacked to community bulletin boards.
- Existing community resources (such as a 211 telephone help line that connects callers to local services) can provide real-time news updates. It's

Serve and Include the Disability Community

As noted by the National Council on Disability, adopting a broad, inclusive definition of the word “disability” leaves no one behind.

“The term disability does not apply just to people whose disabilities are noticeable, such as wheelchair users and people who are blind or deaf,” states a council report. “The term also applies to people with heart disease, emotional or psychiatric conditions, arthritis, significant allergies, asthma, multiple chemical sensitivities, respiratory conditions, and some visual, hearing, and cognitive disabilities.”⁵⁰

When Hurricane Maria struck in 2017, Carol Salas, director of the Puerto Rico University Center for Excellence in Developmental Disabilities, went to the local emergency command center seeking aid for the special-needs community. “It took a long time to get an audience, and the response was totally inadequate,” Salas recalls.

Two years later, Salas was appointed to FEMA's National Advisory Council,⁵¹ on which she works to ensure that the concerns of people with disabilities are incorporated into every stage of disaster resilience planning. She also promoted

the creation of a network of advisory groups in Puerto Rico, including VOADs, disability service providers and the people they serve.

Salas urges a similarly proactive approach to disaster resilience planning for older adults. “If you design your disaster plan with the needs of people with disabilities and seniors in mind, it will better address the needs of the larger community as well,” she says. No matter the emergency:

- Those serving older adults need to be vocal.
- Joining VOADs, meeting with emergency managers, and advocating at the local and state levels can focus emergency planning organizations' attention on older adults.
- Local leaders (elected, appointed and/or hired) need to ensure that older residents and people with disabilities — or their representatives — are included in the community's disaster response and resiliency planning.

LEARN MORE: See FEMA's *Guide to Expanding Mitigation: Making the Connection to People With Disabilities*.⁵²

important to keep messages simple and slow enough to be absorbed by individuals of differing hearing or cognitive abilities — and to translate the messages into languages other than English in communities that have significant immigrant populations.

- An example of an effective low-tech approach is the Bring Back Louisiana #SleevesUp campaign, in which AARP and other nonprofits worked with the governor's office to encourage vulnerable groups to get COVID-19 vaccines. In addition to web-based outreach, #SleevesUp relied on mailers, direct phone calls, TV commercials and live events. "This kind of outreach is also essential in a natural-disaster context," says AARP Louisiana State President Bobby Savoie. "The internet provides real-time, direct information — but not if you can't access the internet."

4. Help people to practice and plan

- In 2016, AARP California helped Los Angeles officials develop the Purposeful Aging Los Angeles initiative (*PurposefulAgingLA.com*), which calls for incorporating older residents into all county and city emergency response protocols, including practice drills and planning processes. The plan, which came out of the city's membership in the AARP age-friendly network (explained on page 29), also seeks to register older residents in local mass-notification systems, tailor neighborhood emergency readiness programs to their needs, help households develop age-appropriate family emergency plans, and partner with the private sector to purchase and distribute preparedness kits that target low-income older adults. ■

Hazard Mitigation Planning

FEMA's broad mandate also includes reducing risk for communities through hazard mitigation planning. It does this by incentivizing communities to articulate in a formal plan, before a disaster occurs, how they will reduce the vulnerabilities and impact of hazards. Such support for local efforts ultimately reduces disaster-related suffering, including the loss of life and property.

Hazard mitigation planning calls on state, local, tribal and territorial governments to identify vulnerabilities and risks that are common in their areas — and then develop strategies for protecting people and property from future events. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction. To encourage the use of such plans, FEMA requires, as one condition of eligibility, that a hazard mitigation plan be completed in order for a community to receive certain types of nonemergency disaster assistance.⁵³

These plans are important opportunities for articulating the needs of older adults before, during and after a disaster. The planning process is an excellent time for engaging and providing input.

- Organizations that serve older adults can contribute data, insights and expertise. They can illustrate the impacts of hazards and disasters on older people, identify the facilities on which they rely, develop effective risk reduction approaches, and assist in identifying local capacities that can be leveraged.
- State and local governments enrolled in the AARP Network of Age-Friendly States and Communities (see page 29) have age-friendly committees and action plans that can augment local plans. Partnerships with age-friendly teams can help bolster public support for large-scale infrastructure projects or communicate the benefit of smaller-scale risk reduction measures.
- Older residents can share their stories of past hazard events and contribute information based on their experiences. Incorporating these voices increases equity in the planning process and can lead to a reduced need for response and recovery.

Strategy 3: Seek and include diverse perspectives

One reason disaster resilience strategies for older adults are often ineffective is that they fail to account for the demographic's considerable diversity — of race, ethnicity, faith, income, wellness, physical and cognitive abilities, and even age. Collaboration with trusted, local, community-based groups that understand the needs of a diverse older population is critical. Ways to do that include the following.

