



Agenda

Economic Development Advisory Commission Regular Meeting

Tuesday, August 13, 2024 at 6:00 PM

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

Homer City Hall

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

Zoom Webinar ID: 990 0366 1092 Password: 725933

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

CALL TO ORDER, PLEDGE OF ALLEGIANCE, 6:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

CONSENT AGENDA (Items listed below are considered routine and non-controversial by the Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business.)

- A. EDC Unapproved Minutes of June 11, 2024

VISITORS/PRESENTATIONS (10 minute time limit)

- A. Patty Relay, Executive Director Pratt Museum

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. EDC Staff Report
- B. Chamber Director Report
- C. Homer Marine Trades Association Report
- D. Kenai Peninsula Economic Development District Report
- E. Port Expansion Project Report
- F. Guiding Homer's Growth Report
- G. HERC Update

H. Housing Update

I. Planning Update

PUBLIC HEARING

PENDING BUSINESS

[A.](#) Business Licenses

Memorandum EDC-24-011 from Community Development Director as backup

[B.](#) EDC Bylaws

Memorandum from Community Development Director as backup

[C.](#) Cruise Ships

Memorandum EDC-24-012 from Community Development Director as backup

[D.](#) Review of Existing Comprehensive Plan, Chapter 7 Economic Vitality

Memorandum EDC-24-008 from Community Development Director as backup

NEW BUSINESS

[A.](#) Capital Improvement Plan

Memorandum EDC-24-013 from Special Proj. & Comm. Coordinator as backup

INFORMATIONAL MATERIALS

[A.](#) City Manager's Report for August 12, 2024

[B.](#) EDC Annual Calendar 2024

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Tuesday, October 8, 2024 at 6:00 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

CALL TO ORDER

Session 24-06 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Karin Marks at 6:01 p.m. on June 11, 2024 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar, and opened with the Pledge of Allegiance.

PRESENT: COMMISSIONERS MARKS, AREVALO, BRENNAN, BROWN & YOUNG

ABSENT: COMMISSIONER HASCHE (EXCUSED) & STUDENT REPRESENTATIVE PEARSON

STAFF: COMMUNITY DEVELOPMENT DIRECTOR ENGBRETSSEN & DEPUTY CITY CLERK PETTIT

AGENDA APPROVAL

Chair Marks read the supplemental items into the agenda: **Under New Business Item B. Comprehensive Plan Surveys, the 2024 Business Survey and the Homer Visitor Survey: Summer 2024 were added.** She requested a motion and second to approve the agenda as amended.

BRENNAN/BROWN MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA

A. Unapproved Meeting Minutes for May 14, 2024

BROWN/BRENNAN MOVED TO APPROVE THE REGULAR MEETING MINUTES OF MAY 14, 2024.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. EDC Staff Report

Community Development Director Engebretsen delivered the EDC Staff Report, noting the following:

- The budget was passed by City Council at their regular meeting this past Monday. There's some shifting of staffing and dollars, but the changes were all agreed upon by City Staff. Some of the updates included:
 - Part-time Planner → Full-time Planner
 - Full-time Parks & Trails Planner → Half-time administrative and extra help

- The Joint Worksession between City Council and the EDC for June 17th has been cancelled so that Council can proceed with the City Manager hiring process.
- Food truck licensing – 12 individual vendors licensed so far this year.

B. Chamber Director Report

Brad Anderson, Executive Director of the Homer Chamber of Commerce, delivered the Chamber Director Report. He covered the following:

- Chamber of Commerce's 75th Anniversary
 - Anniversary raffle featuring high-end adventures
- Summer season
- Culinary scene in Homer
- Upcoming Events:
 - June 20th – Summer Solstice Festival
 - 4th of July Parade
 - 5th year of the Peony Celebration
- Cruise ships
- Fall Events:
 - Election year candidate forums
 - Pioneer Avenue Trick-or-Treat
 - Fall Festival at the Chamber
 - Shop Local Bingo
- Local developments:
 - New microsite focused on local services in Homer
 - Bay Welding's 50th Anniversary

C. Homer Marine Trades Association Report

D. Kenai Peninsula Economic Development District Report

Chair Marks reported that the next quarterly meeting is next week, and that Commissioners should expect an update during the EDC's regular meeting in August.

E. Port Expansion

F. Guiding Homer's Growth Group

Chair Marks noted that this group has gone into a hiatus with people gone for the summer season. She encouraged Commissioners to fill the vacancy within the group if they felt inclined to do so.

G. HERC Update

Community Development Director Engebretsen reported that the City did not receive the \$1 million EPA grant to deal with the HERC. She added that the City will be working with the State in hopes of leveraging state funding to better position the City for an EPA application either later this year or next year.

H. Housing Update

Chair Marks reported that the MAPP (Mobilizing for Action through Planning and Partnerships) housing for the assessment needs survey has been extended through September.

I. Planning Update

Community Development Director Engebretsen reported that there will be a vacancy on the Planning Commission in the near future.

PUBLIC HEARING

PENDING BUSINESS

A. Business Licenses

Community Development Director Engebretsen provided a brief summary of Resolution 24-039(A) that was recently adopted by City Council, which provides direction to the EDC regarding the creation of a business license. She requested each Commissioner to pick a task that they would like to work on for the purpose of discussing the potential for a business license at the EDC's August work session.

Tasks were assigned to Commissioners as follows:

- **Task #2:** Potential costs of licensure for business – **Commissioner Young**
- **Task #5:** How can the City engage with the State of Alaska Division of Corporations, Business and Professional Licensing and not duplicate the services available and information collected by that entity – **Commissioner Brown**
- **Task #7:** Consideration of a “no cost program” for data collection purposes only – **Commissioner Young**
- **Task #8:** Challenges and benefits of local business licensing programs in other Alaska communities – **Chamber Director Anderson**
- **Task #10:** What are the other existing licenses required in City limits and how will those licenses be affected, changed, streamlined, or overlap – **Commissioner Brennan**

NEW BUSINESS

A. Cruise Ships

Community Development Director Engebretsen noted that City Council adopted Resolution 24-048, which requests the EDC to develop an understanding of City/Municipal cruise ship policies from other communities. Discussion topics included:

- Cruise ship tourism and policies in Juneau, Alaska
- Friday, June 28th cruise ship landing
- Distinguishing the difference between large and small cruise ships
- Potential expansion of the Port and Harbor

B. Comprehensive Plan Surveys

The Commission reviewed the draft business and visitor surveys for the Comprehensive Plan, suggesting edits throughout the surveys that might make them more effective and easier to answer.

C. Review of Existing Comprehensive Plan, Chapter 7 Economic Vitality

The Commission reviewed Chapter 7 Economic Vitality from the City's existing Comprehensive Plan. Discussion topics included:

- Workforce shortage and workforce development
- Housing and cost of living
- Organic community growth
- City facilities

INFORMATIONAL MATERIALS

A. City Manager's Report for June 10, 2024 Council Meeting

B. EDC Annual Calendar 2024

C. Commissioner Attendance at City Council Meetings

Chair Marks noted the informational materials and shared that City Council is eliminating their last meeting in June.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Deputy City Clerk Pettit noted that he learned a great deal of information at conference the week prior. He added that it was a good meeting.

COMMENTS OF THE MAYOR/COUNCIL MEMBER (If Present)

COMMENTS OF THE COMMISSION

Commissioner Arevalo thanked Mr. Anderson for attending the meeting.

Commissioner Brown thanked Mr. Anderson for attending the meeting, and added that she hopes to see him at the EDC's meetings more often.

Commissioner Brennan thanked Mr. Anderson for attending the meeting, and congratulated Deputy City Clerk Pettit on reaching his one-year milestone working for the City of Homer.

Chair Marks noted that it was an exceptional meeting and shared that she's hopeful for someone to fill the vacancies on the Commission.

ADJOURNMENT

There being no further business to come before the Commission, Chair Marks adjourned the meeting at 8:32 p.m. The next regular meeting is Tuesday, August 13, 2024 at 6:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers and via Zoom Webinar.

ZACH PETTIT, DEPUTY CITY CLERK I

Approved: _____



AGENDA ITEM REPORT

Business Licenses

Item Type: Action Memorandum
Prepared For: Economic Development Advisory Commission
Meeting Date: August 13, 2024
Staff Contact: Julie Engebretsen, Community Development Director

Summary Statement: Review Resolution 24-039(A), report back on tasks from June meeting, make a recommendation to the City Council.

Recommendation

1. Discuss findings of tasks from June meeting
2. Determine the proper level of license requirements
3. List Pros and Cons of a City business license program
4. Postpone pending further work to September, or make a recommendation to Council

Homework

- There are ten requests in the Resolution. Commissioners volunteered for tasks in June. At the meeting, we will spend time reporting back on these tasks.
- Items marked Discussion topic we will talk about after getting some background.

Tasks from June

1. The proper level of license requirements (Discussion topic, after we've researched)
2. Potential costs of licensure for business COMMISSIONER Johnathan
3. Potential costs for the City to administer the program (JULIE)
 - First year: \$34,000, Following years: \$19,000. No enforcement included. Add \$5,000/yr for active enforcement of 8 hours a month.
 - First licenses: 1000 businesses, 30 minutes each, = 500 hours or a ¼ time position, \$24,000-27,000, depending on full or part time employee. (City cost for employee, not wages paid)
 - License renewal 15 minute each = 250 hours, 1/8 position \$12,000-\$13,500 annual cost
 - Software customization, \$5,000 (onetime fee), \$1,000 annual maintenance and training
 - Credit card fees of 3.33%. (\$832 for 1000 permits @\$25 license fee)
 - Doesn't include finance staff, audit, etc should be small but not zero. (More an issue of opportunity cost)
 - Outreach and Education: Web, social media and newspaper advertising, \$4,000
 - Enforcement? Priority? Requires additional staff time. Estimate additional \$5,000/yr.

4. Outreach to the Chamber of Commerce and business community (Julie/Karin/Chamber)
 - Minimized this task due to summer season and other outreach efforts (comp plan, cruise ship).
Outreach suggestions or level of effort welcome from the EDC!
5. How can the City engage with the State of Alaska Division of Corporations, Business and Professional Licensing and not duplicate the services available and information collected by that entity COMMISSIONER ____**Deborah**____
6. Pros and cons of a City Business Licensing Program *Discussion topic*
7. Consideration of a “no cost program” for data collection purposes only COMMISSIONER ____**Johnathan**____
8. Challenges and benefits of local business licensing programs in other Alaska communities.
 - help from Julie to narrow this down **Brad Anderson**
 - Results: Julie will have a table at the meeting
9. Enforcement Plans; (JULIE)
 - Response: Depends on staffing. Enforcement would need to be phased over time, budget would start at about \$5,000 a year for 8 hours a month.
10. What are the other existing licenses required in City limits and how will those licenses will be effected, changed, streamlined or overlap. COMMISSIONER **HOLLY**_____ w Julie

Recommendation

1. Discuss findings of tasks
2. Determine The proper level of license requirements
3. List Pros and Cons of a City business license program
4. Postpone pending further work, or make a recommendation to Council

Attachments

Resolution 27-039

CITY OF HOMER
HOMER, ALASKA

Venuti/Mayor

RESOLUTION 24-039(A)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
PROVIDING DIRECTION TO THE ECONOMIC DEVELOPMENT
ADVISORY COMMISSION REGARDING THE CREATION OF A
BUSINESS LICENSING PROGRAM.

WHEREAS, The City does not currently have a business licensing program; and

WHEREAS, The adoption of a business licensing program has the potential to provide value by enhancing public safety, ensuring compliance with existing regulations, and providing opportunities for connections between the City and businesses by which the City can provide support and deliver public education; and

WHEREAS, The City Council chose “champions” for various City projects at a regular meeting held on October 23, 2023; and

WHEREAS, The investigation of a Citywide business license was a project to which Mayor Castner, Councilmember Venuti, and Economic Development Advisory Commission Chair Karin Marks were assigned champions; and

WHEREAS, The champions have met to discuss the potential scope of a business license program, but wish to have the Economic Development Advisory Commission (EDC) take time to discuss and develop the idea further; and

WHEREAS, The Council wishes to memorialize direction to the EDC via resolution to ensure clarity for the Commission and the Public regarding the Council’s intent.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska requests that the Economic Development Advisory Commission investigate the concept of a business licensing program which considers or achieves the following:

- The proper level of license requirements
- Potential costs of licensure for business
- Potential costs for the City to administer the program
- Outreach to the Chamber of Commerce and business community
- **How can the City engage with the State of Alaska Division of Corporations, Business and Professional Licensing and not duplicate the services available and information collected by that entity**
- **Pros and cons of a City Business Licensing Program**

- Consideration of a “no cost program” for data collection purposes only
- Challenges and benefits of local business licensing programs in other Alaska communities.
- Enforcement Plans;
- What are the other existing licenses required in City limits and how will those licenses will be effected, changed, streamlined or overlap.

PASSED AND ADOPTED by the Homer City Council this 8th day of April, 2024.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



RENEE KRAUSE, MMC, ACTING CITY CLERK



City of Homer

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Memorandum

TO: ECONOMIC DEVELOPMENT ADVISORY COMMISSION
FROM: JULIE ENGBRETSSEN, COMMUNITY DEVELOPMENT DIRECTOR
DATE: MAY 14, 2024
SUBJECT: BYLAWS REVIEW

Requested Action:

- *Review Commission Bylaws*
- *Ask questions*
- *Discuss any changes*
- *Move to amend the Bylaws*
- *Postpone action to the next meeting*

Background

The Commission typically reviews the Bylaws once a year. Bylaws provide basic guidelines for Commission membership, staff roles and how the Commission operates. The Clerk's office supports the Commission and staff to ensure we are following these rules and City code.

Recommended Amendments

1. Article V Staff Roles Section 1, line 64. Update Deputy City Planner to Community Development Director.
2. Article VI Meetings Section 3, line 88. The Bylaws currently state a quorum is not needed, however this is out of date. Worksessions do require a quorum. This is a change that has been implemented since the last Bylaw amendment in 2021.

Requested Action

1. Move to accept the changes on lines 64 and 88.
2. Make any other changes by motion.
2. Postpone action to the next regular meeting. (Bylaw changes must be heard at two meetings)

Attachment:

EDC Adopted Bylaws

**CITY OF HOMER ECONOMIC DEVELOPMENT ADVISORY COMMISSION
BYLAWS**

ARTICLE I - NAME AND AUTHORIZATION

The Economic Development Advisory Commission was established October 25, 1993 with the adoption of Ordinance 93-15(S)(A). The Commission was inactivated on January 24, 2000 and reactivated February 27, 2006 by Resolution 06-20. The following bylaws were adopted on December 13, 2021 and shall be in effect and govern the procedures of the Economic Development Advisory Commission.

ARTICLE II - PURPOSE

The Economic Development Advisory Commission will act in an advisory capacity to the City Manager and the City Council on the overall economic development planning for the City of Homer in accordance with Homer City Code Chapter 2.76.040.

ARTICLE III - MEMBERS

Section 1. The Commission shall consist of seven members comprised of at least five (5) members that reside inside city limits and shall be registered voters in the Kenai Peninsula Borough or the City of Homer. Members shall be nominated by the Mayor and confirmed by City Council to serve for three-year terms to expire on April 1st of designated years.

Section 2. Notice of term expirations will be delivered to members by the City Clerk's Office. Members wishing to continue services upon the completion of a three-year term must submit a reappointment application to the City Clerk's Office, which is subject to review by the Mayor and confirmed by City Council. There are no limits on the number of terms a member may serve.

Section 3. Members may not have alternates. If a position is vacated during a term, it shall be filled for the unexpired term by an appointee selected by the Mayor and confirmed by City Council.

Section 4. A member's appointment is vacated under the following conditions:

- A member fails to qualify to take office within 30 days after their appointment;
- A member resigns;
- A member is physically or mentally unable to perform the duties of the office;
- A member is convicted of a felony or of an offense involving a violation of their oath of office; or
- A member has three consecutive unexcused absences, or misses half of all meetings within an appointment year, whether excused or unexcused.

Section 5. The Mayor may appoint, subject to confirmation by the City Council, one City Council member and one Homer area high school Student Representative to serve as consulting, non-voting members. The Mayor, the City Manager, a representative of the Homer Marine Trades Association, and the Director of the Homer Chamber of Commerce shall serve as non-voting, consulting members.

ARTICLE IV - OFFICERS

Section 1. A Chairperson and Vice-Chairperson shall be elected from among the appointed commissioners at the regular April meeting of the Commission.

Section 2. Officers shall serve a term of one year from the April meeting at which they are elected, and until their successors are duly elected. Officers may be re-elected in subsequent years.

Section 3. The Chairperson shall preside at all meetings of the Commission, authorize calls for any special meetings, execute all documents authorized by the Commission, serve as ex officio/voting member of all committees, and generally perform all duties associated with that office.

Section 4. In the event of the absence, or disability of the Chairperson, the Vice-Chairperson shall assume and perform the duties of the Chair. If both the Chairperson and Vice-Chairperson are absent, and a quorum of four members are present, the senior member shall assume and perform the duties and functions of the Chair.

ARTICLE V – CITY STAFF ROLES

Section 1. The ~~Deputy City Planner~~**Community Development Director** shall serve as a staff liaison to the commission. The staff liaison shall assist the Chairperson in setting meetings, preparing agendas, and other documentary material, and coordinating the acquisition of needed materials and training. The staff liaison shall submit reports and recommendations for those agenda items requiring decisions or recommendations by the Commission. Other staff having experience, education, and professional training in the subject matter may provide input into the reports and recommendations, or may provide supplemental information. The information submitted may be oral, written or graphic, or some combination of all.

Section 2. The City Clerk shall designate a recording clerk to take minutes for the Commission and serve as the Commission’s parliamentary advisory pursuant to AS 29.20.380(10) and HCC 2.12.010, and assist the Chairperson with the conduct of the meeting.

ARTICLE VI – MEETINGS

Section 1. Regular meetings shall be open to the public and held on the second Tuesday of each month at 6:00 p.m. in the designated location and shall be posted for public information as required by Homer City Code and Alaska State Statutes.

Section 2. Special meetings and Worksessions may be called by the Staff Liaison, Chair, or a majority of the Commission. Notice of such meetings shall be posted in the same manner as that for regular meetings.

Section 3. A quorum for the transaction of business at any meeting shall consist of four members. For purposes of determining the existence of a quorum, consulting members shall not be counted. Worksessions ~~do not~~ require a quorum, however, no action may be taken at a worksession; items on the agenda are for discussion only.

Section 4. Any member who is unable to attend a meeting, whether regular or special, shall contact the Clerk in advance no later than two hours prior to the scheduled meeting time for excusal.

