City of Homer

2026-2031 Capital Improvement Plan

September 22, 2025

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2026 through 2031 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 Lesgislative Priority projects for FY2027. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

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

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

Sincerely,

Melissa Jacobsen
City Manager

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Funded Projects from the 2025-2030 Capital Improvement Plan

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

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

Introduction to the Capital Improvement Program

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

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

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

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

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

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

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.

City of Homer CIP Legislative Priority projects are assigned by City Council after considering 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?
- Is the project proceeding through development phases that will continue to require leveraged funds and city match?

Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

Legislative Request FY2027

City of Homer FY2027 State & Federal Legislative Priorities approved by Homer City Council Resolution 25-082

1. Homer Harbor Expansion
2. Homer Spit Coastal Erosion Mitigation
3. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
4. Multi-Use Community Recreation Center
5. Comprehensive Drainage Management Plan
6. City Hall ADA Accessibility Project
7. New Public Works Campus
8. Homer Public Library Siding Replacement
9. Homer All-Ages and Abilities Pathway

1. Homer Harbor Expansion

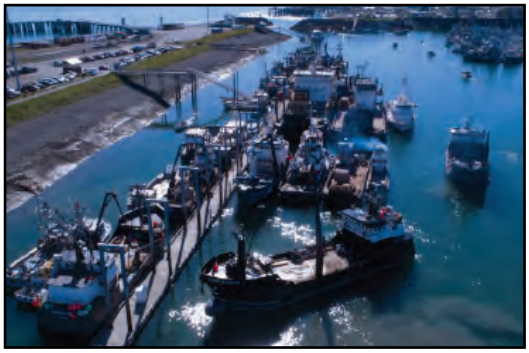
Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer's existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer's current small boat harbor, meet moorage demands of the marine transportation sector on which 135 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 home ported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska's marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project will also help meet long-term Federal goals, including the US Coast Guard's mooring needs for Search & Rescue and Arctic Security missions, tranquil moorage for the USCG Aspen, turn-around moorage for the new fast response cutters and other assets deployed for Arctic security. It also supports national objectives of seafood competitiveness, energy independence, and given its proximity to Nikiski, potentially the Alaska LNG project.

Plans & Progress: In 2019, the City of Homer and US Army Corps of Engineers (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 (TSP) with the release of a draft feasibility report for public comment at the end of February 2026, after advancing design to 35%, which is a new Phase 2 for the GI. A Chief's Report and recommendation is anticipated in October 2027. If recommended, Phase 3, Project Engineering and Design (PED), would commence in FY28. GI costs are shared 50-50% with the USACE. Securing state and local match funding is critical for producing 35% design for high degree of construction cost certainty.

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



Phase 1: GI Study: $4,154,093.00 (complete)
Phase 2: TSP to 35% design $ 888,000.00

Phase 3 Project Engineering & Design: $6,000,000

FY27 State Request for 35% Design Costs: $ 222,000.00

FY27 Federal Request for 35% Design Costs: $ 444,000.00

City of Homer Match: $ 222,000.00

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

2. Homer Spit Coastal Erosion Mitigation

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (ADOT) and the US Army Corps of Engineers (USACE) work cooperatively 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, ADOT armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder. A November 17, 2024 storm surge event eroded a significant amount of public and private property, damaged businesses, undercut the revetment wall and collapsed one lane of Alaska Highway 1, prompting a local disaster declaration, a State of Alaska Declaration of Disaster Emergency and over $3M State investment in temporary repairs and protection measures.

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

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

The project may be best served by engaging the USACE, either through re-authorization of he Homer Spit Revetment General Investigation (GI), or approval for an independent investigation under Section 203 of the Water & Resources Development Act. The State of Alaska Department of Transportation (ADOT) programmed $1.5M for erosion mitigaton planning and design in the 2024-27 Statewide Transportation Improvement Program. The City will work with ADOT to utilize these funds, potentially to provide information for use in a GI. Alaska Department of Environmental Conservation approved a $750,000 Clean Water Loan, wtih 500,000 in principapal forgiveness as well. Another objective is to seek USACE authorization to implement the Dredged Material Management Plan.