1. Acknowledge the needs gap

- Adults in their 60s often have very different needs and abilities than adults in their 90s. Age is only one factor among many that can increase older adults' vulnerability to the effects of natural hazards.
- People who live in nursing homes because they require care might have different needs than people who live at home and require care. In a disaster situation, older people who live at home and need high levels of support might have a very hard time simply because their health aides can't reach them.
- In 2019, 19 percent of adults age 65 or older reported they could not function independently at all or had a lot of difficulty with at least 1 of 6 functioning domains (including understanding and communication, mobility, and self-care).⁵⁴

2. Engage a diverse group of stakeholders

- In 2019, nearly 1 in 4 people age 65 or older were members of a racial or ethnic minority population.⁵⁵

- In addition to age, race and ethnicity, the physical and cognitive capabilities of older adults can play a significant role in how effective disaster resilience planning and communication efforts will be.
- Outreach approaches should be done in a manner, language and format that respects these differences — and when possible, through trusted intermediary organizations. For example, older adults may be more receptive to information that comes from groups with language, cultural or faith traditions similar to their own. Identifying and engaging trusted intermediaries — locally based religious congregations, social groups and other organizations — is crucial for reaching a wider range of populations.

3. Identify and address specific needs

- The American Red Cross hosts Sound the Alarm events, during which volunteers, local fire departments and other partners canvass neighborhoods to install free smoke alarms, replace batteries in existing ones, and provide fire prevention and safety education. AARP Louisiana works closely with the program's organizers. "We promote their events to our members, and we partner with the group to offer our own fire-safety workshops," says LaTonya Smith Scott of AARP Louisiana. "Targeting older adults directly works better than assuming that they will participate in events aimed at the larger community." ■

Homeownership, Documents and Disaster Aid

Besides making individuals more vulnerable to the immediate impacts of disasters, the legacies of poverty and racism can make it harder for certain communities to access funding for disaster mitigation and recovery. One longstanding source of this disparity is the prevalence of informal property ownership norms among some marginalized populations.

For decades, FEMA has required applicants for disaster aid to provide a deed or other formal proof of homeownership. That policy, designed to prevent fraud, has disqualified countless Black people in the South, where more than a third of Black-owned land in the region is held as “heirs’ property,” passed down informally within families over multiple generations.⁵⁶ The region’s history of discrimination often placed conventional property ownership out of reach, thereby increasing the number of people who are homeowners yet do not have bank documents or deeds.

A similar situation exists in Puerto Rico, where 45 percent of residents live below the poverty line — and an estimated 25 percent of homes (about 260,000) lack titles or deeds.⁵⁷ After Hurricane Maria struck in 2017, FEMA denied about 40 percent of aid applications, mostly due to an inability to prove ownership.⁵⁸ Thousands of these American citizens still live with blue tarps over their houses, unable to replace roofs torn away by the storm.

In September 2021, FEMA took a big step toward easing such inequities, announcing that it would accept a broader range of homeownership and occupancy documentation from survivors seeking disaster relief.⁵⁹ For those lacking a deed, a public official’s letter or receipts for major

repairs now suffice. Among survivors with heirship properties are owners of manufactured homes or travel trailers (which likewise often change hands without legal documents). Now, they too can self-certify ownership and qualify for assistance.

FEMA officials have indicated that this change is a critical part of reducing barriers to their Individual Assistance program and part of a larger shift to provide more equitable disaster support to all survivors, including underserved populations.

The new guidelines apply retroactively to August 2021 in order to cover damage from Hurricane Ida in Louisiana, the flooding in Tennessee and the California wildfires. Proposed legislation in Congress would codify these changes and require FEMA to reopen cases going back several years.

Disparities in recovery aid extend to the local level as well, sometimes leaving residents permanently dispossessed after a disaster. For example, after floods in 2013 destroyed two mobile-home parks in Lyons, Colorado, voters rejected an affordable housing plan that would have addressed the housing needs of displaced residents — most of whom were low-income seniors. In the end, they were uprooted from the community and their ecosystem of support.⁶⁰

Deep-seated inequities need to be considered throughout the disaster planning and recovery process. Even with new FEMA requirements in place, it will take time for financial assistance applications to be filed, processed and reviewed. Meanwhile, an array of reforms — such as construction moratoriums in areas with repeated flooding — have been proposed to combat inequities through state and federal regulations.

Strategy 4: Be mindful of response and relocation risks

During a disaster or emergency event residents can respond in one of two main ways: They can shelter in place or evacuate. The risks of staying put may seem obvious — injury or death due to fire, flood, wind, heat or other hazards.