Section 5. Meeting agenda deadline is at 5:00 p.m. the Wednesday preceding the meeting. Allowances will be made for holidays.

Section 6. The order of business for the regular meetings shall include, but not be limited to, the following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda shall be posted for public information as required by Homer City Code and Alaska State Statutes.

- | | | |
|-----------|---|-----------------------|
| CITY LOGO | NOTICE OF MEETING | DEPT. CONTACT INFO |
| | REGULAR MEETING AGENDA | (City Clerk's Office) |
| | NAME OF BODY | |
| | DAY OF WEEK, DATE, AND TIME OF MEETING | |
| | PHYSICAL LOCATION OF MEETING & MEETING ROOM | |
1. CALL TO ORDER
 2. AGENDA APPROVAL
 3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)
 4. RECONSIDERATION
 5. APPROVAL OF MINUTES
 6. VISITORS/PRESENTATIONS (Chair set time limit not to exceed 20 minutes. Public may not comment on the visitor or the visitor's topic until audience comments. No action may be taken at this time.)
 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS
 8. PUBLIC HEARING (3 minute time limit)
 9. PENDING BUSINESS
 10. NEW BUSINESS
 11. INFORMATIONAL MATERIALS (No action may be taken on these matters, for discussion only.)
 12. COMMENTS OF THE AUDIENCE (3 minute time limit)
 13. COMMENTS OF THE CITY STAFF
 14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
 15. COMMENTS OF THE COMMISSION (includes Comments of the Chair since they are part of the commission.)
 16. ADJOURNMENT Next regular meeting is scheduled for _____. (Note any other worksessions, special meetings, committee meetings etc.) All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (The meeting may be scheduled for the Conference Room or virtually.)

Section 7. Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally be limited to three minutes per person. Exceptions may be provided for at the Chairperson's discretion or by a majority vote of the members in attendance.

Section 8. Recorded minutes shall be made available by the City Clerk's Office to the Commission prior to the next meeting and a record of all voting will be included in the minutes of each meeting. Minutes shall be available to the public as required by Homer City Code and Alaska State Statutes.

Section 9. Teleconference participation is allowed per the rules and limitations set forth in Homer City Code 2.58.060.

ARTICLE VII – GENERAL OPERATING PROCEDURES

Section 1. The Commission shall abide by the current edition of Robert's Rules of Order insofar as it is consistent with the Commission's bylaws, other provisions of Homer City Code, or standing rules. In all other cases, bylaws, the code, or the standing rule shall prevail. This includes, but is not limited to, HCC

1.18 Conflicts of Interest, Partiality, and Code of Ethics; HCC 2.58 Boards and Commissions; HCC 2.76 Economic Development Advisory Commission; and the Open Meetings Act – AS 44.62.310-312.

Section 2. Each member, including the Chairperson, shall vote, and shall not abstain from voting, unless such member claims a conflict of interest, or has an excused absence, in which event the member shall be excused from voting. The member shall then state for the record the basis for the abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the order to be rotated; or by unanimous consent if no objection is expressed. Voting by proxy or absentee is prohibited.

Section 3. Any rule or resolution of the Commission, whether contained in these Bylaws or otherwise, may be suspended temporarily in connection with business at hand; and such suspension to be valid; may be taken only at a meeting at which at least four of the members of the Commission shall be present, and two-thirds of those present shall so approve.

Section 4. Training sessions developed or arranged by the City Clerk and approved by the City Manager shall be mandatory unless a member's absence is excused by the Chairperson. The City Manager and/or City Clerk, in their discretion and in consultation with the City Attorney as needed, may develop model procedures to be used as a guide for the Commission.

ARTICLE VIII - COMMITTEES

Section 1. Committees of one or more members for such specific purposes as the business of the Commission will only become active upon approval of Council. A memorandum and resolution will go before Council outlining the reason, tasks assigned and termination date. Committees shall be considered to be discharged upon completion of the purpose for which it was appointed, and after its final report is made to and approved by the Commission.

Section 2. All committees shall make a progress report to the Commission at each of the Commission's regular meetings.

ARTICLE IX - BYLAW AMENDMENTS

The Bylaws may be amended at any meeting of the Commission by a majority plus one of the members, provided that notice of said proposed amendment is given to each member in writing. The proposed amendment shall be introduced at one meeting and action shall be taken at the next Commission meeting. Amendments to bylaws shall be effective upon approval of the amendments by City Council via resolution.



AGENDA ITEM REPORT

Cruise Ships

Item Type: Action Memorandum
Prepared For: Economic Development Advisory Commission
Meeting Date: August 13, 2024
Staff Contact: Julie Engebretsen, Community Development Director

Summary Statement: Review Resolution 24-048 and attached memo from Port and Harbor Commission and Staff.

Background

Council adopted Resolution 24-048, regarding cruise ships. The resolution includes tasks specific to the Port and Harbor Commission and the EDC.

- The Port and Harbor Commission and port staff have finished their work. Attached to this staff report is their memo back to Council.
- Over the summer, I provided the cruise ship schedule to EDC members, asking you to take note when cruise ships were in town. I received comment back from one Commissioner.
Recommendation: Spend 10 minutes discussing observations.

Discussion

Resolution Task: Develop an understanding of City/Municipal cruise ship policies from other communities

Review: EDC learned about Juneau's Tourism Management Plan. Other communities with Tourism Management Plans include Wrangell, Sitka, Ketchikan, Skagway, Petersburg (not a major cruise ship port, plan somewhat dated), Whittier, Victoria British Columbia (port policies). No plan found online; Seward, Kodiak, Valdez. Haines had a 20-year-old plan.

- The trend appears to be that communities with a lot of cruise ships had tourism management plans, and most were recent or updated annually.

Next Steps: Any further work by the EDC? I can make a table of communities with and without plans for the September meeting.

Resolution Task: Engage in a conversation with the Chamber of Commerce and other stakeholders about the effects of the Cruise Ship industry on the local businesses and the community to help inform any potential City policy development. (*Update: Chamber is working on a luncheon in September*)

Review: EDC comments and observations? What public outreach would you like to do, or how much do we need to do? (our community is kind of surveyed out) (comment boards? Library, city hall, port office?)

BE IT FURTHER RESOLVED, Both the EDC and the PHC will provide reports back to the City Council with summaries of their conversations, noting where further discussion may be needed, and any immediate policy recommendations by:

Port and Harbor Advisory Commission: July 22, 2024 Council Meeting

Economic Development Advisory Commission: September 23, 2024 Council Meeting

Recommendation

1. *Spend 10 minutes discussing observations when cruise ships were in port*
2. *Determine what (if any) additional work the Commission wishes to do on task 1. How deep do you want to dive into Tourism Management Plans?*
3. What additional outreach should the EDC/City do on this topic over the next month?

Attachments

Resolution 24-048

Memo from Port and Harbor Commission and Staff

**CITY OF HOMER
HOMER, ALASKA**

Erickson/Lord

RESOLUTION 24-048

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
REQUESTING THE PORT AND HARBOR ADVISORY COMMISSION
DISCUSS AND CONSIDER CRUISE SHIP CAPACITY AND POLICY
ADOPTION FOR THE PORT AND HARBOR OPERATIONS AND THE
ECONOMIC DEVELOPMENT ADVISORY COMMISSION DISCUSS
AND CONSIDER BROADER COMMUNITY EFFECTS AND POTENTIAL
CITY CRUISE SHIP POLICIES.

WHEREAS, The City of Homer has been a port of call for numerous cruise ships over the
years; and

WHEREAS, The City should expect continued interest in cruise ship calls in the coming
years; and

WHEREAS, The City's Deep Water Dock can accommodate cruise ships up to certain
sizes, but larger ships cannot dock there and must anchor out and tender, or lighter,
passengers to harbor floats to disembark; and

WHEREAS, The City operates the Port and Harbor under written policies that may not
fully encompass the considerations for cruise ships, especially larger vessels that have to
lighter passengers; and

WHEREAS, In addition to effects on the City, large cruise ships also influence the
business community and the community-at-large; and

WHEREAS, Cities around Alaska and the country have addressed cruise ship tourism
through the implementation of different policies.

NOW, THEREFORE BE IT RESOLVED, Port and Harbor staff will engage the Port and
Harbor Advisory Commission (PHC) in discussion around cruise ship calls to the Port, including:

- The capacity of our current docks for different size classes of large vessels;
- Passenger lightering considerations, including moorage and safety;
- What responsibilities and potential liabilities the Port and Harbor has for accepting
cruise ships of any size, including what amenities we advertise as available as a City
for cruise ship companies looking to make a call at our public Port;
- What the emergency response plan is for potential tsunami evacuation;
- What are the costs and impacts of cruise ship landings on our HVFD and HPD staff;

- What increased staffing considerations are made by Harbor operations staff to address additional trash and restroom cleaning needs;
- What criteria are used currently for deciding capacity to accept a cruise ship, including when there is passenger lightering required, and are those criteria adequate;
- How this topic will be integrated into the Comprehensive Plan;
- Revenue and expense considerations surrounding cruise ship business at the Port;
- The broad legal landscape of local policies around the cruise ship industry.

BE IT FURTHER RESOLVED, The Economic Development Advisory Commission (EDC) should develop an understanding of City/Municipal cruise ship policies from other communities, and engage in a conversation with the Chamber of Commerce and other stakeholders about the effects of the Cruise Ship industry on the local businesses and the community to help inform any potential City policy development.

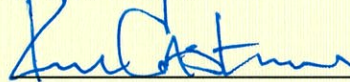
BE IT FURTHER RESOLVED, Both the EDC and the PHC will provide reports back to the City Council with summaries of their conversations, noting where further discussion may be needed, and any immediate policy recommendations by:

Port and Harbor Advisory Commission: July 22, 2024 Council Meeting

Economic Development Advisory Commission: September 23, 2024 Council Meeting

PASSED AND ADOPTED by the Homer City Council this 22nd day of April, 2024.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



RENEE KRAUSE, MMC, ACTING CITY CLERK

Fiscal Note: NA





MEMORANDUM

Port & Harbor Advisory Commission Response to Resolution 24-048, A Resolution of the City Council of Homer, Alaska, Providing Direction to the Port and Harbor Advisory Commission and the Economic Development Advisory Commission Regarding Cruise Ships in Homer

Item Type: Informational Memorandum
Prepared For: Homer City Council & Mayor Castner
Date: July 30, 2024
From: Bryan Hawkins, Port Director
Through: Melissa Jacobsen, City Manager

In response to Resolution 24-048, the Port Commission and Port Staff have compiled the following information regarding cruise ship facilities, cruise ship landings, and potential impacts on the community of Homer. The Commission designated Commissioners Siekaniec and Friend to work with Port staff to research answers to the Council's questions, and the group met on several occasions to compile information and prepare a response to be approved by the commission. Both commissioners additionally participated in a debriefing meeting on Friday, June 28th.

What infrastructure is available?

Pioneer Dock

The specs for the Pioneer dock are included as an attachment for reference, however, the Pioneer Dock is not a viable location for scheduling cruise ship landings because of the priority given to ferries for the Alaska Marine Highway System. The Tustumena and other AMHS vessels have the right to land at the dock with only a few hours' notice, which means that changes to the ferry schedule could interfere with planned cruise ship landings. For that reason, we have developed the Deep Water Dock area as a cruise ship terminal.

Deep Water Dock

The Deep Water Dock can accommodate vessels up to 800' and 65,000 displacement tons—a ship must meet both of those limits to safely land at the dock. The Deep Water Dock area has been renovated in recent years with grant money from the State of Alaska for Emerging Cruise Ship Ports. Improvements included bathrooms, a walking trail around the perimeter of the harbor, guard facility, a covered area for waiting passengers, and adequate turnaround space for tour buses.

What are the criteria for whether a cruise ship have to transport passengers to shore via tender (aka “lighter”) instead of using a dock?

Any ship that exceeds one or both of the berthing limits for a dock will not be permitted to use that dock, and will have to lighter passengers instead. A typical cruise ship lightering vessel can carry between 60-100 passengers at a time.

What do we consider when determining whether to approve a lightering request?

What is the level of vessel activity in the Harbor? What is the time of year? How many passengers are on board the vessel? Will we be able to provide a secure facility in compliance with our Facilities Security Plan without requesting special authorization from the USCG—which may or may not be approved?

What are the impacts of Cruise Ship Landings?

What increased staffing considerations are made by Harbor Operations Staff to address additional trash and restroom cleaning needs?

At this time the port will not be providing any additional staffing for our cruise ship landings as our job stays the same as long as we only schedule one ship at a time. Any additional staffing required for security will be contracted by and paid by the Ship. Restroom cleaning is handled by Public Works. At present they do not provide additional staffing, but it could become necessary in certain areas with increased landing volumes, which would require scheduling and cost tracking by Public Works.

What the emergency response plan is for potential tsunami evacuation:

If a Tsunami Warning is issued, Harbor staff will evacuate the spit and communicate with Cruise Ship personnel via VHF radio. The cruise ship will follow its EOP for a tsunami. Depending on the anticipated time of impact, cruise ship personnel may encourage passengers to board the vessel or to evacuate by land. Cruise ship passengers who are off the spit at the time the warning is issued will remain off the spit and the ship’s agent will make arrangements to reunite those passengers with the vessel.

What are the costs and impacts of cruise ship landings on HVFD and HPD staff

Fire Chief Kirko wrote “At this point I don’t believe we will be impacted by the number of cruise ships docking in Homer. My previous experience with the cruise industry was while I was in Skagway which experienced a definite impact to EMS services. If we get ships weekly or greater I would then say it could be something we would be concerned about. HPD/HVFD dispatch indicated that there have maybe been one or two EMS calls in the past 4 years related to cruise ship landings, and that the cruise ship landings aren’t a factor in how HPD schedules their personnel.

What are the revenue and expense considerations surrounding cruise ship business at the Port?

In general, the function of a port is to facilitate commerce, and we try to do that with our cruise ship customers as we do with any other user group. There are some revenues to the Enterprise associated with a cruise ship landing, however, this dockage revenue is not a primary motivator. The impact on staffing costs is minimal because security is provided by a private firm. We may shift schedules to

have additional personnel available for a cruise ship landing but we are not hiring staff to accommodate cruise ships.

Observations from June 28th landing

On the evening of June 28th Commissioners from PHC and EDC held a “hotwash” debrief meeting with Port staff, the port security contractor and land-based transportation contractor, and the Chamber of Commerce staff and volunteers. The security team reported that approximately 1200 passengers came ashore, both crew and guests. No security issues were noted. Recall that this setup was a special modification to the Facility Security Plan for the harbor and any future landings with this configuration would need to be approved on a case-by-case basis by the US Coast Guard.

More than 700 of the 1800 guests on this voyage (38%) were over 70 years of age, which is typical of ships in this size class because the voyages are often many weeks long. Observers noted that mobility challenges for guests were complicated by mismatch between infrastructure and vessels. For example, the height of the life boats necessitated a large step down from lifeboats to floats with a step stool staged on the floats. Some guests needed assistance from two cruise ship personnel to walk up the ramps at all even during a moderately high tide, and others struggled to catch their breath upon reaching the top of the ramp. As guests returned to the harbor to board lightering vessels, the lower tide and steeper ramps continued to present challenges for accessibility. These vessels could accommodate approximately 70 passengers at a time. Hundreds of returning guests queuing up on harbor floats exceeded the design capacity of the facilities. Land-based transportation proved challenging on the 28th for reasons not directly related to the lightering decision, however, the challenges were doubled because the lightered passengers arrived at two locations in the harbor instead of just one.



Land-based tourism was relatively low for this point in the season on June 28th. It was not clear whether tourists consciously avoided a cruise ship day, or whether milder weather proved less of a draw than previous sunny weekends. The high number of passengers disembarking could have been an overwhelming amount if it had coincided with the traffic seen on the spit just a week before, instead it was not an overly busy day and shop owners reported that the traffic was welcome.

On the water, the lightering operations had a significant impact compared to a dock landing. Regular dock landings do not interfere with harbor traffic at all because both the Pioneer Dock and the Deep Water Dock are in open water outside of the harbor basin. In contrast, this landing had four lightering vessels making trips into the harbor at regular intervals all day, tenant boats agreed to relocate to create the landing areas, and guests increased the volume of pedestrian traffic on harbor floats. Any increase in the number of lightering vessels (to reduce the wait time for guests returning to the ship) would significantly contribute to traffic congestion on the water in the harbor.

Possible suggestions for a City position or policy on cruise ship landings

- Express a general position, such as “The City is interested in moderate growth of cruise ship activity” or “The City is looking to cooperate with cruise lines to encourage regular landings at the Deep Water Dock”
- No port calls from ships that exceed the capacity of the docks because of the safety concerns associated with high volume lightering operations. Smaller ships that are undersized for the dock would be permitted to lighter but those that exceed the capacity of the dock would not.
- Consider variable or increased dockage fees, or increase to the cruise ship fee assessed on top of dockage to cover indirect costs incurred by Port on landing days
- Consider a charge for the use of the camel fenders that facilitate landings at the docks to cover the staff time to deploy camels in the configuration needed for cruise ships
- No more than one cruise ship landing at any dock at one time to reduce impacts to the facility from overcrowding
- No more than one cruise ship making a port call (includes both dock landings and lightering) at one time without Port Director approval
- Limitations for lightering operations that ensures ships align with the existing provisions in the Port’s Facilities Security Plan
- Lightering operations are permitted at the discretion of the Port Director
- No more than 3 landings per calendar week because of the effect that greater volumes of landings would have on port operations and the potential impact to the demand for emergency services
- Reaffirm that the authority to make decisions on cruise ship port calls sits with the Port Director as defined in the Port of Homer Terminal Tariff

Other questions to address as a part of this discussion

What role does Harbor Expansion play in future cruise ship landings?

The focus of Harbor Expansion is to increase moorage capacity for boats in the 85-250' range and free up space in the small boat harbor for smaller boats. There are no plans for increased cruise ship capacity as a part of Harbor Expansion.

How will information about cruise ships be incorporated in to the comprehensive plan?

Per Agnew::Beck, information about cruise ships will be guided by the conversations about what the community values about growth, and what community members don't want to lose about the way Homer is now. It will be incorporated in many places—economic development, transportation, sustainability, resilience, and of course any spit-specific sections of the plan.

How much influence does the City have over future growth in cruise ship landings?

Unlike some other communities in Alaska, the facilities that cruise ships use to land in Homer are City-owned and City-managed. Landings are approved and coordinated by the City's Port Director. The City owns the tide lands around the Spit and within City limits (See attachment C), so any additional dock construction would be done in cooperation with the City. Cruise ship companies could still bring passengers to Homer via lightering to a private facility or transport them overland by bus from another port town.