Example of recent active erosion on the Homer Spit.

USACE General Investigation: $3,000,000

FY25-26 State Planning Funds: $1,500,000 (confirmed)
FY27 Federal Request $ 500,000

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

Project Description & Benefit: The project replaces Systems 4 and 1 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.

The Systems 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 work sites 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 4 and 1 will have a ripple effect, slow the entire harbor operations, and contribute to delayed shipments. Closing even one finger on a float, either for additional repairs or permanently, means that affected vessels have to raft, hot-berth, move to transient moorage, or most likely be displaced entirely from the facility. System-wide closure would affect 336 vessels for System 1 and 167 vessels for System 4, over half of the harbor's stall capacity. Decommissioning an entire system would increase harbor congestion and operational delays related to rafting and tidal draft constraints, costing the harbor and vessel operators time and fuel. A sudden float system failure that causes vessel damage is a life/safety concern and would likely cost a fisherman an entire season, disrupt freight delivery schedules, and block access to critical floats and services.

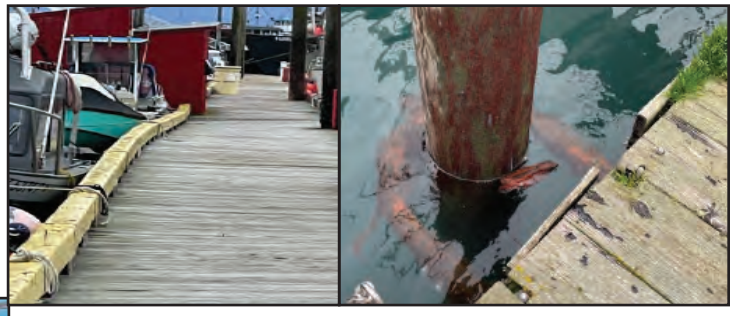
Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023 that identified critical float replacement needs including upgrades to shore power, fire suppression and potable water systems. Phase 1 is replacing System 4, the oldest system. Alaska Harbors Consulting completed 50% design drawings and permitting work in 2025 to bring System 4 to construction ready status, which is estimated at $17,053,846.

Phase 1 design funding was secured through a 2024 Denali Commission grant. A $250,000 FY26 Community Project Funding request by Congressman Begich in the House Transportation, Housing and Urban Development Appropriations Bill is pending. A City grant application is pending with the FY25 Port Infrastructure Development Program for construction, and has committed $4,473,856 for a 26% match to the PIDP funds. Phase 2 is design and construction of System 1.

System 4 Total Project Cost: $60,240,898

Phase 1: Design, engineering & permits $ 2,205,000

FY24 Denali Commission grant:	$ 1,100,000 (confirmed)
City of Homer Match:	$ 1,105,000 (confirmed)
FY26 Federal Appropriation:	$ 250,000 (pending)
FY25 PIDP Federal Request	$11,240,000 (pending)
City of Homer Match:	$ 4,473,856



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

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

4. 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 could exceed 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 recreation center on the HERC campus.

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

Estimated Total Project Cost: $16,050,000

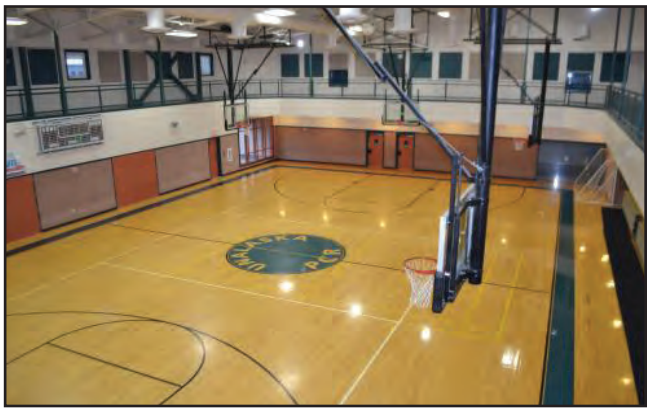
FY25 Phase 1: Land Purchase $ 700,000
FY26 Phase 2: Final Design & Feasibility Study $350,000
FY27 Phase 3: Construction $15,000,000