Nevertheless, in many cases, older adults hunker down, even when authorities urge or order them to flee. Many have experienced past disasters. Because of that, some believe they can withstand the coming storm, flood or freeze. For others, the costs and risks of relocation outweigh the risk of sheltering in place.

AARP's Vital Voices Survey of Florida residents age 45 or older provide some insights into why people choose *not* to evacuate.⁶¹

- Nearly 80 percent of respondents said they had personally experienced a natural disaster as an adult.
- Three-quarters had an emergency plan in place in the event of a natural disaster.
- Nearly two-thirds (63 percent) had an emergency kit prepared and ready for use in case of a natural disaster.
- Almost 9 out of 10 (87 percent) said they felt “very prepared” or “somewhat prepared” to safely get through a natural disaster.
- Seven out of 10 said they were “very confident” or “somewhat confident” they could rebound financially from a natural disaster.

Given those considerations, it may be less surprising that 55 percent said that, in the event of a hurricane, they would plan to ride it out at home. Of those who would evacuate, 30 percent planned to go to the home of a family member or friend, and 16 percent said they'd go to a hotel. Only 13 percent were willing to evacuate to a public shelter.

This reluctance to seek out an officially sanctioned place of refuge reflects an often-overlooked factor: Evacuation poses risks of its own.

Among the potential dangers, demonstrated tragically in several recent disasters, is becoming trapped in a vehicle while attempting to evacuate when a wildfire or flash flood sweeps across a roadway.

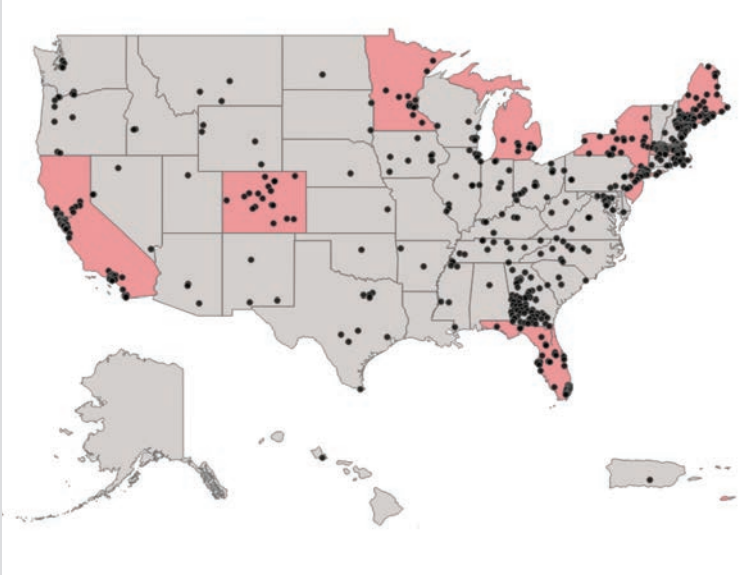
For some older people, the anxiety about abandoning one's home to the ravages of nature (or looters) overrides the fear of high winds or flames. For others, the prospect of sheltering among strangers in an unfamiliar, communal location is more concerning than the disaster itself.

Issues of health, disability and social connectedness can play a role as well. People with cognitive impairments may be disoriented by moving from their accustomed surroundings. Others risk losing access to their medications, special diets or medical equipment such as electric-powered respirators.

People whose main companion is a pet may refuse to relocate or evacuate if their pet isn't welcome.

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The Age-Friendly Network



Established in 2012, the **AARP Network of Age-Friendly States and Communities** serves as a catalyst to educate local leaders (elected officials as well as engaged residents) and encourage them to advocate for and implement the types of policies and improvements that make communities more livable for people of all ages — especially older adults.

Membership in the age-friendly network means that a community's elected leadership has made a commitment to actively work with residents and local advocates to make their town, city, county or state an age-friendly place to live.