How prepared is Homer for cruise ship landings?

The general consensus from observers of the June 28th landing is that the City is well-prepared for landings at the Deep Water Dock, and for lightering operations from smaller cruise ships with fewer passengers that are undersized for a Deep Water Dock landing due to high tidal fluctuations. Well-designed shore-side operations and land transportation were identified as a key component of successful landings that enable passengers to see everything that Homer has to offer, both on the Spit and up in town.

While emergency responders (Fire, EMS, Homer Police Department) did not express concerns about the cruise ship impacts on their operations, there is an opportunity to incorporate more information about cruise ship landings into a future rewrite of the Emergency Operations Plan for the City.

What do we need to consider in the big picture as we have this discussion?

The City must comply with all laws including the [Tonnage Clause](#) of the US Constitution. We should consider the other uses of the Deep Water Dock, and ensure that we are allowing other industries to access the facility to move cargo, conduct crew changes, and do other business. The City has a robust visitor industry largely powered by independent travelers arriving by road or air, and would not want a growth in cruise ship landings to detract from the experience for the travelers we already receive. We also do not want to unreasonably impede economic development in any industry, including Cruise Ships.



AGENDA ITEM REPORT

Review of Existing Comprehensive Plan, Chapter 7 Economic Vitality

Item Type: Action Memorandum
Prepared For: Economic Development Advisory Commission
Meeting Date: August 13, 2024
Staff Contact: Julie Engebretsen, Community Development Director

Summary Statement: Review the existing Comprehensive Plan, Chapter 7 Economic Vitality and related EDC documents. Discuss economic development in Homer and think of any general comments for the Comprehensive Plan consultants, Agnew::Beck.

Background

At the last meeting, we talked about the Commission becoming familiar with the existing comprehensive plan, and some of the more recent work of this group. You requested this information be provided well in advance of our next meeting so I emailed it on Friday May 31st.

This review is in prep for making any more initial comments to the Comprehensive Plan consultants. Considering these documents and the various agenda items at the June meeting, please bring any thoughts or comments you have. This is a very open ended conversation!

Documents:

1. The current EDC strategic plan. The Commission updates this roughly once a year.
2. Chapter 7, Economic Vitality, of the existing comprehensive plan. NOTE: The new plan won't have a separate chapter on the economy. The goal is to bake in economic concepts throughout the document.
3. SWOT – This was Strengths, Weaknesses, Opportunities and Threats analysis to Homer's quality of life. This was sort of a onetime effort, although the Parks Art Recreation and Culture now plans to do their own version for recreation in Homer.

Attachments

1. Strategic Plan
2. Chapter 7, Economic Vitality, of the existing comprehensive plan
3. SWOT –Strengths, Weaknesses, Opportunities and Threats September 2022

ECONOMIC DEVELOPMENT ADVISORY COMMISSION
2024 -2025 STRATEGIC PLAN & GOALS

Ongoing Goals	1. Use the Commission’s SWOT analysis to develop strategies to implement policies that support Homer’s quality of life.
	2. Keep our ears to the ground and seek out areas of "lack." Confer with Julie about communicating with City Council and advising them on ways to overcome barriers- "the nexus of economic goals."
	3. Be familiar with smart growth principles and best practices, and also green infrastructure concepts. Have these in our toolbox when development decisions come our way for consideration.
Near Term Goals < 6 Months	1. Become familiar with the Community Health Needs Assessment and Community Health Improvement Plan (CHIP) <i>Opportunity:</i> Invite a speaker from MaPp to educate this EDC on these plans and how they relate to community and economic health.
	2. View economic development through the lens of balancing growth with quality of life. <i>Task:</i> Define positive economic development, and what is the role of the EDC is in balancing growth and quality of life. <i>Task:</i> Review the Business Retention and Expansion Plan for quality of life elements
	3. Housing: affordable short and long term housing. Seasonal workers, general work force, seniors, etc. affordable year round housing. (Marks, Kim) <i>Task:</i> Stay engaged with the City for all housing conversations <i>Task:</i> Have a meeting on housing options and final housing report. <i>Opportunity:</i> Stay engaged with the Guiding Homer’s Growth Conversation
	4. Engage in the Comprehensive Plan Process <i>Opportunity:</i> Participate in public events <i>Opportunity:</i> Encourage business participation at public events <i>Opportunity:</i> Host a Commission event targeted to small businesses
Mid Term Goals 1 - 3 Years (2024 – 2027)	1. Refine how the EDC can work with KPEDD; Economic resiliency planning and other topics as they arise. <i>Opportunity:</i> Attend annual KPEDD Industry Outlook Forum
	2. Downtown vitalization momentum and wayfinding/streetscape plan <i>Status:</i> Wayfinding and Streetscape work ongoing through implementation activities in 2024-2025 <i>Task:</i> Participate in the Transportation Plan, focusing on a walkable town with greenspace and connected business districts <i>Longer term:</i> Consider storefront/Downtown and landscaping improvement program

	<p>3. Engage in land planning for city property as well as the larger problems of constraints on the Spit, and within the Central Business District.</p> <p><i>Opportunity:</i> Participate in the Land Allocation Plan annual review</p> <p><i>Opportunity:</i> Participate in Comprehensive Plan and Zoning Code Rewrite projects</p>
	<p>4. Assess jobs training needs, workforce development, availability of workers and workforce supports including child care, housing.</p> <p><i>Opportunity:</i> Invite speakers to talk about workforce development such as KPB, South Peninsula Hospital</p> <p><i>Opportunity:</i> Engage in Comprehensive Plan and other outreach opportunities</p>
<p>Long Term Goals 5 Years or More (2025+)</p>	<p>1. Multipurpose community center (HERC) Pioneer redevelopment vs new facility in a new location.</p> <p><i>Status:</i> The City is applying for funding to remediate the existing HERC site. Separately, there is discussion about finding a different site for a new facility.</p> <p>2. Plan for a new Business Retention and Expansion Plan BR&E</p> <p><i>Opportunity:</i> Consider a funding request for the FY 2026-27 budget</p>

OVERALL EDC DUTIES AND RESPONSIBILITIES

The Economic Development Advisory Commission will act in an advisory capacity to the City Manager and the City Council on the overall economic development planning for the City of Homer in accordance with Homer City Code Chapter 2.76; www.codepublishing.com/AK/Homer. The EDC also assists with official City planning documents including the following:

- Kenai Peninsula Economic Development District (KPEDD) – Regional Comprehensive Economic Development Strategy (link will bring you to all KPEDD reports): <https://kpedd.org/reports>
- Homer’s Comprehensive Economic Development Strategy (CEDS): www.cityofhomer-ak.gov/economicdevelopment/comprehensive-economic-development-strategy
- Business Retention and Expansion Survey Report (BR&E): <https://www.cityofhomer-ak.gov/economicdevelopment/2017-business-retention-expansion-survey-report>
- Homer Comprehensive Plan: <https://www.cityofhomer-ak.gov/planning/comprehensive-plan>

DUTIES OF COMMISSION/STAFF

Commissioners

- Attend City Council meetings as assigned.
- Attend work sessions and training opportunities.
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on EDC-related projects that need sponsorship at the Council level.

Staff (Julie Engebretsen)

- Aid the Chair in setting the agenda.
- Compile packet material from commissioners, write backup memos, and submit to Clerk.
- Provide information on items the commission needs to review annually.
- Inform the Commission of City Council actions and discussion of economic development related issues.

Clerk's Office

- Aid Staff in compiling packet materials and print/distribute them to the Commission.
- Aid Staff and Chair in setting the agenda.
- Tracking yearly items such as reappointments and elections.
- Help the Commission learn to be more efficient and effective in their meetings.
- Support the Commission's ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).

***City of Homer
Economic Development Advisory Commission***

Vision Statement

The Economic Development Advisory Commission provides a forum for civic and business engagement on behalf of the City of Homer with the goal of fostering sustainable growth of an economically diverse community while preserving its cultural and natural heritage to maintain a high quality of life.

Mission Statement

The Economic Development Advisory Commission (EDC) of the City of Homer is a volunteer advisory body that bridges citizens and city government. Our core mission is to foster sustainable economic growth, safeguard our rich culture and natural heritage, and promote a high quality of life for Homer residents and businesses.

The EDC serves as a resource for our local community by providing a platform for engagement in economic matters. Commissioners facilitate community quality of life initiatives and offer actionable recommendations to the City of Homer. Through collaboration and a lens of diverse perspectives, we aim to bring lasting value to our city. We believe that by engaging with our community and facilitating discussions on sustainable economic growth, we can play a role in shaping a positive economic future for our community.

CHAPTER 7 ECONOMIC VITALITY

Vision Statement: Homer's economic industries remain strong and show continued growth.

Overview

This chapter presents goals and objectives related to economic development. While the private and non-profit sectors, along with state and federal spending, ultimately drives much of the economic activity, local government plays an important role in stimulating and guiding growth through its land use and infrastructure policies and projects.

The 1989 comprehensive plan stated:

Though it is generally recognized that fishing has been the backbone of the Homer economy for the past forty years, diversification of the Homer economy has taken place, especially in the last few years. Tourism, commercial and government services, retail trade, and a retirement population have been added in [the 1980s]...

These trends have continued and perhaps accelerated in the years since the 1989 plan. Additionally, as state and federal funding has changed, local and regional governments are bearing increased costs in providing services. Private sector economic health and growth are required to build the tax base if residents want to maintain existing government services and facilities.

Most of the economic development actions presented here are tied to topics addressed in other chapters. For example, recommendations regarding commercial development are included in Chapter 4 – Land Use. As a result, much of the value of this chapter is for those readers who are focused on economic issues and want to see a compilation of plan policies regarding economic development together in a single chapter. In 2011, the city adopted the Community Economic Development Strategy (CEDS). The CEDS document is a broad document covering many sectors of Homer's economy.

Homer's quality of life is a principal economic asset. Maintaining and improving the quality of life in Homer is crucial to keeping existing business and attracting new business and professional activity. Quality of life is challenging to define because it involves many dimensions of a community to which people place varying degrees of importance. The elements of quality of life that are particularly valuable to economic development are those that make the community especially attractive to residents, visitors, and small businesses. While there is room for further improvement, Homer currently possesses many such elements.

Homer's Quality of Life Elements

- A strikingly beautiful natural setting
- A diverse, engaged, involved community, and rich civic life
- Diverse culture and leisure activities, including ready access to parks and a wide range of year-round outdoor recreation
- Eclectic neighborhoods such as Old Town and Pioneer Ave.
- Access to education and lifelong learning
- A feeling of safety and freedom from crime
- A clean, healthy, natural environment
- An active arts community, tradition of skill and interest in performing and visual arts
- Multiple transportation and access options, a developing trail system, and road access to Anchorage
- Access to commercial and recreational activities in and around Kachemak Bay
- High quality, comprehensive healthcare service

Summary of Goals

- GOAL 1:** Define and encourage economic development that meets the desires and interests of Homer residents and supports the unique character of the community.
- GOAL 2:** Encourage the retention and creation of more year-round and higher wage employment.
- GOAL 3:** Identify and promote industries that show a capacity for growth.
- GOAL 4:** Support renewable and non-renewable energy services.
- GOAL 5:** Strengthen Homer as a tourism destination.
- GOAL 6:** Support community efforts to establish affordable housing.

Goals and Objectives for Economic Vitality

GOAL 1: Define and encourage economic development that meets the desires and interests of Homer residents and supports the unique character of the community.

Homer residents would like to foster economic development in its many existing sectors. Education, sustainable tourism, health care, construction, commercial fishing and marine industries, arts, and culture are the industries that Homer has been built upon. These industries are viable and stable today and offer good prospects for growth. The remainder of this chapter looks in more detail at steps to strengthen Homer's economy, and to do so in a manner that provides economic opportunity while sustaining Homer's unique character and high quality of life.

Implementation Strategies

- Support local businesses with internal and external policies.
- Partner with organizations that have interests in the success of local merchants and products.
- Review and update city economic plans.



GOAL 2: Encourage the retention and creation of more year-round, higher wage jobs.

Homer residents desire more year round, living wage jobs. This in turn will help support small businesses, and the tax base.

Objective A: Increase year-round employment that will enable local people to work, live, and raise their families in Homer.

While almost all city actions will ultimately affect the course of economic change and job growth, city actions to promote year-round jobs include those listed below:

Implementation Strategies

- Consider zoning regulations that support new business opportunities while minimizing negative impacts.
- Evaluate opportunities to create and support public and private infrastructure.
- Encourage science, information infrastructure, and technology-based business development.
- Evaluate regional or other successes for opportunity within Homer.

Objective B: Encourage retention of existing and the relocation of new Federal and State Government jobs and training programs to Homer.

Government jobs are an important part of the local and regional economy. Government employment, whether research, visitor or education related, comprises 17.5% of local jobs. (American Community Survey 2014). Some government employment is found in every community, such as local, borough and state jobs related to day-to-day activities (airports, roads, schools, etc.). In addition, Homer has many residents who are employed through state agencies such as state parks, the court system, public health, the university, including the Kachemak Bay Research Reserve, and federal agencies such as the U.S. Fish and Wildlife Service and the Alaska Maritime National Wildlife Refuge, which are headquartered in Homer. The Coast Guard also has a presence in the community. The City of Homer is also known as an important base for marine research and education activities.

Implementation Strategies

- Work to retain existing state and federal jobs.
- Promote Homer as a place to expand and attract government operations



Homer: Not just the Halibut Capital of the World

Objective C: Support efforts to increase the scale and scope of the education industry to support a skilled workforce.

Education is important to Homer's economic vitality for two reasons. First, it provides residents with the ability to acquire the skills and knowledge ("human capital") needed to succeed in the global economy, and find a local job. To the extent people can acquire these skills and knowledge without leaving home, they can earn higher incomes, create new businesses and jobs for others, keep their education expenditures circulating in the local economy, and provide the skilled workers needed for existing local jobs. Education is also an exportable product if people come to Homer to learn.

University of Alaska provides essential post-secondary and vocational education to Homer residents. The economic impact is broad and significant. Additional educational programs are provided by several nonprofit organizations operating in Homer and across Kachemak Bay. The marine environment and spectacular setting of Homer and Kachemak Bay are significant assets that could lead to growth of the education industry. The implementation strategies below apply not only to Kenai Peninsula College (KPC), but also to any other interested educational institution.

Implementation Strategies

- Support development of programs that prepare individuals through workforce development
- Support opportunities for partnerships and collaborative educational programs

GOAL 3: Identify and promote industries that show a capacity for growth.

Objective A: Recognize emerging industries.

Homer is a place of big ideas and entrepreneurial spirit. Examples include the fervor with which local agriculture has developed, particularly high tunnel cultivation and commercial peony growing. These are growing local and regional business opportunities. Over time, there will be new economic opportunities that arise; the city should be open to these new ideas and support those that show reasonable opportunities for growth.

Implementation Strategies

- Interact with those involved in introducing new industries and services to Homer

Objective B: Promote the marine trades including mariculture and shipping industries.

Homer's harbor and associated marine trade and services activities are an important component of the local and regional economy. Marine related activities could be expanded to increase the number of living wage, skilled jobs in the community. Local seafood processing, boat building, and fabrication services offer a chance for a local product to reach the local, state and national markets. Homer's public and private port facilities also serve as a staging area for freight destined to more remote parts of the coast.

Implementation Strategies

- Work to identify and support infrastructure for marine related industries

Objective C: Promote recreation, the arts, and non-governmental organizations as a complement to tourism and as an export industry.

Recreation and the arts are key components of the Homer economy and support the tourism industry and Homer's quality of life. Actions to promote the arts include those listed below. Some of these objectives are best carried out by the City, while others are best undertaken by local arts groups and tourism marketing organizations with City cooperation and encouragement.

Implementation Strategies

- Consider and review zoning for opportunities that support the arts industry
- Support sustainable recreational facilities and opportunities (*see Objective E of Chapter 6, Public Services and Facilities*)

Objective D: Support the health care and wellness industries.

Health care and wellness are a growing sector of Homer's economy. This is partially driven by an aging population, but also by resident's desire for improved health. Over the past decade, South Peninsula Hospital has completed a major expansion, several new dental clinics have been constructed, and the Seldovia Village Tribe constructed both a medical clinic and a wellness center. Specialized medical services such as surgeries, sleep studies, oncology and VA care are also available. As the health care industry continues to change, Homer can expect to see growth in the types of medical services available, and more jobs in this field.

Implementation Strategies

- Support allied programs and businesses that strengthen Homer's local health care opportunities

GOAL 4: Support regional renewable and non-renewable energy exploration and production.

Homer citizens support researching and pursuing renewable energy projects. Outside of the city, oil and gas exploration continues. Supporting the exploration, extraction, and renewable energy industries does not necessarily have to compromise Homer's scenery or quality of life. There are many opportunities to benefit from the construction, research, and extraction activities, whether through direct employment, or by providing services such as worker housing, catering, fuel, payroll, and transportation to local and non-local contractors who work on site (*also, see Chapter 8, Energy Plan*).

Implementation Strategies

- Consider Homer's ability to provide support services

GOAL 5: Strengthen Homer as a tourism, business travel, education and recreation event destination.

Homer is already one of Alaska's premier tourist destinations and appears to be enjoying continuing growth in visitation and expenditures. A trend is also emerging to hold professional conferences and educational events in the community in addition to the many athletic, cultural and recreation opportunities. City actions can have a significant impact on the economic importance of the visitor economy by promoting longer stays, increased expenditures per person, and more repeat visitation.

Equally important, City government plays a crucial role in guiding the growth of tourism to maximize its benefits and to minimize the costs imposed on the people of Homer.

Objective A: Invest in local infrastructure, parks, and civic improvements that will serve locals well as visitors by promoting longer stays, increased expenditures per person, and more repeat visitation as a form of economic development.

One economic development strategy is to find ways to encourage visitors to stay in the community longer during their visit, or to visit again in the future. The Farmer's Market in downtown Anchorage is an example; visitors to the market also visit other downtown businesses. Even staying an hour or two longer in the community may result in visitors eating more meals in local restaurants or spending more money shopping. The City benefits through increased sales tax revenue. To keep Homer an attractive destination requires that the City and private business work in partnership to provide the basic services that visitors and locals expect. These improvements and public expenditures should also benefit local taxpayers.

Effort should be made in the future to have more tourists visit downtown Homer to support year round businesses. Seasonally, the Spit will continue to be a huge draw, but investment in tourist amenities should be equally focused on downtown Homer.

Implementation Strategies

- Maintain a welcoming environment that serves the needs of visitors

Objective B: Support efforts to improve community attractions, including land and water trails, and access to marine activities and the marine environment. Improve links between attractions.