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

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

City of Homer Match: $ 1,300,000

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



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

5. 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. This project is timely as the City undertakes a rewrite of Title 21, the City's Zoning and Planning code to address current and future community needs and align it with the City's new Comprehensive Plan update.

It will:

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

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

Total Project Cost: $300,000

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

6. City Hall ADA Accessibility Project

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

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

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

City Hall back entrance improvements to be completed include:

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

Front entrance improvements to be completed include:

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

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

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

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

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

Total Project Cost: $1,300,000

Schedule: Phase I and II: 2026-2027

Phase I & II Project Cost: $500,000

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

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

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

7. New Public Works Campus

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 completing design and cost estimating, which is necessary to understand actual funding needs. The third phase is completing finalizing design and permitting, and construction.

Phase 2 Total Project Cost: $978,500

Schedule: 2027

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

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

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

8. 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 are secured, the project could be done in summer 2024 to protect the facility from water infiltration and damage.

Total Project Cost: $500,000

Schedule: 2028

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

9. Homer All-Ages & Abilities Pathway

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

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

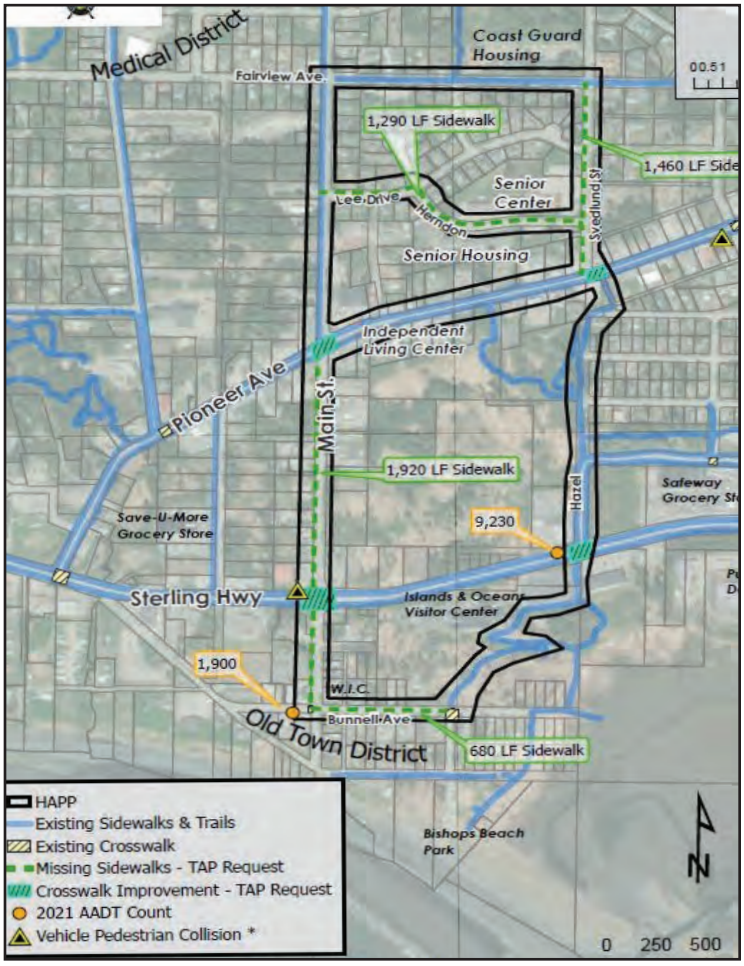
Much of the route is already constructed. This project, contained in Homer's 2024 Comprehensive Plan, will complete and connect the two loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center, from Herndon Street to Lee Drive to Main Street, and on the State-owned portion of Main Street from Sterling Highway to Ohlson Lane. Enhanced crosswalks with safety features like Rectangular Rapid Flashing Beacons and high-visibility markings are planned for Pioneer Avenue and Sterling Highway crossings. Right of way is secured on the City-owned sections of the sidewalk to be constructed and an environmental checklist shows no concerns.