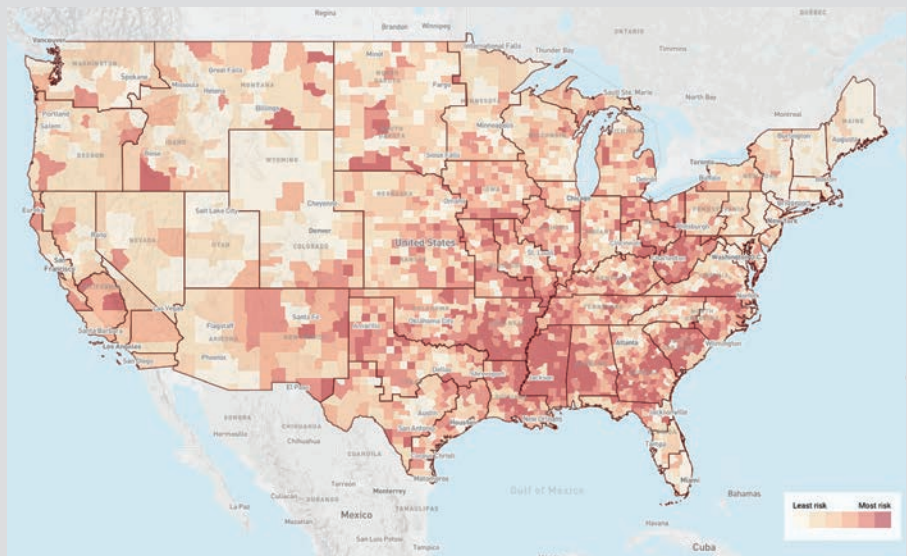
Membership map as of February 2022. See the current Member List at [AARP.org/AgeFriendly](https://www.aarp.org/AgeFriendly).

Home Fire Risks

As part of its **Home Fire Campaign**, the American Red Cross uses targeted fire safety interventions to protect and save lives in communities with high concentrations of low-income families, residents with disabilities and older adults.

At the national level, the Red Cross leverages the Home Fire Risk Map (pictured), which was created in partnership with DataKind DC to pinpoint areas that need services. The map uses fire incidence data from FEMA's Fire Incident Reporting System alongside demographic data from the U.S. Census Bureau to help identify high-risk areas.

Learn more at [RedCross.org](https://www.redcross.org).



For people who need assistance with routine activities such as bathing, dressing or toileting, staying in a shelter is not a practical option. For other older adults, the simple logistics of packing supplies and necessities may be overwhelming, even if they know their caregiver assistance will be disrupted due to the disaster if they stay.

Often the question of whether to stay home or evacuate is not a choice at all.

Many older adults lack access to transportation; they shelter in place during a disaster (sometimes with fatal consequences) because they simply cannot get to someplace safer. For residents of congregate settings, group transportation may be provided, but in a fast-moving disaster, many could find themselves stranded.

For older adults who are temporarily or permanently relocated, long-lasting physical, emotional and mental trauma often follows, compounding existing health concerns.

Strategies for mitigating response risks:

1. Keep the power running

- After 12 residents of a Florida nursing home died of heat-related causes when Hurricane Irma knocked out the facility's air-conditioning,⁶² state authorities mandated that all such facilities acquire "a sufficient alternative power source such as a generator(s), maintained at the nursing home" to ensure an ambient temperature of no more than 81 degrees for a minimum of 96 hours after the loss of electrical power.⁶³ "Our organization fought hard for that," explains Victoria Funes, associate state director, AARP Florida, about the 2018 law.

- For older adults who live independently, AARP Florida has offered programs and workshops in partnership with the City of Orlando, the City of Kissimmee Emergency Management Office and the City of Tallahassee Fire and Rescue Department. That has included information about the safe use of generators.
- Backup generators are also needed in cold-weather climates, as is knowledge of how to safely use a fireplace or wood stove to heat one's home. It is important to remind residents how dangerous it can be to try to keep warm by using a gas kitchen stove, a charcoal grill, or a gas- or propane-powered heater. Part of the fallout of the weeklong power outage in Texas during the state's historic freeze in February 2021 were nearly 20 deaths and more than 1,400 emergency room and urgent care visits due to carbon monoxide poisoning.⁶⁴

2. Keep the phones working

- A cell phone can be a lifesaver — but not when its battery is drained, as will happen in the hours or days after an emergency event that knocks out electrical power. Even households that have kept their landline telephones can't necessarily rely on them when the electricity goes out. While traditional copper lines continue to function without electricity, most telecom providers have switched to fiber-optic systems, which don't. Alternative cell phone power sources include backup batteries, car chargers, solar chargers and hand-crank chargers.

3. Ensure that emergency shelters are safe and welcoming

- Plan for people of different physical and cognitive abilities, as well as those who come with pets, medical equipment or prescriptions with special requirements, like refrigeration.
- Consider creating a separate space for older adults or people with specific needs, so those who would feel more comfortable among peers or require specialized help won't get lost in the crowd. (Since walking long distances or climbing stairs might be a challenge or impossible, set aside a location that's both wheelchair accessible and near restrooms.)
- Provide information in a variety of ways. What languages are spoken by the evacuees? Will translators — and sign language interpreters — be needed? If the materials are printed, is the text legible? (People may have lost their prescription eyewear or readers.) Recognize that printed materials won't be useful to people with no vision. Similarly, audio announcements or TV monitors without closed captioning aren't suitable for people with hearing loss or impairments.
- Equip shelters with shelf-stable meals that are low in salt and sugar for evacuees who have medical conditions such as diabetes or high blood pressure.
- Provide medical services — including access to doctors, gerontologists, prescription medications, even dialysis care — on-site. In Florida, the Special Needs Shelter Program is available for anyone who, “during periods of evacuation or emergency,

requires sheltering assistance, due to physical impairment, mental impairment, cognitive impairment or sensory disabilities.” (While people with special medical needs do qualify, complex medical equipment or care is not available.)⁶⁵