Homer can be considered to have three main tourism destination areas: The downtown and Old Town area, the Spit, and the area across Kachemak Bay. While each of these areas currently attracts numerous visitors, it is likely that more tourists could be accommodated and more spending could be encouraged if the unique attributes of each area were further developed and if better connections were made among the three areas. Ideally, the enhancements that attract more tourists equally benefit local residents as well, resulting in an increase to business activity, tax receipts, and quality of life.

Implementation Strategies

- Improve the ability and convenience of travelers to travel throughout Homer

Objective C: Increase the net benefits that tourism brings to Homer.

Homer's distinctive character and attractions create substantial economic benefits to the community in terms of jobs, business opportunities, and tax revenues. Tourism also helps the community host a greater number and diversity of businesses and services than what local spending alone can support. While tourism creates a wide array of benefits, it can also be disruptive to local life. For example, tourism may exacerbate traffic congestion, transform commercial areas from local to visitor-serving, cause crowding at recreation destinations enjoyed by residents, and potentially adversely affect fish, wildlife, and other elements of the natural environment. Community members have expressed a desire to encourage tourism activities that do not require extensive changes to the existing environment, but rather help to conserve Homer's natural setting and improve the area.

As a result of this mix of positive and potential negative impacts, Homer should pursue a guided tourism growth policy. The community will promote tourism growth, but do so in a manner that helps sustain the qualities of the community that attract residents and visitors.

Implementation Strategies

- Promote tourist amenities that provide benefits beyond the tourist season
- Review the cost to maintain tourist amenities and minimize the amount of local subsidy
- Promote tourist activities that have the least negative impact to locals
- Promote Homer as a tourist destination

GOAL 6: Support community efforts to establish affordable housing.

Many residents expressed the view that economic development depends, at least in part, on a balance between income and the cost of living. Strategies to promote a diverse range of housing options are discussed in *Chapter 4, Land Use*. This goal is included as a component of economic vitality to explicitly reflect the connection between housing opportunities and the economic well-being of Homer.

City government has few tools to address the issue of affordable housing. The direct role of the City of Homer is limited by the fact the City is not a housing authority, and city taxation and development fees are relatively low. In recent years, the Economic Development Commission (EDC) has studied Homer's tax policies. The EDC found that the tax credits for housing that the city could institute do not significantly affect the cost of housing. The market demand is for homes that are more expensive, and the high cost of real estate and land development results in very few new 'affordable' housing units. However, the city can support the efforts of other groups in building new affordable housing units, which will free up units on the private rental market.

Implementation Strategies

- Consider support mechanisms for special population

Economic Vitality Implementation Table

Table 10. Chapter 7, Economic Vitality Implementation Table

Project	Timeframe			Ongoing	Primary Duty
	Near Term	Mid Term	Longer Term		
Goal 1 - Encourage Economic Development					
1-1 Support Chamber’s Buy Local campaign and source city purchases locally when price competitive.				x	Administration
1-2 Continue the local bidders preference in city procurement policies.				x	City Council
1-3 Review and make zoning recommendations that promote local agriculture and other locally sourced products.	x			x	HAPC
1-4 Plan for economic development by partnering with organizations such as the Chamber of Commerce. Retain an active board role with the chamber, and involvement with Kenai Peninsula Economic Development District, Inc. (KPEDD), Homer Marine Trades, non-profits and other similar organizations.				x	Administration
1-5 Review the Community Economic Development Strategy (CEDS) Plan.		x			EDC
1-6 Create an action plan from the CEDS plan.	x				Administration, EDC
1-7 Stay abreast of the requirements of information technology infrastructure.				x	HAPC, EDC
Goal 2 - Encourage Year-round Jobs					
2-A-1 Review zoning regulations to ensure new businesses and development are not unduly restricted.				x	HAPC
2-A-2 Continue to invest in community infrastructure and transportation systems (see Chapter 5, Transportation).				x	City Council, Administration
2-A-3 Identify business needs through business retention program participation.				x	EDC
2-A-4 Stay abreast of the needs of technology-based business and review the ability of the city to support.				x	EDC
2-A-5 Partner with KPEDD to identify options for incentives to encourage local business growth.	x			x	EDC, Administration
2-A-6 Work with KPEDD to identify regional successes.	x			x	EDC, Administration
2-B-1 When local state or federal jobs are being considered for elimination or relocation, lobby to retain them.				x	City Council, Administration

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
2-B-2 Actively work with the Coast Guard to support the retention and expansion of facilities in Homer.	x			x	City Council, Administration
2-B-3 Work with state and federal authorities to promote the expansion of their activities in Homer.				x	City Council, Administration
2-C-1 Keep abreast of KPC program offerings and consider resolutions of support.				x	City Council
2-C-2 Review zoning requirements in regard to student housing opportunities.		x			HAPC
2-C-3 Support collaborative educational programs.				x	City Council
2-C-4 Connect sources of information that contribute to identifying local job training needs.				x	EDC, Administration
Goal 3 – Promote Growing Industries					
3-A-1 Periodically review land use regulation effects upon new business opportunities.				x	HAPC, Planning
3-B-1 Make ice available year round for fish processing, when demand dictates.		x			Port
3-B-2 Continue to evaluate demands and plan to address ways to support the fishing industry.				x	Port and Harbor Commission
3-B-3 Continue efforts to expand the Deep Water Dock and other Harbor infrastructure.	x			x	Administration, Port, City Council
3-B-4 Continue East Boat Harbor expansion studies.				x	Administration, Port, City Council
3-C-1 Review zoning for opportunities that accommodates art studio, art education activities, and residential living (<i>also, see chapter 4, Land Use</i>).	x				Planning, HAPC
3-C-2 Investigate options for creating a new, multi-purpose cultural, performing arts and community center in Homer's town center (<i>see the Town Center Plan and Park Art Recreation and Culture Needs Assessment</i>).			x		Administration
3-D-1 Lobby for support of Kenai Peninsula College (KPC) programs supporting the local healthcare industries.				x	City Council
3-D-2 Consider shared marketing opportunities to also include Homer as a healthcare destination.				x	Administration, Chamber of Commerce

Project		Timeframe			Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
Goal 4 – Support Energy Exploration and Production					
4-1 Maintain and/or expand industrial zones.				x	Planning Commission
4-2 Support community efforts to remediate brownfield locations via letters and resolutions of support and technical assistance for grant applications.				x	Administration, City Council, other departments as appropriate
4-3 Continue to review zoning options for provisions of renewable energy systems in the City.				x	Planning Commission
4-4 Promote renewable energy development regionally with resolutions of support.				x	City Council
4-5 Review how land use policies may be used to support energy, mining, oil, and gas support services.				x	Planning Commission
Goal 5 – Strengthen Homer as a Destination					
5-A-1 Support and fund beautification efforts on Pioneer Avenue through budget appropriations, CIP, cost sharing and grant applications.				x	City Council, Administration
5-A-2 Ensure that City facilities are sufficient to support events that draw visitors such as festivals and activities (e.g., clean restrooms on the Spit, RV dump stations, adequate trash collection, park maintenance, etc.).				x	City Council, Administration, Public Works
5-B-1 Review opportunities to improve shuttle stops (also, see 5-B-3).				x	Public Works, City Council
5-B-2 Design and build a wayfinding system that includes the Spit, Pioneer Ave., and Old Town, consider a local partnership.		x			City of Homer, Chamber of Commerce, community partner
5-B-3 Consider constructing ADA accessible sidewalk improvements and installing benches and trashcans at central shuttle stops, such as the corner of Bunnell and Main.	x				Public Works, City Council
5-C-1 Adequately fund maintenance of public facilities.				x	City Council, Administration, Public Works
5-C-2 When planning new amenities, evaluate projects benefits for both residents and visitors (e.g., trails).				x	City Council, Administration, Public Works
5-C-3 Support eco-tourism concepts and passive or quiet low-impact recreation activities in marketing information.				x	City partnership with Chamber of Commerce

Project	Timeframe			Ongoing	Primary Duty
	Near Term	Mid Term	Longer Term		
5-C-4 When opportunities arise, work with private sector partners to support private sector establishment of conference and convention capabilities.				x	Administration
5-C-5 Review infrastructure capacity for the ability to meet current and future demands.				x	Public works
5-C-6 Recommend and support taxation policies and fee structures that result in revenues from tourism that cover the city's costs in providing services to tourists.	x			x	City Council and City Departments
5-C-7 Support shoulder season activities that are not seasonally dependent as a way to expand the local economy.				x	Public Works, Administration, City Council
5-C-8 Identify, promote and expand, and target visitor markets, including Alaska residents, out-of-state independent travelers, and small group package tour travelers.				x	Chamber of Commerce, KPTMC
5-C-9 Accommodate and encourage events such as the Shorebird Festival and Kachemak Bay Writers' Conference, professional and educational conferences, and sporting tournaments.				x	Administration, City Council, and community partners
Goal 6 – Support Efforts to Establish Affordable Housing					
6-1 Support the efforts of other organizations to provide housing for target populations such as seniors, low income and special needs residents. Write letters or pass resolutions of support.				x	City Council, Administration
6-2 Support senior housing that allows seniors to age within the community, such as assisted living and long term care. Write letters or pass resolutions in of support for grant applications to expand housing.				x	City Council, Administration
6-3 Maintain land use regulations that support cradle to grave housing options for special populations.				x	HAPC

Background

The City of Homer Economic Development Advisory Commission has an ongoing goal of defining what is positive economic growth for Homer, and how it leads to the quality of life and growth outcomes desired by the community. The Commission has begun working on this goal by conducting a SWOT analysis - strengths, weakness, opportunities and threats- for Homer's quality of life. There are four board categories included in this document: Business Climate, Built Environment, Natural Environment and Social Climate. As the Commission discovered, it's the people who make Homer, Homer. This analysis is offered as a gateway to a larger community conversation about Homer's future as a place to live, work and thrive as we proceed to Homer Comprehensive Plan.

Acknowledgments

Economic Development Commission

Karin Marks, Chair

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Debbie Speakman

Staff

Julie Engebretsen, Economic Development Manager

Rachel Tussey, CMC, Deputy City Clerk II

Strengths

- Small town feel and scale
- Eclectic businesses, buildings and people
- Wide variety of locally owned small businesses
- Integrated town with outdoor environment
- Connected community with vibrant cultural and business groups

Weaknesses

- Lack of worker support: Housing, Childcare, Training.
- Difficulty for early to mid- career residents to thrive
- Some infrastructures is in need of repair (roads) or expansion - storm water + green infrastructure
- Local regulation is not resulting in the patterns and development the community would like to see.

QUALITY OF LIFE

Opportunities

- Encourage multi-family housing
- Increase ease of walking and biking
- Collaborate with community partners on habitat, climate, erosion and other natural environment issues that impact quality of life
- Find ways to keep young or returning residents in the community

Threats

- Difficult to recruit new talent
- Poor retention of workers
- Loss of town/wildlife interface
- New residents may not become involved in the community; slow loss of volunteer run organizations, events and services; Risk of gentrification; becoming a community of empty households.
- Costs of living and doing business

Business climate

Strengths	Variety of businesses and activities.	Working town with rich history.	Lots of jobs for entry level workers.	Small, locally owned business are the majority; few chains.	Vibrant cultural community that has rich opportunities for arts, sports, music, gathering, education, and entertainment.	Community that is growing and maturing, that is developing opportunities for families, businesses, visitors, but at a pace that does not create change so quickly that what is here is lost or displaced.
Threats + Weaknesses	Low availability of vocational training.	Not enough homes available for sale or rent to meet the demand. Affects the work force and tax paying residents.	Lack of year round affordable housing. Problem for entry level and low income workers, and also potential future middle income workers. Losing the potential to build up the work force due to entry/early hurdles.	Cost of living and doing business here is increasing. Harder to live and move here. (food, housing, development, energy costs).	Risk of over-regulation. Potential mismatch between level of local regulation and community desire for regulation.	Uncertain energy supplies and future prices (natural gas in Cook Inlet).
Opportunities	Tax breaks could encourage growth by certain groups that could improve commerce. A tax break to encourage certain business activities, such as construction of multi family homes.	Solicit developers (could be from outside of Homer) to build multifamily housing.	Keeping youth in the community and providing skills training to grow the local work force. Kachemak Bay Campus, voc tech training/apprenticeship programs , and partnerships with existing businesses such as NOMAR, Bayweld and other small manufacturing operations are all opportunities.		Promote policies that are favorable to economic growth (tax environment, seasonal labor initiatives, etc.).	Balance growth with cohesive town "feel."

Built Environment - Town buildings and infrastructure

Strengths	Eclectic, organic feel to the town. Human scale buildings.	Integrated town with the outdoors - can observe wildlife (moose, eagles) and be in nature.	Small town feel and scale.	Multiple economic zones; Homer Spit, spit trail & boardwalks, Pioneer Ave, Old Town, Ocean Drive, East End Road.	Wild spaces - less manicured yards, trails in town, remote access opportunities to the back country and across the bay.	Unique houses, not cookie cutter.
Threats + Weaknesses	Lack of mechanisms to pay for growth or balance the pace of change.	Infrastructure - road system in need of repair, limited access options. Storm water management is a growing issue.	Lack of housing including multi family housing and creative ideas for seasonal housing.	Low density can cause sprawl; cost of utilities and infrastructure increases as a result.	Lower levels of energy efficiency, at risk for pricing swings in energy prices.	Cookie cutter buildings/strip mall.
Opportunities	Accommodate population growth with zones of increased density & reduced commute. Encourage ADU's (Accessory Dwelling Units).	Use the City HART Fund wisely to address roads maintenance + trails.	Increase walkability/biking. Promote an easy flow of people whether they walk, bike or drive within the community, with wayfinding. Plan for all transportation modes to keep the small town feel and the opportunity to meet.	Manage growth wisely, such as road and infrastructure planning with new subdivisions, planning for pedestrian and storm water drainage, and rezoning to allow more housing and tiny homes.	Collaborate with the Homer Chamber of Commerce to help maintain focus towards building up our local small businesses across sectors.	Aesthetics: Use some natural living landscape to break up box store type look. Blend built environment with nature.

Natural Environment

Strengths	Natural beauty	Community connection to outdoors, nature, skiing and beaches in the same day.	Coastal living - maritime culture of sport and commercial fishing and water based activities	Abundant and pristine natural resources.	Large areas of park and public lands surrounding Homer.
Threats + Weaknesses	Human affect on natural environment. Pollution, overfishing, lack of crab in K Bay, warming climate.	Development of lands without consideration of wildlife/habitat corridors, wetlands (salmon habitat, water connectivity) + groundwater + storm water flow channels.	Destruction of built and natural environment. Storm drains and roads based on 1970's planning and engineering ideas.	Oil + gas lease sale potential in lower cook inlet.	Fisheries: closure of lowed CI salmon fishery, other declining or poorly managed fisheries. Large vessel trawl fleets. (threat to marine economy, wealth + culture).
Opportunities	Local potential for use of alternative energy sources from Tidal energy to household heat pumps.	Study groundwater to increased understanding of this local resource and the ability to plan for the natural environment.	Collaborate with partnerships to create connected greenspace for trails, water management, and wildlife. Purchase or preserve key habitat locations.	Identify wildlife and habitat corridors, and take steps to maintain the health of local fish and wildlife within these corridors.	Fisheries: City could be participating more in partnerships that aim to identify solutions to bycatch issues.

Social Climate

Strengths	Community has many social connections between residents, and also with the natural environment.	Small business and small non-profit, integrated nature of the community (fundraising, meeting community needs).	Community feeling: People are here by choice at the end of the road.	Eclectic nature of the town and people	Safety - low crime	Diverse and rich heritage.	"Work from Anywhere" trends increasing nationally to benefit novel living locations.
Threats + Weaknesses	Cost of living does not support middle/low income work. Median income 60K, Median House costs of \$20K/year	Many young families need to work outside of Homer to live year-round. Childcare difficult to obtain.	How to entice mid-career small business owners to move to Homer, and have all new residents embrace Homer culture.	Explosive growth (outside wealth outpacing local population) second homes, short term rentals, rapid change.	Addiction education - need for resources, outreach, networking.	Risk of losing the full character of Homer. Not talking to enough people about Homer's future.	Not a very age - diverse population. Unbalanced demographics. 20% of the population over 65. Increasing rate of snowbirds.
Opportunities	Provide education on what government does. Highlight what makes Homer a unified community.	Educate the community on how decisions will impact taxes, utility rates, and cost of living as Homer grows.	Use social appeal to support businesses in obtaining out of area workers. Resource in helping get H2B & vetted workers.	Art/murals/ landscaping as a draw for downtown, in a thoughtful way. Could encourage more businesses participation, cost sharing	Partner w NTC or SVT on community health, well being & cultural heritage. They have other funding streams not available to the City.	Revisit the Parks, Art Rec+ Culture needs assessment, and potential city partnerships with other organizations	Provide a spectrum of housing for all residents: housing first.



MEMORANDUM

EDC-24-013

Review and Recommendations on the Draft 2025-2030 Capital Improvement Plan (CIP)

Item Type: Informational Memorandum
Prepared For: City of Homer Economic Development Advisory Commission
Date: August 6, 2024
From: Jenny Carroll, Special Projects & Communications Coordinator
Through: Melissa Jacobsen, City Manager

- I. Issue:** The purpose of this Memorandum is to present the City's draft 2025-2030 CIP for review and recommendations by the Economic Development Advisory Commission at their August 13, 2024 Regular meeting.
- 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.

New projects being proposed for inclusion in the FY26 CIP are in a separate section. They require City Council approval to be added to the CIP.

Creation of the draft CIP is an iterative process; it incorporates input from City staff, Commissions, Boards and the public throughout the summer months before the CIP goes to the City Council for a worksession August 26, 2024. Thank you for providing EDC's input at your August 13 meeting.

III. Requested Actions:

- **Review the draft 2025-2030 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.

Some highlights of projects with a State and Federal funding nexus:

Due to the availability of Federal funding through the Infrastructure Improvement and Jobs Act (IIJA) and IIJA funds passed through to State agencies, the City has several projects positioned and applying for Federal/State grant funding. These presently include **Homer Harbor Critical Float System Replacement** (for which a \$250,000 FY25 Federal appropriation was approved by the House of Representatives through a Representative Peltola Community Funded Project request) and **Homer Spit Erosion Mitigation**. Federal application has also been made for EPA Brownfields funding assistance with remediating and the HERC site, and for USDOT funding for non-motorized transportation planning.

The **Homer Harbor Expansion General Investigation** (GI) study received FY24 Federal continuation funds through the US Army Corps of Engineers WorkPlan budget, and was included in the President's Proposed Budget for FY25 Federal continuation funding. Additional State match funds were secured through the State's FY25 capital budget process. The project description has been updated to reflect a request for funds for the Project Engineering Design phase of the project, which, if the GI is favorable, requires Federal appropriation.