4. Arrange evacuation aid in advance

- Targeted transportation alternatives may be needed for those who can't drive or safely walk to a transit stop. In Florida, residents with certain medical conditions who live at home can preregister to get transportation assistance and other help during an evacuation.⁶⁶
- Also in Florida, licensed health care facilities, including nursing homes and long-term care facilities, are required to have an approved comprehensive emergency management plan (a CEMP) and evacuation protocols on file with their county.⁶⁷

5. Consider short- and long-term relocation housing needs

- Ensure that housing options for people whose homes are uninhabitable after a disaster are suitable for older adults and people with disabilities. (For instance, a mobile or manufactured home isn't a suitable residence if the person who needs to live in it can't climb the entry steps.)
- Allow displaced people to be involved in deciding where they will reside after a disaster and how to eventually return home. (Ensure that the default solution isn't a congregate living facility if the displaced individuals wish to live independently and are able to do so.) ■

Strategy 5: Strengthen community-wide infrastructure

Hazard mitigation investments involving private land or public spaces — from fireproofing or elevating houses to building levees and enhancing stormwater systems — are an essential part of enhancing disaster resilience. So too are policies that seek to reduce risk, such as plans that direct development away from areas at high risk of flooding.

But it's also important to consider other aspects of community infrastructure that can enhance resilience. Housing density and design, walkability and transportation options, the accessibility of green spaces — all can have a major impact on the resiliency of older residents, including their ability to survive and recover from natural disasters. They can add to the financial and physical well-being of older adults, as well as enhance a community-wide sense of connectedness that can be a lifeline for people every day and especially in times of crisis.

FEMA itself recognizes the value of these livable and age-friendly approaches. In the *Guide to Expanding Mitigation: Making the Connection to Older Adults*, FEMA states:

“Communities that want to become more resilient and ‘age-friendly’ choose to build pedestrian-oriented, mixed-use downtowns and town centers; safe and accessible transportation options; a variety of housing options; and accessible public spaces and amenities — as well as systems that address the information and health needs of older adults.”

1. Expand high-speed internet access

- Internet access can be a critical information channel in times of disaster. In Portland, Oregon, a municipal program called Smart City PDX works to overcome the “digital divide” by providing devices, Wi-Fi service and training to local residents — including older people with disabilities, immigrants, low-income workers and people of color. (Learn more at SmartCityPDX.com.)
- AARP California is exploring how broadband infrastructure investments in communities and among older adults can improve their ability to react and act when there's an elevated risk of wildfires, which have had a disproportionately deadly impact on older adults.

2. Ensure mobility options

- Not everyone drives or has access to a car. Too many streets are unwalkable, and bus stops and transit stations are often too far for people to reach on their own, particularly if they have any physical constraints or are carrying a heavy load. And in many areas, public transit is nonexistent in any form. The ability of people to get where they need to go is fundamental to their ability to get out of harm's way, just as it's key to their ability to access food, work and health care.
- While exploring how to mitigate risk for residents of the U.S. Virgin Islands, project leaders who were implementing a FEMA hazard

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“Mitigation strategies that make communities more accessible to older adults benefit everyone and increase community resilience.”

— *Guide to Expanding Mitigation:
Making the Connection to Older Adults*
by FEMA with AARP

The Condo Conundrum

The collapse of the 12-story Champlain Towers South condominium in Surfside, Florida, in June 2021, killed 98 people and raised troubling questions about similar high-rises.

The 40-year-old structure shared several features with thousands of condo developments on both Florida coasts: It was built on reclaimed wetlands, facing an ocean that has risen about a foot in the past century.⁶⁸

The tower’s parking garage often flooded. A 2018 engineering report warned of “major structural damage,” and a few months before the disaster, the condo board and residents were warned about the urgency of starting the more than \$12 million of needed repairs.⁶⁹

In the Miami area, where Surfside is located, so-called nuisance, sunny day, high-tide or king tide flooding (fueled by surging tides rather than heavy rains) is now routine.

A 2016 study examining Miami Beach flooding between 1998 and 2013 found that “tide-induced events” increased by more than 400 percent after 2006.⁷⁰ Many local buildings require round-the-clock sump pumps to keep out salty groundwater, and the corrosion of building materials such as concrete and rebar is a constant threat.

Similar trends are emerging in low-lying coastal areas from Maine to California and around the Great Lakes — most notably in Chicago.

Fortifying condominium developments against sea-level rise and related dangers (as well as any other existing structural problems) can require massive financial outlays, with costs often exceeding the reserve funds set aside by the condominium or homeowners association for major building repairs and emergencies.

When that happens, homeowners are charged a “special assessment.” At Champlain Towers South, the assessment fees ranged from \$80,000 for a one-bedroom unit to \$336,000 for a penthouse.⁷¹

Only 11 states require condominium associations to fund reserves for major costs — but Florida, Illinois, Massachusetts, Ohio and Oregon allow associations to waive that requirement on the basis of a vote at an owners meeting.⁵³ One step toward preventing future condo disasters, advocates say, would be for more states to impose fund reserve requirements or tighten loopholes that make them easy to elude.

The disaster in Surfside also points to the need for broader changes: in inspection and infraction enforcement protocols for aging condo buildings; in construction standards for new projects (particularly in areas that are prone to flooding or other natural disasters); in zoning regulations for environmentally risky areas; and more. All of these needs can and should be part of a community’s efforts to enhance resilience for residents, including and especially for those in multifamily buildings.

mitigation grant realized that — in addition to reducing the risks to a hilltop hospital — the work needed to tackle how people get to and from the hospital. The location of the facility meant that planners needed to ensure that there were ways for older adults to get there, especially during a disaster, even if they were unable to drive or walk up and down the steep steps outside the hospital.

3. Protect needed natural resources

- Access to clean water is essential every day, but that becomes more difficult during a disaster. Preventing pollution of critical water sources, replacing lead-tainted water pipes and conserving water in areas struggling with drought all can help people live healthier lives and, when needed, adapt to and power through an emergency or disaster.
- Plant trees on public lands — and encourage residents to do so on their property — and preserve existing trees. Identify a wide range of locations (not just already-wooded areas) to enhance the tree canopy, including infill sites and sidewalk buffer strips.

4. Help residents weather the weather

- Local leaders can help residents of all ages survive heat waves and cold snaps by, for instance, establishing utility discount programs or contributing to the cost of air-conditioners or safe space heaters. (Note: Many window-unit air-conditioners now have settings for both cooling and heating.)

- One simple but invaluable service that has the potential to help many people, and especially older people, is when a local government agency or nonprofit organization seasonally installs and removes window units for community members who can't lift heavy objects.
- Additionally, the 2021 Infrastructure Investment and Jobs Act includes funding for the Weatherization Assistance Program, established to reduce energy costs for more than 700,000 low-income households by increasing the energy efficiency of their homes.⁷²

5 Capitalize on every opportunity to invest in a more resilient future

- Before approving construction projects that are likely to serve older adults, public officials should ask whether design or operational changes would make the building or development function better in times of disasters.
- Zoning codes can be changed so homes cannot be built or rebuilt in locations that are at risk for repeated flooding or other hazards. (In such cases, property owners need to be adequately compensated for any related losses and offered relocation assistance.) After Hurricane Katrina nearly leveled the Bayou View West neighborhood in Gulfport, Mississippi, FEMA bought out the residents and gave the property to the local government. Funded by an AARP Community Challenge grant, the city's first dog park, the Bark Park, opened in 2017.⁷³ If the area floods again, homes won't be at risk. And once the park dries out, people and pups can immediately return.

Cool(ing) Ideas

Nature's Cooling Systems, a project of the Arizona chapter of the Nature Conservancy, has worked with residents of Phoenix's hardest-hit communities to develop customized heat-resiliency plans.

In 2018, a team of city planners, University of Arizona researchers and community-based organizations led workshops in three neighborhoods experiencing high surface temperatures, average-to-low vegetation, and a history of heat-related mortality and illness.

Attendees identified their communities' hot spots, discussed traditional methods for coping with heat (such as the water-filled clay jars known as ollas, used as evaporative coolers by indigenous peoples) and brainstormed solutions.

Among the proposals being implemented: planting vegetation in vacant lots to reduce dust, developing strategically placed tree canopies, and building shaded rest shelters and transit stops.

Another way to bolster heat resiliency, experts suggest, is to adapt approaches used in other disasters. At the federal level, for example, an agency could be assigned to oversee mitigation and responses to heat emergencies, as FEMA

does for storms and the U.S. Forest Service does for wildfires.

At the local level, communities can prepare for extreme heat events much as they do for hurricanes or other predictable disasters. When a heat wave is imminent, service providers can go to the places where the most vulnerable people (older adults, people living alone on a fixed income) reside. Emergency managers can provide generators for cooling. Local leaders can establish cooling centers. Advanced planning and action can be key.