On July 25, I was informed by Senator Murkowski's office that after the second round of appropriations markups, the **A-Frame Water Transmission Main Replacement** project was included in the FY25 Interior & Environment appropriations bill in the amount of \$650,000. Though the committee bill still needs to pass the full Senate, and then the Senate and the House need to reconcile the different versions of the appropriations bills before being signed into law, this is great news.

- **Be prepared to take the following actions at this meeting:**
 - Pass a motion naming **three projects** the Planning Commission recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Commission's #1 and #2 Federal Legislative Priority projects.
 - Any **City** project in the CIP is eligible.
 - Reminder, projects in the Legislative Priority will be selected for State and Federal Government promotion for funding provided they meet eligibility criteria set out by the Federal appropriations sub-committees. Additional criteria for Federal appropriations include that the project have broad public impact, should have gone through the planning/design phase, or at least have conceptual designs in place, show City and possibly State investment and/or match funding.
 - **Discuss and provide input on specific changes or updates** the Commission would recommend for current or new projects to the Economic Development Director, if any.
- 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 26. The CIP will remain a draft document City Council formally adopts the CIP via Resolution in September 2024.



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 can also be included. 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.

1) It helps focus attention on community needs; 2) It helps leverage funding if the project has been identified as a community priority in the CIP; and 3) to highlight 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, including State legislative capital funding. 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) are included in a separate section. 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 City funds, partners and other 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 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. New proposed projects will be presented in a separate document, and only be incorporated into the final CIP upon City Council approval.

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 City of Homer capital projects; grant programs often require projects be identified in a CIP or other major Plan and that the City provide local matching funds.



September 23, 2024

To The Honorable Mayor and Homer City Council:

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

The projects included in the City of Homer's 2025-2030 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Melissa Jacobsen
City Manager



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Funded Projects from the 2024-2029 Capital Improvement Plan

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

- **Beluga Sewage Lift Station** - City of Homer HAWSP Funds
- **Fish Grinding Building Replacement** - design and construction funded through a Dingell-Johnson Sport Fish Boating Access grant with City of Homer matching funds.
- **Homer All Ages & Abilities Pedestrian Pathway** which includes **Svedlund/Herndon Street Sidewalks** and **Main Street Sidewalk South from Pioneer Avenue** - \$3,486,787 in FY23 Transportation Alternatives Program funding and \$388,713 in City match funds.
- **Homer Public Library Sliding Security Gate** - \$30,000 Appropriated in the City's FY25 Capital Budget.

The following projects have been partially funded:

- **Homer Harbor Expansion General Investigation** - \$800,000 in Federal US Army Corps of Engineers FY2024 Work Plan funds, \$288,524 in FY24 City of Homer funds and \$288,523 in State of Alaska FY24 Supplemental Capital Budget Funds.
- **Bayview Park Restoration** - \$74,916 from a Healthy and Equitable Communities grant, a Kachemak Bay Rotary Club \$12,000 donation of play equipment and City of Homer match funds.
- **Homer Hockey Association: Kevin Bell Ice Arena Condenser Project.**



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Introduction to the Capital Improvement Program

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

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

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

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

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

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

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

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

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



Legislative Request FY2026

This is last year's Legislative priority projects selected by City Council. This list will be updated after Council adopts the updated CIP and their priority project selections.

City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 24-XXX

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

FY 2026 - DRAFT Document



1. Homer Harbor Expansion

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

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

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

Plans & Progress: In 2019, the City of Homer and USACE completed a preliminary feasibility study utilizing a Section 22 Planning Assistance to States grant. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) in March 2023. **The GI is anticipated to reach a tentatively selected plan in June 2025 and conclude with a Chief's Report and recommendation early in 2026. If recommended, Phase II, Project Engineering and Design (PED), would commence in FY26. Costs for the PED phase are shared 90% Federal, 10% Local Sponsor.**

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

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

FY26 State Request for Phase II: \$ 300,000

City of Homer Match: \$ 300,000

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



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, shown below.





2. Multi-Use Community Recreation Center

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

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

A 2023 hazmat report of the City-owned facilities at the HERC campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. In 2023, the Mayor appointed two City Council “Recreation Champions” to spearhead this project and is in the process of reviewing possible locations for a community center, preferably centrally located. In 2024, the City Council appropriated a total of \$1,300,000 towards the project. These are significant steps towards identifying a location, refining the project’s scope and moving it forward. Subsequent steps will include finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

Total Project Cost: \$16,050,000

FY25 Phase 1: Land Purchase \$ 700,000

FY26 Phase 2: Final Design & Feasibility Study \$350,000

FY27 Phase 3: Construction \$15,000,000

FY26 State Request:

Phase 1 & 2 \$ 400,000

FY26 Federal Request:

Phase 3 \$15,000,000

City of Homer Match: \$ 1,300,000

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



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

FY 2026 - DRAFT Document



3. Slope Stability & Erosion Mitigation Program

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

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

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

FY2026 State Request Beluga Slough: \$ 429,484

FY2026 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	-



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

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

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

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

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

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

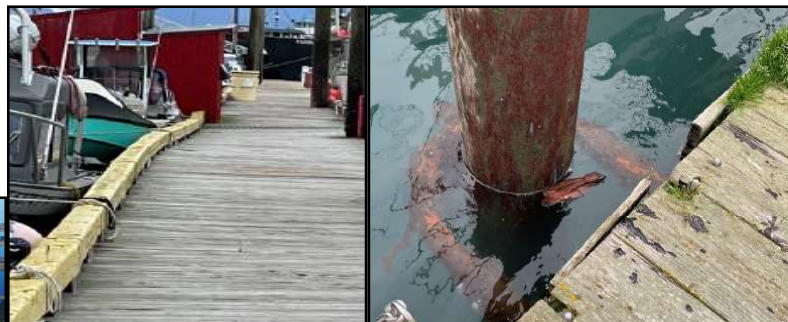
The City has applied for Federal funding assistance for Phase 1 from the Denali Commission and through FY25 Congressionally Designated Spending requests. Senator Murkowski and Representative Peltola advanced the request to three Appropriations Subcommittees. Phase 2 is construction. The City submitted a grant application to the FY24 Port Infrastructure Development Program for both design and construction, and proposes to meet 20.5% match through a revenue bond or TIFIA loan.

Total Project Cost: \$60,240,898

Phase 1:

Design, engineering & permits \$ 2,205,000

Phase 2: Construction \$58,035,898



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

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



5. 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.

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

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 many visitors and groups who utilize this public recreation space over the long-term.

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to finalize the new Park Master Plan, followed by extending water/wastewater utility to the site selected for the public restroom (if necessary) and restroom construction.

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

Master Plan Update: \$ 50,000 (COH funds)

Water Sewer Utility Extension: \$ 530,000 (COH funds)

Restroom Construction: \$ 500,000

FY26 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





6. A-Frame Water Transmission Line Replacement

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

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 link, would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to severe, but repairable seismic damage to the supply line) has serious consequences. The expedient availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water are additional challenges/concerns.

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

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

Plans & Progress: Replacing this water line has been on the Utility Department’s Capital Improvement Program for several years. A conceptual cost estimate has been completed. The project was included in the FY25 Interior and Environment appropriations bill in the amount of \$650,000 which would come to the City in the form of a grant from the EPA once the Committee Bill passes the full Senate and House, and the FY25 budget is signed into law. The A-Frame Transmission Line Replacement was included on Alaska Drinking Water Fund’s FY24 Intended Use Plan for the State Revolving Loan Fund (SRF) for \$804,000, with a related Principal Forgiveness Subsidy in the amount of \$771,253. These funds could potentially be used for match, however it is necessary to reapply to reinstate the project on the Intended Use Plan and secure to secure a loan and possible principal forgiveness subsidy.

Total Project Cost: \$1,059,147

Design: \$167,000

Construction: \$892,147

FY25 Federal Request: ~~\$794,360~~ \$650,000 (pending)

City of Homer Match: \$409,147



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.

This project could move to the funded projects list when the Federal appropriation comes through and local match funds are confirmed..



7. Homer Spit Coastal Erosion Mitigation

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

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

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 could progress through a USACE General Investigation. A State of Alaska application for Federal PROTECT planning grant funds, if successful would provide information for use in the GI and seek USACE authorization to implement the Dredged Material Management Plan to immediately mitigate erosional damage.

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 \$1,960,000

FY25 Federal Request \$1,500,000



Example of recent active erosion on the Homer Spit.



8. New Public Works Facility

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

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

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

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

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

Total Project Cost: \$11,378,500

Schedule: 2026

2023: Property Acquisition \$ 600,000 (completed)

2026: Facility Design \$ 828,500

2027-2029: Construction \$9,950,000

FY26 State Request: \$ 414,250

FY27 Federal Request: 9,826,400

City of Homer 10% Match: \$1,137,850



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.

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



Mid-Range Projects

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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. City Hall is one of the most used city buildings throughout the year and this project regrades the parking lot cross slope and addresses access barriers at both entrances to the building, both ADA Priority Level 1 issues identified in the City's Facilities Transition Plan. **Additionally, a 2024 US Department of Justice letter to the State of Alaska regarding their voting locations for ADA compliance noted parking lot grade issue, and that a path from the public sidewalk on Pioneer Avenue to the polling entry door was lacking.**

City Hall back entrance improvements to be completed include:

- regrade parking lot to correct accessible parking spaces and exterior ramp cross slopes that exceed 1:48 ratio;
- **design and construct accessible pathway from public sidewalk on Pioneer Avenue to back entrance door;**
- **install ADA push button, automatic swing door. While ADA Standards do not specify the opening force for exterior doors, typical maximum opening force for exterior doors ranges from 8.5 to 10 pounds; the requirement for interior doors is 5 pounds. The current exterior entry door is at times difficult to open and requires frequent adjustment to stay within ADA opening force ranges. An automatic, push button door is a universal solution for people of all ages and abilities.**

Front entrance improvements to be completed include :

- reconfigure ramp to meet cross slope requirements;
- 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 requirements; alter/replace handrails to meet ramp width requirement.

Plans & Progress: In 2022, the City allocated funds and completed the design for a new City Hall front entrance ramp to bring it into ADA compliance. An FY25 Capital Budget adjustment allocated an additional \$23,000 to help address ramp reconfiguration. Public Works will be working on a conceptual design and cost estimate of entrance improvements to submit as a capital request in the City's FY2026/2027 budget. The project will proceed in phases:

Phase I: Construct front entrance ramp	\$ 200,000
Phase II: Design & Construct Back Ramp	\$ 100,000
Phase III: Design & Construct Pathway	\$ 400,000
Phase IV: Back parking lot regrade	\$ 400,000

Total Project Cost: \$1,100,000

Schedule: 2026-2029

Priority Level: 1

Accessible path from sidewalk to Clerk's door has been added after Dept of Justice evaluation of City Hall accessibility when conducting a survey of State polling places. The ADA Advisory Board recommends adding a push button automatically opening doors to the project to improve accessibility.

Project cost estimate will be updated after designs are completed for Phases III and IV.



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

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



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

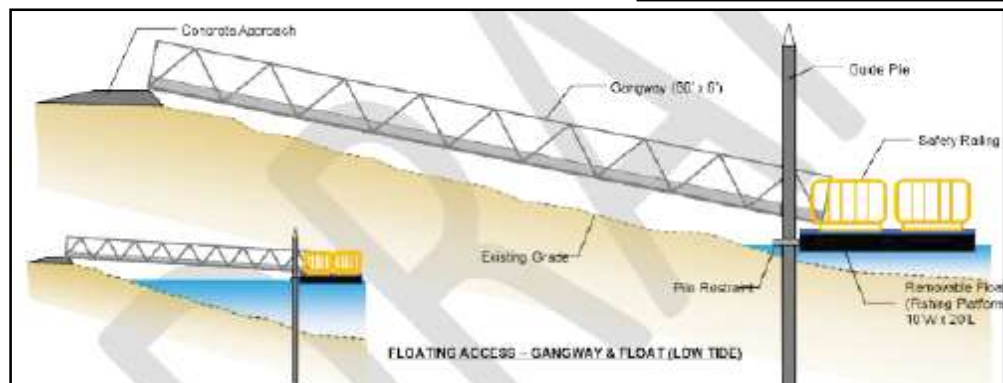
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2026
Construction 2027

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.

FY 2026 - DRAFT Document



Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

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

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

These issues have been resolved in-house by Public Works Department and will be removed from project description.

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

Total Project Cost: \$385,600

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

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

Schedule: 2026

Priority Level: 1



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



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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 transforms Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes two phases. Phase 1 of the project is expected to be complete in fall 2024. It 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.

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

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

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

Total Project Cost: \$190,000

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

Phase 2: Replace perimeter fence. \$50,670

Schedule: 2026

Priority Level: 1



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.

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

Port and Harbor recommends removing this project from the CIP. It was carried over from when Public Works managed the site. They plan to submit a new project for next year's CIP with a thorough plan and cost estimate.

Schedule: 2026-2028

Priority Level: 3

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



Mariner Campground at the base of the Homer Spit.



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

Staff recommend removing this project from the CIP because the trailhead pull out is State of Alaska owned property and the City has other, higher priority restroom projects.



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



Jack Gist Park Improvements

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

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

The park has a need for improved and expanded parking. The two parking lots are small, uneven, poorly drained and poorly delineated. Utilities are needed for the park to service a future public restroom and provide water for irrigating the ball fields.

Plans & Progress: . Phase 1 funding is nearly complete via capital funds approved in the FY23 and FY24-25 budget. Drainage work, expanded parking (for 70 vehicles), and electrical service extension to the mobile restroom site and adjacent light pole are anticipated to be completed in May 2025. Sewer has been installed to within 30 feet of the site of a future public restroom. Water has been stubbed to the park's property line from the adjacent new development. Constructing a public restroom facility is Phase 2 of the plan. Hose bibs are planned to be located adjacent to the new bathroom will provide irrigation for the fields via surface hoses during dry spells and to assist in turf maintenance practices.

Project Cost: \$840,000

Phase 1: \$240,000 (\$217,000 secured)

Water/Sewer Extension: \$ 57,000

Electrical Extension: \$ 57,000

Drainage: \$ 31,000

Parking: \$ 95,000

Phase 2: Restroom cost estimate: \$600,000

Schedule: 2023-2028

Priority Level: 1



One of the softball fields at Jack Gist Park.

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



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.)

Schedule: 2027

Priority Level: 3



Fish Grinding Building Replacement

Federal grant funds have been confirmed for this project; it could move to the funded projects list if local match funds are approved.

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: Project design is complete and currently under review by ADF&G. Construction bidding is also complete. The project was awarded a Federal Aid in Sport Fish Restoration Act grant (a Dingell-Johnson grant), which will fund \$41,950 of the \$61,990 design costs and 75% of construction costs. The bid for construction came in much higher than the engineer's estimate, requiring an extra \$73,665 in City match funds.

Total Project Cost: \$736,490

Phase 1: Design Engineering: \$ 61,990 (complete)

Phase 2: Construction \$674,500

Schedule: 2024-2025

Priority Level: 1



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

Funding Secured	Engineering/Design	Construction
City of Homer	\$ 15,000	\$ 100,000
Dingell-Johnson Grant	\$ 41,950	\$ 505,875



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.

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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 a request for proposals to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize efforts and focus on 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

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. **An FY25 mid-biennium budget adjustment made an additional \$25,000 available to install camera poles in-house, which will lower the equipment installation cost estimate below.**

Total Project Cost: \$364,000

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

Equipment Purchase and Installation: \$358,272

Schedule: 2025-2026

Priority Level: 1



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

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



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

Project description pending
update from Port and Harbor
Maintenance.



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.

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Steel Grid Repair/**Replacement**

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

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

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

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

Total Project Cost:

Phase 1: Engineer’s Condition Evaluation: \$12,500

Phase 2: Engineering, Design, Permitting and Cost Estimate: TBD

Phase 3: Construction: TBD

Schedule: 2025

Priority Level: 1



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



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.

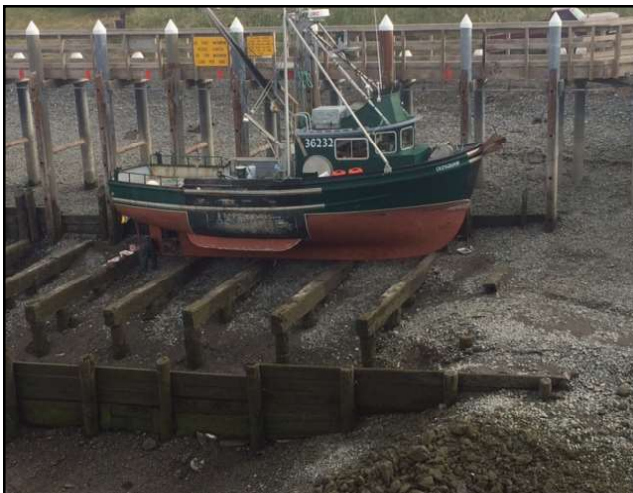
Total Project Cost:

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.

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Public Safety

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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: \$21,000,000

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

Construction: \$19,500,000



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



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. Without this quick response vehicle, we run the risk of wildland incidents becoming larger and consuming more vegetation and or risk to adjacent structures in the Wildland/Urban Interface setting.

Engine-4, at over 40-years old, is not NFPA compliant and was taken out of service due to safety concerns and the inability to gauge the status of the pump. With open cab jump seats, it lacked modern safety features that endangered the safety of our first responders. The company that tested the pump is unable to perform the test because the original manufacturer placards are no longer with the engine. Functional capabilities and safety features of fire apparatus has greatly improved in the last forty years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems.

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

Total Project Cost: \$1,555,000

Quint/Ladder Truck: \$230,000 (complete)

Quick Attack/Brush Truck: \$630,000

Engine 4 Replacement: \$925,00

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 was 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

This project moved to Funding Completed section in Introduction

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 biochemically oxidizes in the presence of moisture and bacteria, 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 the groundwater and Beluga Slough, part of Kachemak Bay's Critical Habitat and home to nesting sand hill cranes, marine shorebirds, among other wildlife. Failure of the mechanical equipment could cause the pumps to fail sewage to back up into commercial and residential buildings and the wet well to overflow, creating both a health hazard to community members and 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.

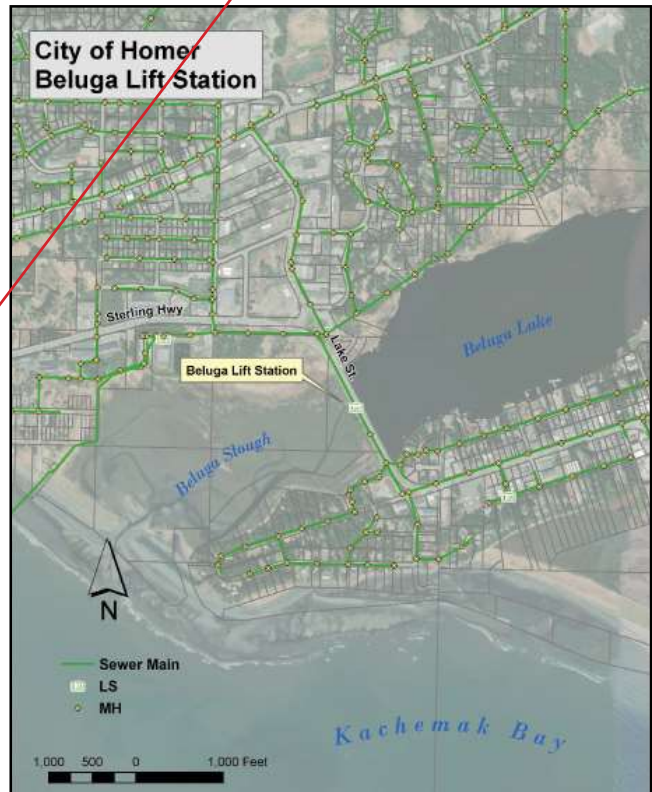
Plans & Progress: Conceptual project design was completed in 2020, funded by the City's Capital Asset Repair and Maintenance Account. The City proceeded to Final Design in FY24 and plans to complete improvements by 2025 utilizing an Alaska Clean Water State Revolving Loan.

Total Project Cost: \$ 718,023
Engineering Concept Design: \$ 18,023 (complete)
Final Design: \$ 100,000 (funded)
Construction: \$ 600,000

Schedule: 2024-2025

Priority Level: 1
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Funding Secured	Prior to July FY24/25	
	'23	
Conceptual Design	\$ 18,023	-
Final Design		



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.



Comprehensive Drainage Management Plan

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

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

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

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

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

Plans & Progress: . TBD

Total Project Cost: TBD



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

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Engineering Study for Homer Public Library Remodel

Project Description and Benefit: Homer Public Library has expanded steadily in line with population growth in the area, from a 600 square foot cabin in the 1950s to a 3,500 square foot building in the 1980s to the current 17,000 square foot facility, which opened in 2006. In the 2018 Homer Comprehensive Plan, staff noted that the new building was projected to meet the community's needs for 20 years, and those projections have proven reasonably accurate. As of 2024, the building has not yet exceeded capacity, but the area population is growing rapidly and utilization of public spaces like the library are rebounding from the Covid-19 pandemic shut downs.

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

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

Additionally, accessibility improvements to the public restrooms and signage are needed.

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

Total Project Cost: \$75,000

Schedule: 2025

Priority Level: 1



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



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.

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

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

Estimated Project Cost: \$953,339

Schedule: 2025

Priority Level: 2

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



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

FY 2026 - DRAFT Document



HERC Hazardous Material Cleanup and Revitalization Plan

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

The Homer Education and Recreation Complex, or HERC property, houses two former school buildings (built in 1956) that were originally owned by the Kenai Peninsula Borough but were conveyed to City of Homer ownership in 1998 to allow public use of the gym and associated restroom. Over the years a variety of structural and feasibility analyses have been performed at the HERC (a) when the building was called upon to house a new activity, and (b) to assist the City and community in understanding how to more fully and cost effectively utilize the building. However, contamination in the two buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The buildings are in a state of disrepair; it is only a matter of a few years before they can no longer be utilized for recreation or for City maintenance and the community recreation staff currently housed in the buildings.

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

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

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

Schedule: 2025

Priority Level: 1



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

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



Homer Airport Terminal Improvements

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Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The exterior is showing its age – peeling paint 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 allocated funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and replacing the sidewalk in front of the terminal. These projects were completed in 2024.

Total Project Cost: \$1,291,968

Interior Renovations \$378,000

New ADA family restroom (\$ 54,400 completed)

Current restroom ADA renovation



Homer Airport Terminal Cargo entrance

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



Homer All Ages & Abilities Pedestrian Path

This project moved to Funding Completed section in Introduction

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:	\$4,200,000
Environmental Review & Design:	\$ 200,000
Construction:	\$ 4,000,000
Total TAP funds requested	\$ 3,778,740
City match:	\$ 421,260

Schedule: 2025

Priority Level: 1



Homer Public Library Siding Replacement

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

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

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

Total Project Cost: \$500,000

Schedule: 2026

Priority Level: 1



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

FY 2026 - DRAFT Document



Homer Public Library Sliding Security Gate

Project Description and Benefit: The Homer Public Library building was originally intended to have a sliding gate between the meeting room and the main floor. When community meetings occurred after closing hours, library staff could close off the rest of the building while still allowing public access to the meeting room and restrooms. Staff would also lock the front entrance, and the meeting organizer would be responsible for admitting people to the meeting and ensuring that the front door latched upon departure. The Port and Harbor Office has a very similar setup, with an externally-accessible meeting space and a gate separating it from the rest of the office.

For cost reasons, the library gate was never installed. This means that staff must work overtime to supervise any community events held outside of regular hours, which in turn means that community groups must pay \$50/hour to rent the room. This fee discourages the public from using a resource that was designed for them. The room is in constant demand during open hours, and extending its use into the evening would enhance the value of the resource for the community. It would also expand the range of community groups that could use it, since adults in particular prefer to meet after working hours. The gate was listed as a long-term priority in the library's 2019 Strategic Plan.

Installing a gate should be relatively easy, since the building was designed for it and a structural frame is already in place. The corridor is 127 inches wide and 189 inches tall (to the drop ceiling) with a utility space 22" tall above the ceiling, which puts it in the same class as security screens for commercial retail outlets. Given that it is the main egress from the building, it would need to be powered and include an emergency opening switch on the inside.

Plans & Progress: In November 2021, the library director assembled a list of manufacturers and spoke with several of them on the phone about the feasibility of the project. The rough cost estimates varied a great deal, but the consensus was that phase one is an engineering analysis of the space followed by procurement and installation.

Total Project Cost: \$75,000

Schedule: 2026

Priority Level: 2

This project received \$30,000 in FY25 through a mid-biennium Capital Budget amendment and has moved to the partially funded list in the CIP's Introductory section



Structural frame for a security gate that was built in to the Library's entry hall.



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 are subject to corrosion.

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

This project seeks to protect the treatment units and mitigate corrosion in the future by removing the existing coating in the clarifiers and digesters in the 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 also rebuilds the electrical components of the effluent box at the sewage lagoon.

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

Total Project Cost: \$707,245

Clarifier Coating Replacement	\$369,439
Digester Coating Replacement	\$231,806
Electrical Component Replacements	\$103,000

Schedule: 2025-26

Priority Level: 1



Clarifier tank at Homer Waste Water Treatment Plant.

FY 2026 - DRAFT Document



Svedlund and Herndon Street Sidewalks

This project moved to Funding Completed section in Introduction

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



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.

Funding Secured	Prior to July '23	FY24/25

FY 2026 - DRAFT Document



Water Storage/Distribution Improvements, Phase 3

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

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

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

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

2026-2027 Phase 2 Construction: \$1,600,000

2028 Phase 3 Construction: \$5,974,000

Priority Level: 1

FY 2026 - DRAFT Document



Wayfinding & Streetscape Plan Implementation

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

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

Total Project Cost: \$277,500

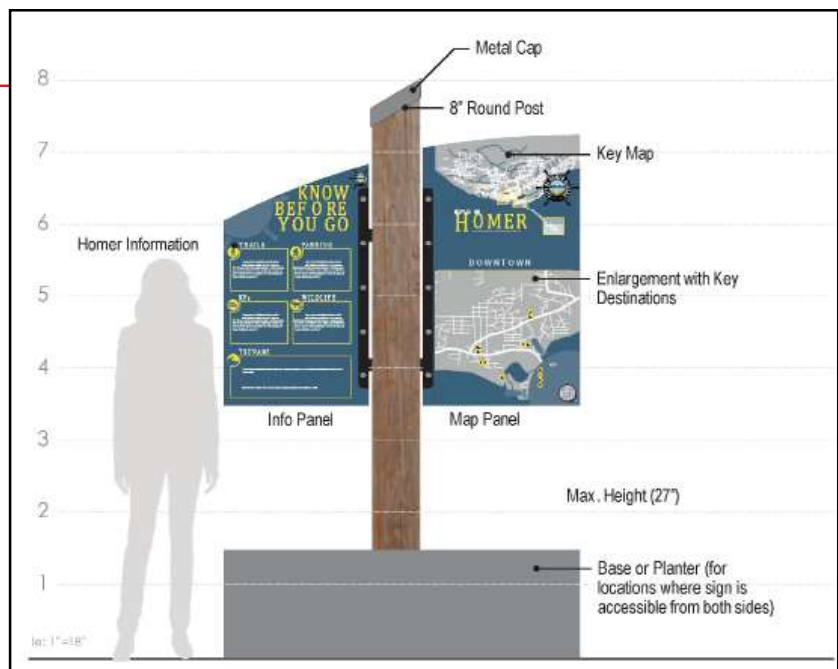
Phase 1: \$126,500 (\$56,500 secured)

Phase 2: \$151,000

Schedule: Phase 1 2023-2026

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-



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:

- ~~Baycrest Overlook Gateway Improvements, Phase 3 ..48~~
Proposed to be removed.
- East Hill Road Bike Lane49
- Kachemak Drive Rehabilitation/Pathway50
- Main Street Rehabilitation51
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- Traffic Control at the Corner of Sterling Highway
and Soudview Avenue54
- West Hill Road Bike Lane.....55

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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.

Staff recommend removing this project from the CIP because the site is scenic and inviting to visitors. Replacing the public restroom facility, per a maintenance agreement with the State of Alaska, is a City responsibility. A new CIP project addressing this need should be estimated and proposed. Accessibility upgrades to the pavement are a State responsibility. and could be addressed in the State's future Baycrest Hill to end of the Spit pavement project.





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.



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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

This project has been edited to remove sidewalk facilities since these are to be completed as part of the Homer All Ages & Abilities funded project.

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

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

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

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

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



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



Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

This project moved to funding completed section since sidewalks will be completed as part of the Homer All Ages & Abilities Pedestrian Pathway

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 non motorized 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

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Traffic Control at the Corner of Sterling Highway and Soundview Avenue

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

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

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

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

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



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



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.



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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: (moved to funded projects)~~
~~—Kevin Bell Ice Arena Condenser Project57~~
- Homer Senior Citizens Inc.:
Alzheimer's Unit58
- Homer Trails Alliance:
Diamond Creek Recreation Area Trails59
- Kachemak Nordic Ski Club:
Rogers Loop Trailhead Storage Shed60
- Kachemak Shellfish Growers Association:
FLUPSY & Otter Predation Assistance61
- Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades62



Homer Hockey Association Kevin Bell Ice Arena Condenser Project

HHA requested this project be removed as it has largely been funded; this project moved to Partial Funding Completed section in

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 with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace the condenser unit. The current cool-air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

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

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

Plans and Progress: The purchase and replacement of the condenser would enable HHA to remain open. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much over the past two years with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA has done our best to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, there were approximately 1,135 people who attended the free public skating provided every Sunday afternoon. The Kevin Bell Arena also hosted 17 separate school group events with approximately 435 total students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

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

Total Project Cost: \$140,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

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

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

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

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

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

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

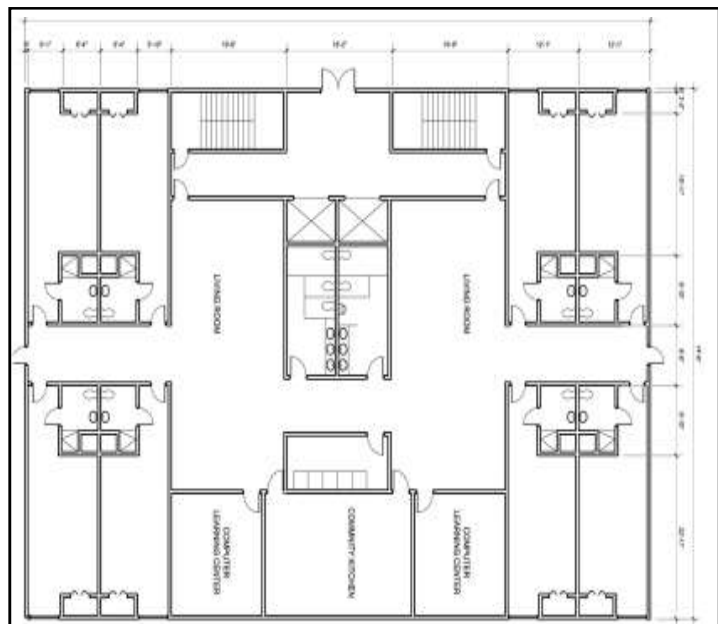
We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable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

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

Total Project Cost: \$750,000



Example of a HydroWorx Therapy Pool Room .





Homer Trails Alliance: Diamond Creek Recreation Area Trails

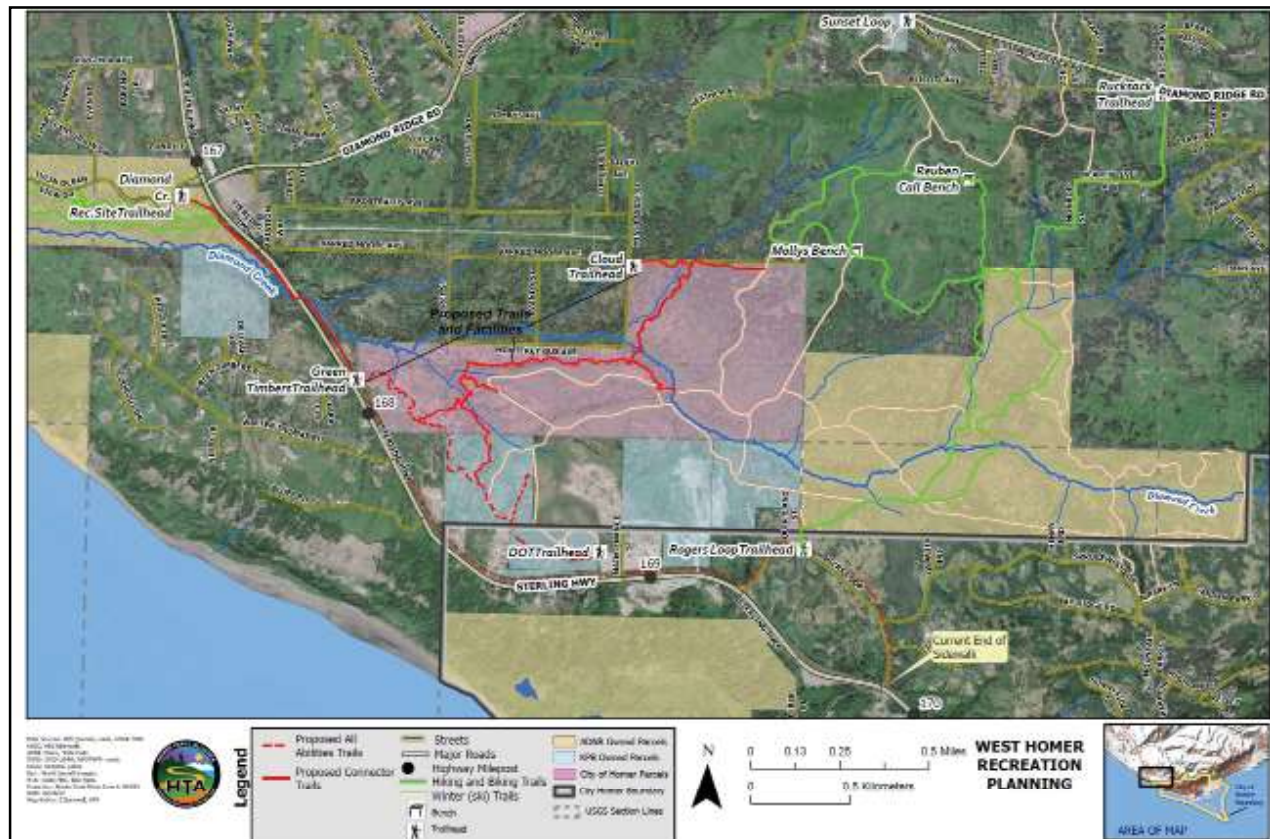
Project Description and Benefit: This project develops summer trails linking the “forested islands” throughout the Diamond Creek Recreation Area (DCRA). These trails are part of the Diamond Creek Recreation Area Resource Management Plan which was prepared by Homer Soil and Water Conservation District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

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

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

Plans & Progress: Over 4 miles of proposed trail has been mapped including a mile of all abilities trail linking the southwest corner of the DCRA across from Green Timbers Road at MP 167.9 to the Alaska Department of Transportation Trailhead at Milepost 168.9 of the Sterling Highway. As proposed in the 2013 management plan, trailheads have been designed at two locations along the west border of the DCRA.

Total Project Cost: \$200,000



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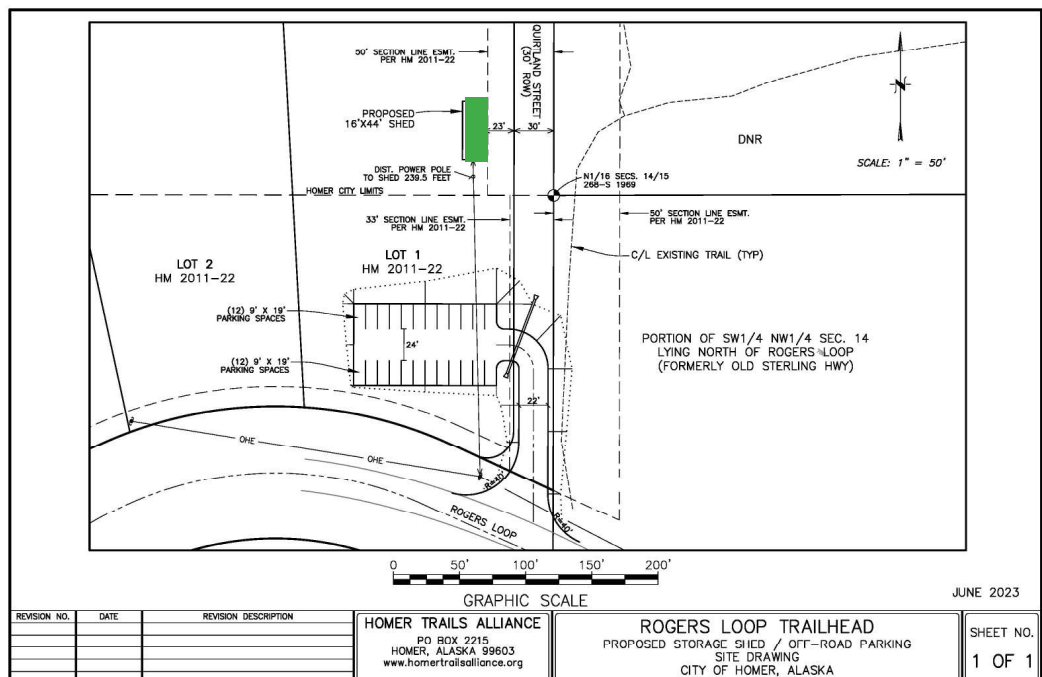
Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

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

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are complete. Kachemak Nordic Ski Club finalized a Recreational Use Agreement with the City of Homer to build and operate the storage shed. Funds are being sought to help offset the cost to extend electrical power to the shed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.



Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

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

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

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

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

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

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



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



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

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

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

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

Total Project Cost: \$90,000

Parking/access improvements: \$15,000

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

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



Youth enjoying Homer's own downhill ski area.



Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million

Parks And Recreation

Proposed project update provided by Public Works and staff in the Development Work Group.

East Trunk/North 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 North Beluga Lake Trail ~~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 to the Calvin and Coyle trail (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 around Beluga Lake. In addition, it will provide an important non-motorized transportation route. This approximately 2.5-mile trail may be completed in phases.

~~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: North 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.



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- City of Homer Financing Assumptions70



Capital Improvement Plan Appendices

**CITY OF HOMER
2025-2030 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2026 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 28, 2024
Solicit new/revised project information from City Departments, local agencies and non-profits	May 29, 2024
Input for New Draft Requested By	June 30, 2024
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Advisory Board	July 11
Planning Commission	July 17 or August 7
Port and Harbor Advisory Commission	July 24
Economic Development Advisory Commission	August 13
Parks, Art, Recreation and Culture Advisory Commission	August 15
Library Advisory Board	August 20
Administrative Review and Compilation	August 15 - September 5
City Council Worksession to Review Proposed Projects	August 26
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 9
Administration Forwards Requests for Governor's Budget	September 13
Distribution of CIP and State Legislative Request	September 27
Compilation/Distribution of Federal Legislative Request	October 2025 & January 2025



Capital Improvement Plan Appendices

Resolution to be updated upon FY26 CIP adoption.

1 CITY OF HOMER
2 HOMER, ALASKA
3
4 Mayor/City Council
5
6 RESOLUTION 23-093
7
8 A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE
9 2024-2029 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING
10 CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR
11 2025.
12
13 WHEREAS, A duly published hearing was held on September 11, 2023 to introduce the
14 final draft of the 2024-2029 Capital Improvement Plan (CIP) and to obtain public comments on
15 capital improvement projects and legislative priorities; and
16
17 WHEREAS, The Council received comments from all of the City of Homer Advisory
18 Boards, Commissions and the public at a duly published work session meeting on August 28,
19 2023; and
20
21 WHEREAS, It is the intent of the City Council to provide the Governor, the State
22 Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding
23 sources with adequate information and priorities regarding the City's capital project funding
24 needs.
25
26 NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City
27 of Homer Capital Improvement Plan 2024-2029" is hereby adopted as the official six-year
28 capital improvement plan for the City of Homer.
29
30 BE IT FURTHER RESOLVED that the following capital improvement projects are
31 identified as priorities for FY2025 State and Federal Legislative Requests:
32 1. Homer Harbor Expansion
33 2. Multi-Use Community Center
34 3. Slope Stability & Erosion Mitigation Program
35 4. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
36 5. Karen Hornaday Park Public Restroom
37 6. A-Frame Water Transmission Line Replacement
38 7. Homer Spit Erosion Mitigation
39 8. New Public Works Facility
40
41 BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise
42 appropriate State and Federal representatives and personnel of the City's FY 2025 capital
43 project priorities and take appropriate steps to provide necessary background information.
44
45 PASSED AND ADOPTED by the Homer City Council this 11th day of September, 2023.



Capital Improvement Plan Appendices

Page 2 of 2
RESOLUTION 23-093
CITY OF HOMER

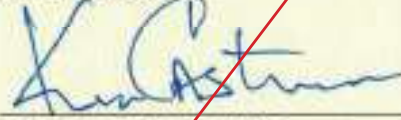
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ATTEST:


MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER



KEN CASTNER, MAYOR





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 Nominated Projects

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2. Water Treatment Plant Drying Beds 2

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2. Pratt Museum:
Roof System Replacement Project 4
3. South Peninsula Hospital:
Childcare Facility for Hospital Employees..... 5
4. South Peninsula Hospital:
Expansion of Medical Services 6

FY26 PROPOSED NEW PROJECTS - DRAFT



Baycrest Overlook Public Restroom Rebuild

Project nominated by the Public Works Director.

Project Description and Benefit: The City of Homer requested the State of Alaska build a restroom at the Baycrest Wayside Overlook when the facility was constructed in 1997. As part of the agreement between the state of Alaska and the City of Homer, the State would build the bathroom, and the City would be responsible for maintenance, cleaning, repairs, and replacement of the facility when the time comes. This facility has exceeded it's useful life and the building portion of the restroom is failing.

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

Total Project Cost: \$300,000

Schedule:

Priority Level:

FY26 PROPOSED NEW PROJECTS - DRAFT



Baycrest Overlook Public Restroom Rebuild

Project nominated by the Public Works Director.

Project Description and Benefit: This project replaces the one-time-use Drying Beds associated with the Drinking Water Treatment Plant. These drying beds dry out the fine silts, clays, and other particulate that is filtered out of the City of Homer's drinking water before the treated water enters the drinking water distribution system. The existing Drying Beds are full and were constructed with a polyethylene liner system for a one-time use.

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

Total Project Cost: \$1,000,000

Schedule:

Priority Level:

FY26 PROPOSED NEW PROJECTS - DRAFT



Homer Hockey Association: Kevin Bell Arena Lighting & Flooring Replacement

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

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

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

Plans & Progress: HHA received quotes of \$26,400 for the purchase of the lights/fixtures and \$27,500 for the floor replacement. These repairs will enable the Kevin Bell Arena to remain a safe and well-maintained facility for public recreation. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA strives to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, approximately 1,135 people attended the free public skating every Sunday afternoon. The Arena also hosted 17 separate school group events with approximately 435 students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

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

Total Project Cost: \$53,900



Christmas public skate at Kevin Bell Arena is well attended.

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

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



Cracked beam ends (above) are held together with bindings. Galleries experience leaks; bucket are used to catch the leaks.



South Peninsula Hospital: Childcare Facility for Hospital Employees

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

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

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

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

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

Total Project Cost: \$ 1,223,278

Preconstruction cost: \$ 9,000

Construction cost: \$ 1,214,278





South Peninsula Hospital: Expansion of Medical Services

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

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

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

Total Project Cost: \$12,000,000

Preconstruction cost: \$ 850,000

Construction cost: \$11,150,000



South Peninsula Hospital.

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 City of Homer projects)? 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:

Organization submitting the nomination form

Contact name

Contact phone number

1. Project title (Suggested heading in CIP):

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

3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far. This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising plan and/or total funds raised to date and timeline when you anticipate completing phases of the project.

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 = \$ _____

6. Attach a quality digitized photo, drawing, map, or other graphic image of your project with your nomination form submission.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: August 7, 2024
SUBJECT: City Manager's Report for August 12, 2024 Council Meeting

Happy Birthday United States Coast Guard

On August 4, 2024 the US Coast Guard celebrated their 234th birthday. The Coast Guard is one of America's six armed forces and traces its founding to Aug. 4, 1790. The shared history of Homer and the U.S. Coast Guard began in 1969 when the USCG *Ironwood* was assigned to Homer, shortly after the City was incorporated in 1964. Since then, as each ship and Marine Safety Detachment fulfilled the Coast Guard District 17's mission, the men and women serving in Homer have been important and integral to the Homer community. US Coast Guard presence enriches every aspect of life in Homer. Professional services provided by the USCG are valued as they support Homer's strong maritime economy. USCG personnel help save lives through year-round search and rescue missions, protect Alaska's productive marine environment through regulatory enforcement and pollution response, promote the safety of the local fleet through vessel inspections, certifications, and educational outreach, and by keeping the region's navigational aids functioning properly. Homer holds the prestigious designation of being a Coast Guard City, and thanks all the service members and their families.

Sister City Celebration Update

The Sister City Banners are now displayed on Pioneer Ave! They feature Homer photos going west on Pioneer and show Teshio photos going east. The banners are designed to be used for many years to come. We extend our appreciation to Teshio for sharing their beautiful photos with us for this project, the Chamber of Commerce to source some of the photos, and a big thank you to Rachel Tussey for her beautiful designs!



A student delegation visit to Teshio is in the works. Megumi Beams, who coordinates the Japanese Club at the schools, has been in touch with the coordinator of Sister City Teshio and they are discussing ideas around a potential visit in March of 2025. If there is interest for the Mayor, City Council and Staff to plan a visit to Teshio with the students in the spring, or on a separate trip in 2025, please reach out to the City Manager's office so we can begin planning.

Beluga Slough

Folks may recall in late April thru June, there was a significant amount of water being retained in the Beluga Slough due to the mouth of the Beluga Slough being closed off by the development of a storm berm following a winter storm that occurred during a high tide. This occurred just prior to the Shorebird Festival and drew a lot of attention from folks who were concerned about the sandhill cranes and other species that visit the slough in the spring and summer. At the time this event occurred the City was prompted to respond and the Public Works staff reached out to the necessary permitting agencies, the US Army Corps of Engineers, US Fish and Wildlife Preserve, Alaska Fish and Game for Anadromous Waters, and Alaska Fish and Game for Kachemak Bay Critical Habitat Area. Fortunately, over time, the water level receded by seeping through the berm on its own accord and is currently at a relatively normal state, however the storm berm still remains. This causes concern to the City because the Beluga Slough Lift Station is located at approximately the mid-point of Lake Street as it bisects Beluga Lake and the Beluga Slough, and high water levels in the slough could negatively impact the lift station. Further, a significant portion of the City's stormwater drains to either the Beluga Slough or Beluga Lake, which both drain to Kachemak Bay through the mouth of the Slough. There remains a risk of upstream flooding as long as the storm berm seals off the Beluga Slough from Kachemak Bay. The City has received the necessary permits and plans to proceed with reestablishing the outlet of the slough in its permitted location, centrally located within the storm berm.

Library News

Following the mid-biennium operating and capital budget amendments, the Library subscribed to Niche Academy, a database of online training modules, which can also serve as a portal for our other database offerings. They also purchased seven tables and will relocate the pamphlet station, print station, ADA computer, photocopier and one self-checkout machine, then replace the built-in furniture in the two rooms with movable tables that will offer more flexibility. Ultimately, study room 5 will be more usable as a meeting space and the computer/microform equipment in it will be shifted to the copy room, which will also become available as a public workspace. Procuring the security gate is still in the works as Library staff continues to coordinate with the Fire Marshall, Planning, and Public Works regarding the installation.

Audit and Budget Planning

The FY23 audit still underway and progressing toward completion. The necessary reports have been transmitted to BDO, the contracted independent auditing firm for the City, and we hope to have the finished product from BDO by the end of the month. Once this is completed we'll roll right into the FY24 audit. Significant work has gone into the audit processes as we worked through some challenges in our FY22 audit, which improved our work for FY23 and in preparing for FY24.

Looking forward to the FY26/27 budget process, I'll be working on a schedule for work sessions where City departments can make presentations to Council on their departmental needs going into the next biennial budget. I'm also dusting off the 2019 work that was done related to deferred maintenance and capital planning in an effort to get some updated information from departments to Council.

Attachments:

- August Employee Anniversaries
- Coast Guard Birthday Notice
- Memorandum from Public Works Director re: Water Meter Connections
- Memorandum from Special Projects and Communications Coordinator re: Grant Funding Update
- Grant Summary Update
- City of Homer Job listings at <https://cityofhomerak.applicantpro.com/jobs/>

City Celebrates Coast Guard City Relationship



Happy 234th birthday to the United States Coast Guard!

August 4, 1790 marks the founding of the USCG. The City of Homer is honored to be an official 'Coast Guard City' and celebrates the positive relationship the Homer community and the USCG have shared for more than 50 years. We thank all the individuals who have served in the USCG and our own Homer-based Coast Guard units. Thank you and Happy Birthday!

Note: The above advertisement ran in the Homer News, and shared on the City's social media. The City looks forward to supporting this relationship year round.



MEMORANDUM

Informational Memorandum in response to the request by City Council Members for the Staff to consider changes to Homer City Code or policy as it pertains to how many structures or residences are served by one water meter.

Item Type: Informational Memorandum
Prepared For: Mayor Castner and City Council
Date: July 24, 2024
From: Daniel Kort, Public Works Director
Through: Melissa Jacobsen, Interim City Manager

Summary:

The City Council has brought up the idea of amending Homer City Code (HCC) or policy to require an individual water meter for each structure on an individual property, or the related rules where two lots are merged into one lot and the policy requires the water service to the second lot to be removed.

Discussion Topics:

The City policy calls for one (1) water meter to service each individual lot, however the policy does allow for an additional seasonal water meter for watering lawns and gardens. The City requires the property owner to purchase their water meter from the City to ensure uniformity of water meters throughout the city and so the City can ensure it has parts to service water meters as needed and the proper size meter is serving each property. The City then maintains the Water Meter for the property owner ensuring it's functioning properly, and will replace the meter if a failure occurs within the meter itself due to natural causes and not the environmental conditions or poor installation by owner. The owner is responsible for replacement of water meters if the failure is due to improper installation or if the water meter installation location subjected the water meter to environmental conditions that caused the failure.

When the City installs a water main, a "service connection" is installed to serve each property. This is done so when a property owner requests a service connection, the City's road surface does not have to be torn up each time to accommodate the new service connection. These service connections branch out from the water main and terminate at each property line with a curb stop valve. The City owns and maintains the water main and the service connection to the curb stop valve (property line), then the property owner owns and maintains the service from the curb stop valve to the building.

There are several reasons why the City historically chose to service each lot with one water meter rather than an individual water meter for each individual housing unit or building.

1. There are numerous situations where property owners have multiple structures on one parcel of property. Some examples include a home owner who also has vacation rentals on their property or long-term rentals on their property or Commercial property owners who have rental tenants, and lastly apartment buildings. Switching to a water meter for each individual housing unit or building would first be costly to property owners as well as costly to the City for reading, repairing, and billing for additional water meters.
2. The Finance Department processes the monthly billings per water meter assigned to one property address. Changing the policy to allow for an individual water meter for each individual housing unit or building would increase the complexity for tracking owners versus locations of the water meters.
3. The City has chosen to establish rules stating that in order for the City to provide water service to a lot, the lot must have property frontage along a Right-of-Way (ROW) that has a water main. This policy was established to eliminate private owned waterlines within ROW's {spaghetti lines} and thereby encourages the water main extension to serve all properties adjacent to the ROW and water main rather than just one lot with a person who wants City provided water service.

Questions and Answers:

The following details questions heard from Council Members and associated answers.

1. ***“We are interested in proposing to Council a change to the rule that, no matter how many structures or residences are on a lot, there can only be one water meter per lot.” The Public Works Department understands this question to mean the Council desires a water meter to serve every building on a development separately.***

The City views a proposed development is on one (1) “lot” as one service connection because it is not a “subdivision of a lot”. If the property owner was to subdivide the property, then each individual lot would require a water meter. If they subdivided the parcel into several lots, they may be required to do a water main extension because the City requires full frontage to a water main in order to have water service.

As an example, there was a recent proposed 25-unit development on one lot. This scenario of 25-units on one property is not viewed differently than an apartment or condominium with shared walls or multiple units, nor is it viewed any differently than a homeowner that has multiple vacation rental buildings or long-term rental buildings on their primary residential property. In this case, the one (1) property is viewed as one service connection. All the water distribution piping as well as sewer collection piping is private services and not a part of the infrastructure the City is responsible for.

If buildings on the previously mentioned 25-unit development were to be treated as standalone structures, the property would technically need to be sub-divided into numerous lots as individual ownership under the current rules. In this situation, the City would be requiring a water main extension and thereby taking on the maintenance of the additional water main piping. This water main would also require fire hydrants. Further, the City would require the proposed road be constructed to City Standards, and the City would be taking on maintenance of that road. The City would also be taking over the sewer, and sewage lift station maintenance. Under the current configuration, the developer or owner will own and maintain all the water and sewer infrastructure within the proposed development and will have one (1) water service connection; one (1) water meter; and one (1) sewer connection. The developer/owner will be responsible for billing out the water and sewer service to the 25-units. The developer/owner may choose to install water meters in each unit as a tool to divide the usage up appropriately from the one meter the City would be using for billing the property development as a whole, however that would be their decision. Under this scenario, the developer/owner will also be responsible for maintaining the road and parking areas within the development.

The benefits of this current arrangement (25-units on 1 property) are wide reaching.

- a. The City is selling water to one (1) customer and only has to maintain one (1) water meter.
- b. The City does not have to determine how to manage 25 accounts serving one address.
- c. The City does not have to take on the expense of plowing and maintenance of a constrained (tightly compacted) roadway servicing this property if it was treated like 25-lots and not 25-units on one lot.
- d. The City does not have to take on the service and maintenance of the sewer lift station serving this property under the configuration of 25-units, however would have to if it was considered 25-lots.

If the City were to decide to change the rules and allow “spaghetti lines”, the City may be hard pressed for property owners to extend water mains at any other location in the City, when they could just install “spaghetti lines” down City ROWs to their property. This could serve to stifle development. There is a real potential where the City could have multiple “spaghetti lines” down one ROW and someone proposes to develop a subdivision at the end of the ROW. Who will pay for the water main extension? The property owners who currently have water service will have no interest in paying for the water main extension because they already have water service; the developer may not be interested in paying for a water main serving lots they are not making money from making the project non-economical. In this hypothetical situation, it is possible that the City may have to pay for this water main extension if it wants the property to be developed.

2. ***“We are interested in proposing to Council that if the owner of two lots merge the lots, that one of the water meters must be removed, even if there are two or more structures on (or planned for) the lot, as well as the related rule that if the owner of two lots merges the lots, that one of the water meters must be removed, even if there are two or more structures on (or planned for) the lot.”***

Based upon previous conversations at the City Council Meeting, our interpretation of the question is that if the owner of two abutting lots merges the two (2) lots into one (1) larger lot and the lot was developed for two (2) or more structures upon the one (1) larger lot; that the City remove the requirement for the removal of the water and sewer service for the “second lot”.