▲ A healthy tree canopy provides shade and cooling along a residential street in downtown Phoenix, Arizona.

- Repairs or expansions of schools and community centers should include renovations that will support services that can be deployed during a disaster. Two examples include cooling centers and emergency shelters. These locations should also be considered when communities are expanding or improving transit systems, thereby ensuring that the destinations are accessible during crises as well as in noncrisis times.
- Operators of regional electric grids can and should properly communicate about planned outages and ensure that their service is secure, reliable and safe.
- Park managers and transportation officials should ensure that the assets they manage don't increase risks for older adults and instead help to reduce heat, flooding and other factors that hinder resilience. ■

The Responsibility for a More Resilient Future Lies With All of Us

The **AARP Disaster Resilience Tool Kit** identifies a range of issues that local leaders should consider as they work to enhance disaster resilience for their communities and especially for older adults.

If we create communities that reduce risks for older adults, it means we have created safer places not only for them but for residents of all ages.

This publication highlights ways to achieve that goal, from the municipal to the national level. It suggests resources that can be useful for local leaders who want to develop age-friendly approaches to disaster mitigation, preparation, response and recovery.

As stated earlier, this guide is meant to spur community-specific activities — including discussions, debates and further investigation — from which solutions can emerge. As with any set of tools, the successful application will be determined by the skills, care and commitment of the users.

By evaluating and reevaluating disaster response and emergency management plans from the perspective of older residents, communities can better ensure that *all* residents are better protected.

If past is prologue, the nation is likely to face more intense, frequent and destructive disasters in the future. There are clear and actionable steps that communities can take now to lower the risks that older adults and people of *all* ages face.

The work requires making connections to ensure that the people responsible for disaster management truly understand the needs of older adults.

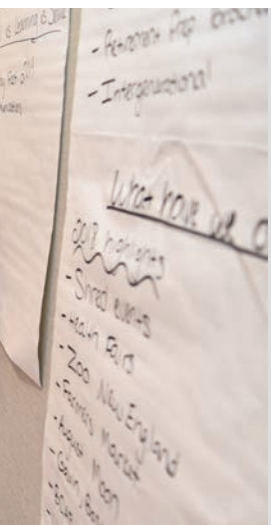
Local leaders, residents and those who serve older adults need to understand how emergency and disaster planning is done — and to weigh in at critical points to ensure that the plans fully account



for the needs of all people in a community, of all ages and abilities.

A greater integration of emergency management professionals and advocates for older adults — and an increased focus on mitigation in addition to preparedness — will promote resilience and more-livable communities. ■

Enlisting older adults as volunteers and participants in planning efforts is an important way to build a link toward a more resilient future.



◀ AARP staff and volunteers are active and engaged members of their communities. AARP has offices in every state as well as Puerto Rico, the U.S. Virgin Islands and Washington, D.C.



TOP: AARP DISTRICT OF COLUMBIA | AARP WISCONSIN | BOTTOM: AARP MASSACHUSETTS | AARP VIRGINIA

Learn More

Organizations: By engaging with the organizations and offices listed here, local leaders and emergency managers can expand their collaborative efforts and effectiveness at serving, representing and advocating for older adults. Outreach and partnership efforts can also include disability advocacy and faith-based organizations, neighborhood and civic associations, and nonprofit community centers.

- **AARP State Offices** ([AARP.org/States](https://www.aarp.org/states)): Locations in 50 states, Puerto Rico, the U.S. Virgin Islands and the District of Columbia
- **Area Agencies on Aging** ([Eldercare.gov](https://www.eldercare.gov)): Regional and local public or private nonprofits that address the needs of older adults
- **Habitat for Humanity** ([Habitat.org](https://www.habitat.org)): Nonprofit organization dedicated to housing and health equity
- **National Indian Council on Aging** ([NICOA.org](https://www.nicoa.org)): Nonprofit focused on the needs of American Indian and Alaska Native elders
- **National Resource Center on Native American Aging** ([NRCNAA.org](https://www.nrcnaa.org)): Nonprofit serving Native American elders
- **Rebuilding Together** ([RebuildingTogether.org](https://www.RebuildingTogether.org)): Nonprofit providing essential home repairs and reconstruction after disasters
- **Silver Jackets** ([SilverJackets.NFRMP.us](https://www.SilverJackets.NFRMP.us)): State-based teams supported by the U.S. Army Corps of Engineers to enhance preparedness, mitigation, and response and recovery efforts

Websites: Resources from the following organizations, agencies and offices provide useful ways to learn more.

- **Department of Homeland Security** ([DHS.gov](https://www.DHS.gov))
 - Center for Faith-Based and Neighborhood Partnerships** ([DHS.gov/Faith](https://www.DHS.gov/Faith))
- **Enterprise Community Partners** ([EnterpriseCommunity.org/Impact-Areas/Resilience/Building-Resilient-Futures](https://www.EnterpriseCommunity.org/Impact-Areas/Resilience/Building-Resilient-Futures))
- **Federal Emergency Management Agency** ([FEMA.org](https://www.FEMA.org))
 - Hazard Mitigation Planning Program** ([FEMA.gov/Emergency-Managers/Risk-Management/Hazard-Mitigation-Planning](https://www.FEMA.gov/Emergency-Managers/Risk-Management/Hazard-Mitigation-Planning))
 - Office of Disability Integration and Coordination** ([FEMA.gov/About/Offices/Disability](https://www.FEMA.gov/About/Offices/Disability))
 - Office of Equal Rights** ([FEMA.gov/About/Offices/Equal-Rights](https://www.FEMA.gov/About/Offices/Equal-Rights))
 - Resilient Nation Partnership Network** ([FEMA.gov/Business-Industry/Resilient-Nation-Partnership-Network](https://www.FEMA.gov/Business-Industry/Resilient-Nation-Partnership-Network))
- **Institute for Diversity and Inclusion in Emergency Management** ([I-DIEM.org](https://www.I-DIEM.org))
- **Urban Institute** ([Urban.org/tags/Disaster-Recovery-and-Mitigation](https://www.Urban.org/tags/Disaster-Recovery-and-Mitigation))
- **U.S. Census Bureau** ([Census.gov](https://www.Census.gov))
- **U.S. Housing and Urban Development Disaster Assistance** ([HUD.gov/Info/DisasterResources](https://www.HUD.gov/Info/DisasterResources))

Publications: Find the following resources by visiting the indicated website and placing the title in the search box.

- **Building Alliances for Equitable Resilience** ([FEMA.gov](https://www.FEMA.gov))
- **Community Resilience Toolkit** ([HUDEXchange.info](https://www.HUDEXchange.info))
- **Engaging Faith-Based and Community Organizations** ([FEMA.gov](https://www.FEMA.gov))
- **Establishing and Maintaining Inclusive Emergency Management With Immigrant and Refugee Populations** ([WelcomingAmerica.org](https://www.WelcomingAmerica.org))
- **Guide to Expanding Mitigation: Making the Connection to Equity** ([FEMA.gov](https://www.FEMA.gov))
- **Guide to Expanding Mitigation: Making the Connection to Older Adults** ([FEMA.gov](https://www.FEMA.gov))
- **Guide to Expanding Mitigation: Making the Connection to People With Disabilities** ([FEMA.gov](https://www.FEMA.gov))
- **Mitigation Ideas: A Resource for Reducing Risk to Natural Hazards** ([FEMA.gov](https://www.FEMA.gov))
- **Pre-Disaster Recovery Planning for Local Governments** ([FEMA.gov](https://www.FEMA.gov))

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AARP Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults

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Are you a state, local, tribal or territorial official interested in making the connection between older adults and hazard mitigation? Are you an advocate for older adults and interested in connecting with local officials to reduce risk from hazards?

Get in touch by emailing [**FEMA-ExpandingMitigation@FEMA.DHS.gov**](mailto:FEMA-ExpandingMitigation@FEMA.DHS.gov) or [**Livable@AARP.org**](mailto:Livable@AARP.org).



▲ **DISASTER IMPACTS FROM COAST TO COAST:** Flash flooding in Philadelphia, Pennsylvania; wind damage (and power outages) near Denver, Colorado; wildfire evacuations in Southern California.

The U.S. Census Bureau projects that by 2034 people age 65 or older will outnumber those under 18 — a first in the nation’s history. That trend has profound implications for emergency management, especially as floods, droughts, wildfires, tornadoes, heat waves, hurricanes and other weather-related hazards and disruptive events become more common and severe.

A growing body of evidence confirms that older adults are disproportionately impacted during disasters.

A key to ensuring that older adults are properly served by disaster preparedness and emergency planning is acknowledging — and addressing — the gaps that exist between local emergency management teams and the organizations and government agencies that work with and on behalf of older community members.

Better integrated disaster planning — and a better understanding of older adults’ needs — can help local governments better protect all older residents.

The **AARP Disaster Resilience Tool Kit** has been created for local leaders, government staff, aging-services professionals and community volunteers. It is a companion resource to the **Guide to Expanding Mitigation: Making the Connection to Older Adults**, a publication by the Federal Emergency Management Agency for emergency managers and planners, local officials and community members.

When emergency managers, state and local officials, and other community leaders understand the diverse needs of older adults — by working with them and one another — the plans, projects and procedures they design and deploy are more effective at protecting residents from harm and saving lives.

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