In the case presented, if a building is proposed for the second lot prior to merging the two lots into one lot, each lot would be required to be independently connected to both the water and sewer services. This is because even though they are under the same ownership, that may not always be the case and without separate connections the City would have the situation where two separate owners would share the same service connection.

If the two lots were merged into one larger lot, all of the proposed buildings would be served by one water service, one water meter, and one sewer service. However, to facilitate the combination of the lots, the property owner would be required to remove the existing water and sewer service that was installed to originally serve the second lot that it was intended to serve. The reason behind this is because after the two (2) lots are combined, there is an additional valve (which was intended to serve the second lot) that is a potential source of drinking water leakage and drinking water contamination. The same concern applies to the sewer service. The remaining sewer service serves may allow for groundwater intrusion (Inflow and Infiltration) into the sewer system. While this may appear to be a burden to an individual property owner, the burden would otherwise fall onto the City to abandon these connections at a later date.



MEMORANDUM

City Manager Report: Grant Update

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: August 7, 2024
From: Special Projects & Communications Coordinator Carroll
Through: Melissa Jacobsen, City Manager

This is an informational memo to provide an update on Federal and State grant funding requests submitted or in process in support of City of Homer projects. New actions/information since the June 6, 2024 Grant Update are highlighted in yellow on the attached chart. Highlights include:

Non-Motorized Transportation Planning

The City's Federal FY23 *REACH* application for non-motorized transportation planning and design received a High Merit rating and was encouraged by the program to improve and resubmit the application. Staff worked with HDR on the resubmission, and while the FY24 application was again a "Project of Merit", it was not selected for an award, but it will be carried over and considered for selection in the FY25 round of the program.

Staff have been offered and will participate in a debrief to discuss feedback on the application.

Three Alaskan projects received awards: Nulato Village and the City and Borough of Wrangell received funds for port projects; the State of Alaska received funding to correct permafrost damage on the Alaska Highway. All three awarded projects benefit historically disadvantaged communities.

FY 2024 RAISE Ratings

Project Name: *Realizing Equitable Accessible Connectivity in Homer (REACH)*
Applicant Organization: *City of Homer*
Project Location: *City of Homer*
Urban/Rural: *Rural*
APP: *No*
HDC: *No*

Overall Merit Evaluation Rating: <i>Highly recommended</i>	
Individual Merit Criteria Ratings	Rating
Safety	<i>High</i>
Environmental Sustainability	<i>Medium</i>
Quality of Life	<i>High</i>
Mobility and Community Connectivity	<i>High</i>
Economic Competitiveness and Opportunity	<i>Medium</i>
State of Good Repair	<i>High</i>
Partnership and Collaboration	<i>High</i>
Innovation	<i>High</i>

Second Tier Analysis Assessment:

Financial Completeness Assessment	Rating
	<i>Complete</i>
Environmental Review Assessment	Rating
Benefit Cost Analysis	Rating
Technical Assessment	Rating
	<i>Certain</i>

Senior Review Team Designation: *Highly Rated*

Homer Float System Replacement Project (HOMER FREIGHT)

The City revamped and resubmitted a 2024 Port Infrastructure Development Program (PIDP) grant application for design and construction funds to *replace Float Systems 1 & 4*. We also applied for just design and permitting funds from the Denali Commission and through the Federal Appropriations process. We are still awaiting funding decisions from the granting agencies. Representative Mary Peltola's Community Funded Projects (appropriations) request resulted in approval of \$250,000 from the Department of Transportation PIDP, significantly less than the \$1.5M request. This follows a pattern seen in most of the Representative's fifteen appropriations awards. The Representative's support is greatly appreciated!

A-Frame Water Transmission Line Replacement

On July 25, Senator Murkowski's office notified us that after the second round of appropriations markups, the *A-Frame Water Transmission Main Replacement* project was included in the FY25 Interior & Environment appropriations bill in the amount of \$650,000. Though the Senate and the House need to reconcile the different versions of the appropriations bills before being signed into law and funds become available, this is great news!

After the appropriations bill is signed into law, the agencies must implement the CDS programs, and it can take quite some time for funds to get out the door – sometimes up to a year post-enactment. Once that time comes, you the City will hear from an agency official (likely the Environmental Protection Agency) with information on the next steps for securing these funds – this can include filling out applications to verify eligibility and demonstrating that the City has completed all necessary permitting and regulatory requirements. Public Works has been made aware of the funding opportunity; more information on steps the City needs to take to position the project for construction funding will be forthcoming.

Homer Spit Coastal Erosion

The Alaska Department of Transportation and Alaska Municipal League joined City staff for an agency debrief of the City/State FY22-23 application to the Federal PROTECT program. The *Homer Spit Resiliency Planning* application rated high on all Merit Criteria categories: Program Alignment, Schedule and Budget, Public Engagement, Partnerships and Collaboration, Equity and Justice 40 and Innovation, but ultimately was not funded. The PROTECT program received 304 eligible applications representing three times more requests than funding available. Many highly rated applications were not selected due to limited funding.

Highly rated applications are then rated on responsiveness to agency priority considerations, which include exceptional benefits and funding needs. The application rated non-responsive only to the Funding Need question, giving the State and City room to improve the application for the next round of PROTECT funding. The State of Alaska, as supported by Council's concurrence with [Memorandum CC-24-135](#)

Fish Grinding Building

Legislation is being introduced at the August 12 City Council meeting to approve an amendment to the Cooperative Agreement with the Alaska Department of Fish and Game to add grant funds in the amount of \$505,875, 75% of the funding required to complete the construction phase of the project. 25% local match funds are required as part of Cooperative Agreement #23-177 entered into in March 2024 as approved by [Ordinance 24-16](#). Port & Harbor is pleased to be moving this project toward construction this fall, during the fishing off season and before corrosion compromises the building's function.

HERC Hazardous Material Cleanup and Revitalization Plan

The HERC project was awarded site-specific technical support through Alaska Department of Environmental Conservation's (DEC) Brownfields Assessment and Cleanup (DBAC) program. The State's Task Request for Proposal was recently awarded to BGES, Inc. DEC recently met with BGES to briefly discuss some of the details of the HERC activities to be performed and will be reaching out to connect the City teams with BGES' team to start moving forward with the tasks. BGES' potential tasks include: additional site assessments, clean up planning, and development of an Analysis of Brownfields Cleanup Alternatives. Staff will keep City Council updated as we learn more.

FY23/24 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
Slope Stability-Erosion Mitigation Program						
Kachemak Drive Peatland Water Quality Improvement (Kahcemak Sponge)	\$4,388,791	NOAA Habitat Conservation KBNERSS led/City partner	\$ 1,188,275.00 (land acquisition)	\$ 418,000.00 (land acquisition)	Submitted Awarded 4/1/2023 Award Executed	UAA accepted award; sent sub-award agreement to City Ord 23-46 to accept sub-award introduced 6/26/23 Grant is for Kachemak Drive peatlands acquisition
Beluga Slough Stormwater Treatment System	\$ 690,000.00	Alaska Clean Water Actions	\$ 153,307.00	\$ 107,182.00	Submitted 11/9/2022 Awarded 3/1/2023 Accepted via Ord 23-16(S)	City Council approved grant agreement Ord City costs in-kind + eligible for funds from ADEC Clean Water Revolving Loan Fund
Transportation						
Transportation Planning	\$ 960,000.00	Safe Streets For All KPB Applic/City partner	\$ 960,000.00	\$ 23,000.00 (in-kind)	Award announced KPB executing grant agreement	Application approved Reso 22-063
Non-Motorized Transp Network (REACH Project)	\$ 2,050,000.00	Fed FY24 RAISE Planning Grant	\$ 2,050,000.00	\$ -	Submitted 2/28/24 Not funded 6/26/24 Ranked as high merit application and will be automatically considered in the FY25 RAISE grant round.	FY23 RAISE REACH applic (approved Ord 23-012) finalist, not awarded but a Merit application encouraged to apply in FY24. Reso 24-007 approving HDR grant writing assistance Reso 24-018 Supporting FY24 application
Homer All-Ages & Abilities Pedestrian Pathway	\$ 3,900,000.00	State of AK Transportation Alternatives (TAP)	\$ 3,432,000.00	\$ 468,000.00	Submitted 2/15/2023 Advanced to final round: Public Evaluation Board 12/20/23 TAP funding awarded 4/16/24 Awaiting DOT MOA negotiations	HAPP sections in PW's 5-year road plan Project support Reso 23-011 approved PEB Review 12/20/2024 (\$500,000 set aside in HART for grant matching) AK DOT manages & constructs project
Main Street Rehab/ Sidewalk South	\$ 4,200,000.00	State of AK Community Transportation Program (CTP)	\$ 3,696,000.00	\$ 504,000.00	Submitted 2/15/2023 Advanced to final round Not funded	Main St in 7-10 year horizon in PW Road Plan Project support Reso 23-011 approved PEB Review 12/20/2024
Port & Harbor						
Float Systems 4 & 1 Replacement	\$ 60,240,898.00	FY24 Fed Port Infrastructure Development Projects (PIDP)	\$47,891,514	\$ 12,349,384.00 (20.5% match)	Submitted 5/10/24 Awaiting decision	Applic approved Reso 23-040 FY23 applic made it to Secretary's desk but was not funded HDR application support Ords 24-12 & 24-13 Revenue bond or TIFIA loan for match
	\$ 2,205,000.00	Denali Commission Grant Design/Env Review/Permitting	\$ 1,102,500.00	\$ 1,102,500.00	Grant deadline 4/12/24 Submitted, awaiting decision	Can be used as non-Federal Match for PIDP application If funded, leverages Denali Commission match to lower City Federal grant match. Denali Comm. Match from P&H matching fund reserves
	\$ 2,205,000.00	FY25 CPF(Appropriations) Req Design/Env Review/Permitting	\$ 1,543,500.00	\$ 661,500.00 (from budgeted match funds)	Submitted 3/22/2024 Murkowski Req not funded 7/25/24 Rep Peltola funded \$250,000	6/4/2024 Sen Murkowski forwarded to THUD Committee 5/13/2024 Rep Peltola forwarded to PIDP Committee
		Municipal Harbor Grant			Grant for construction only must complete design to apply	If funded, leverages State match to lower City match on Federal PIDP Grant

designates grants awarded

designates grants NOT awarded

designates updates since the 06/04/24 grant update

FY23 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
Fish Grinding Building Replace & Drainage Improvements	\$ 744,489.00	ADFG Dingle-Johnson	\$ 41,950.00 (design) \$ 505,875.00 (construction)	\$ 28,039.50 (design) \$ 168,625.00 (construction)	Submitted 7/12/2022 \$41,950 Design award announced 7/7/2023 \$505,875 Constr award pending	\$115,000 allocated in FY23 City Capital Budget; for final design and partial match; additional match to meet 25% construction cost is necessary Ordinance 24-16 accepted COOP Agreement grant
Building Code Development	\$ 587,500.00	State BRIC Sub-Grant (Building Resilient Infrastructure & Communities)	\$ 470,000.00	\$ 117,500.00	Submitted 12/21/2022 Accepted for further review Awaiting decision	Council Approved application Reso 22-086 25% local match required 1st Req. for Information submitted to FEMA 5/17/24
Parks & Recreation						
Bayview Park Renovations	\$ 139,230.00	State of AK Healthy & Equitable Community Round 2	\$ 74,919.00	\$ 52,314.00 Addl redistribution funds requested	Submitted 4/24/2023 Awarded 5/8/2023 Accepted via Ord 23-36	Council Approved Resolution 23-031 \$12,000 donation from Kach Bay Rotary Additional funds from HART approved in COH Cap budget
HERC HazMat Assesment & Remediation		EPA Multipurpose Brownfield Federal Discretionary Grant	\$1,000,000		Submitted 11/13/2023 Not awarded.	Application approved via Council Resolution 23-117 Completed application debrief w funder
		AK DEC Brownfields Assesment & Cleanup (DBAC)			Submitted 2/15/2024 DBAC services approved	DBAC Services pending EPA review No local match required; State provides the services
Utilities - Infrastructure						
Spit Road Erosion Mitigation	\$ 1,812,052.00	FY23-24 Federal PROTECT Program	\$ 1,812,052	-	Submitted 8/18/2023 Not Awarded State will reapply next round	Application requested planning funds for Homer Spit Erosion Mitigation. City of Homer is project sponsor; if awarded DOT will implement grant activities; pay 25% match
		FEMA BRIC Grant			Submitted Awaiting decision	
	\$ 1,794,420	FY25 CDS (Appropriations) Request	\$ 1,414,420	\$ 380,000 (State of AK match)	Submitted 3/22/2024 Not included in FY25 Approps Bill	Selected by Senator Murkowski to move to Appropriations Committee
Raw Water Transmission Main		FEMA Disaster Mitigation	\$ 1,988,650 (direct project costs)	-	Submitted 1/30/2020 Obligating Award Document Recd 11/3/2023 4/1/24 Kick-off Mtg with DHS&EM	4/11/23: Responded to latest FEMA request for information 5/2/23: Congressional Delegation approved award 7/11/23: FEMA Received Period of Performance Waiver 11/13 Ordinance to accept the grant approved
A-Frame Water Transmission Main	\$ 1,059,147	CDS (Appropriations) Request	\$ 794,360	\$ 264,787 (AK Revolving Loan Funds)	Submitted 3/22/2024 In FY Approps Bill: 7/25/24 Awaiting Senate & Pres Budget approval	Selected by Sen. Murkowski to move to Appropriations Committee. 7/25/24: Included in the FY25 Interior & Environment Approps Bill for \$650,000.
IT - Communications						
FY22 Cybersecurity (City-wide Cybersecurity Assessment and Remote Backup System for Cybersecurity Response & Recovery)	\$ 252,794.00	AK Division of Homeland Security FY22 State & Local Cybersecurity Grant Program	\$ 50,000	-	Submitted 8/31/2023 Award announced	\$50,000 awarded for Cybersecurity Assessment Ord 24-15 accepted award
FY22-23 Cybersecurity - Remote BU system, SIEM, Cybersec Plan	\$ 328,943	AK Division of Homeland Security	\$ 328,943	-	3/8/2024 Grant Deadline Submitted 3/8/2024	Awaiting Decision
Public Safety Communications (HPD Backup Repeater & Radio Equip HVFD APX-600 Radio Upgrade)	\$ 119,046.56	AK Division of Homeland Security FY23 State Homeland Security Grant Program	\$ 88,196.56	\$ -	Submitted 1/31/2023 Prelim Award 9/18/2023 Obligating Award Document Recd	11/13 Ordinance 23-55 to accept approved

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Number of Jobs: 5

ACCOUNTING TECHNICIAN – GRANTS COMPLIANCE & PROCUREMENT OFFICER (<https://cityofhomerak.applicantpro.com/jobs/3449310>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3449310>)

Finance | Homer, AK, USA | Full Time | \$30.05 - \$39.07 per hour
Posted: Aug 02, 2024 Closing Date: Aug 31, 2024

Deputy City Clerk I (<https://cityofhomerak.applicantpro.com/jobs/3448505>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3448505>)

City Clerk | Homer, AK, USA | Full Time | \$22.38 - \$23.94 per hour
Posted: Aug 01, 2024 Closing Date: Aug 23, 2024

Fire Captain (<https://cityofhomerak.applicantpro.com/jobs/3431096>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3431096>)

Fire | Homer, AK, USA | Full Time
Posted: Jul 17, 2024 Closing Date: Aug 12, 2024

Public Safety Dispatcher I (<https://cityofhomerak.applicantpro.com/jobs/3431117>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3431117>)

Police - Dispatch | Homer, AK, USA | Full Time | \$25.33 - \$27.53 per hour
Posted: Jul 17, 2024 Closing Date: Aug 12, 2024

Temporary Building Custodian (<https://cityofhomerak.applicantpro.com/jobs/3291759>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3291759>)

Building Custodian | Homer, AK, USA | Seasonal | \$19.39 per hour
Posted: Mar 26, 2024 Closing Date: Until Filled

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ECONOMIC DEVELOPMENT ADVISORY COMMISSION

2024 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/3 5:00 p.m.	Tuesday 1/9 6:00 p.m.	Monday 1/22 6:00 p.m.	<ul style="list-style-type: none"> • City Budget Review/Develop Requests *may be n/a during non-budget years • Land Allocation Plan Review • KPEDD Industry Outlook Forum
FEBRUARY	Wednesday 2/7 5:00 p.m.	Tuesday 2/13 6:00 p.m.	Monday 2/26 6:00 p.m.	<ul style="list-style-type: none"> • KPC Job Fair
MARCH	Wednesday 3/6 5:00 p.m.	Tuesday 3/12 6:00 p.m.	Tuesday 3/25 6:00 p.m.	<ul style="list-style-type: none"> • Clerk Reappointment Notices Sent Out • Update from Public Works Director • KPEDD CEDS Review
APRIL	Wednesday 4/3 5:00 p.m.	Tuesday 4/9 6:00 p.m.	Monday 4/22 6:00 p.m.	<ul style="list-style-type: none"> • Terms Expire April 1st • Advisory Body Training Worksession
MAY	Wednesday 5/8 5:00 p.m.	Tuesday 5/14 6:00 p.m.	Tuesday 5/28 6:00 p.m.	<ul style="list-style-type: none"> • Annual Review of Commission's Bylaws • Election of EDC Officers
JUNE	Wednesday 6/5 5:00 p.m.	Tuesday 6/11 6:00 p.m.	Monday 6/24 6:00 p.m.	<ul style="list-style-type: none"> • Comprehensive Plan Review
JULY	No Regular Meeting			
AUGUST	Wednesday 8/7 5:00 p.m.	Tuesday 8/13 6:00 p.m.	Monday 8/26 6:00 p.m.	<ul style="list-style-type: none"> • Capital Improvement Plan Review • Update from Public Works Director
SEPTEMBER	Wednesday 9/4 5:00 p.m.	Tuesday 9/10 6:00 p.m.	Monday 9/23 6:00 p.m.	<ul style="list-style-type: none"> • Workforce Development Speaker
OCTOBER	Wednesday 10/2 5:00 p.m.	Tuesday 10/8 6:00 p.m.	Monday 10/14 6:00 p.m.	<ul style="list-style-type: none"> • Annual Review of EDC's Strategic Plan/Goals & BR&E
NOVEMBER	Wednesday 11/6 5:00 p.m.	Tuesday 11/12 6:00 p.m.	Monday 11/25 6:00 p.m.	<ul style="list-style-type: none"> • Chamber's Annual Presentation to EDC • Approve Meeting Schedule for Upcoming Year
DECEMBER	No Regular Meeting			

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.