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

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

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

Schedule: 2025-2030



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

Mid-Range Projects

Part 2: Mid-Range Projects

ADA Transition Projects

Homer Small Boat Harbor ADA Accessibility Improvements

Project Description and Benefit: The purpose of this project is to renovate and improve public access for all ages and abilities to the float system in the Homer Small Boat Harbor. The objective is to construct new, non-slip ramps with improved slope and handrails leading to each section of the floats to improve ADA access and safety in and out of the boat harbor, as the ramps and gangways become steep during low tides. A minimum of three are recommended, and they should adjust to the tidal fluctuations experienced in the Homer harbor. Currently the existing harbor is ADA compliant, but the goal is to provide overall safer access for those with mobility challenges traversing from the uplands to the float system.

Plans & Progress: The ADA Advisory Board has solicited and received proposals on possible solutions to address the accessibility to the floats. General concepts range from protruding switchback ramps, shoreline switchback ramps and mixed fixed and floating ramp. Further evaluation and selection of a design type is needed to ensure the proposed solution does not cut off access or increase navigational safety risks for marine vessel use. Design and engineering is required before construction could be accomplished. It is proposed to do the project in phases, seeking funding from various sources to accomplish the project. It is possible that this could be aligned within the Homer Harbor Expansion Project to obtain savings for the city. There is no funding source identified at this time.

Total Project Cost: $1,800,000

Design & Engineering: $ 300,000
Construction: $1,500,000

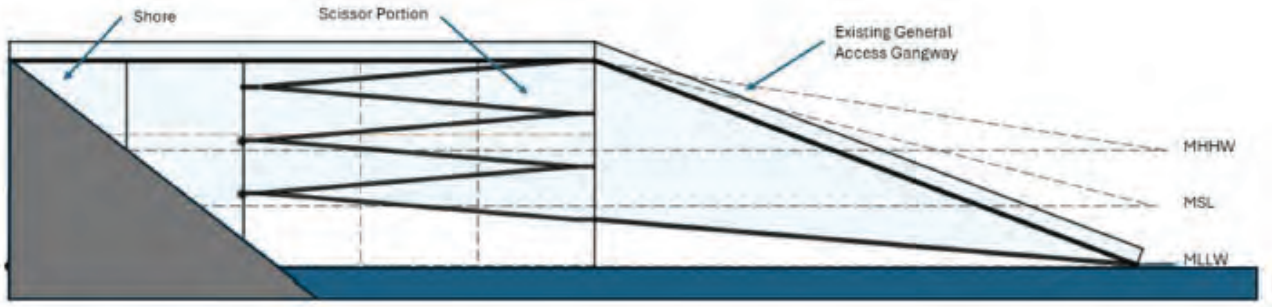


Diagram of a switchback ramp add-on alongside an existing gangway, shown at low tide.

Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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

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

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

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

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

Total Project Cost: $ 1,019,813

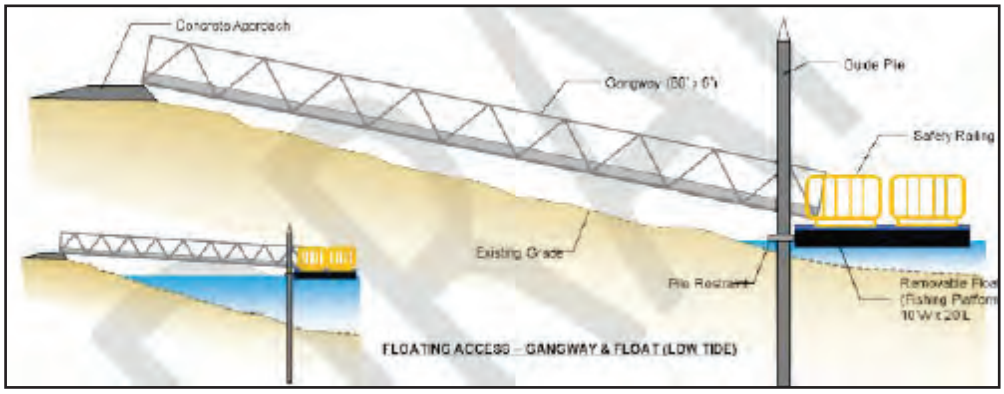
Concept Design: $ 18,813 (Completed 2022)

Final Design: $ 91,000

Construction: $ 910,000

Schedule:

Final Design: 2028
Construction: 2030



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

Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

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

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

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

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.

Parks, Art, Recreation & Culture

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 softball 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 to address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

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

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

Project Cost: $840,000

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

Schedule: 2023-2028

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

Karen Hornaday Park Improvements

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

An updated Karen Hornaday Park Master Plan is near final draft stage after park evaluation, community input and first draft review. The site plan will include two high priority park needs to improve safety and provide accessibility: entry road and parking improvements and a public restroom facility. Presently, much of the parking requires crossing the entry road to get to the play area, which can be dangerous for children. The City also recently purchased a 20-acre parcel of land directly north of and adjoining the park. This acquisition provides opportunity to create trail access from central Homer up the bluff, preserving green space and moose habitat corridors, and preventing development on steep slopes. These opportunities will be addressed through the City's Land Allocation Plan and integrated into the park's Master Plan.

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

The City acquired an ADA mobile restroom trailer to address immediate accessibility need, but the need for a sustainable long-term solution remains.

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

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

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

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

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

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

Reber Trail Extension to Soundview Avenue

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

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

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

Total Project Cost: $310,000

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

Schedule: 2026 - 2028

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

Port and Harbor

Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: $412,000

Schedule: 2028

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

Homer Harbor Dredging

Project Description and Benefit: Due to sediment infiltration, Homer's small boat harbor is in need of dredging to restore design depth. The US Army 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 Army Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

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

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

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

Phase 1: $25,000 (Complete)

Phase 2: Dredging: $955,000

Schedule: 2027

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

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

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 will allow harbor officers to better monitor 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 due to 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 helps an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provide 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 event 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 obtained a cost estimate obtained. An FY25 mid-biennium budget adjustment made an additional $25,000 available to install camera poles in-house. The final phase is to install the camera equipment on the poles.

Total Project Cost: $364,000
System Design: $5,728 (completed)
Poles and electrical service: $25,000 (completed)
Equipment Purchase and Installation: $353,272

Schedule: 2025-2026

Schedule: 2025-2027

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

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

Total Project Cost:

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

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

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

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

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 in Homer, these vessels currently have to travel elsewhere to perform annually required maintenance and repairs. The new facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

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

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

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

Total Project Cost: $5,297,626

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

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

Schedule: 2027

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

Large Vessel Sling Lift, Phase 1

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haul out Task Force, the Task Force quickly recognized a need to provide haul out 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 haul out services for deep draft vessels larger that 150 tons.

A sling lift has been proposed as a possible haul out 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: 2030

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

Mariner Park Campground Renovations

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

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

The concept of this renovation project is to greatly improve the camping experience, make it easier to maintain the campgrounds to a higher standard of cleanliness and safety and keep them attractive and competitive. Possible 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.

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

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

Total Project Cost: $50,000

Schedule: 2027-2028

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.

Steel Grid Repair/Replacement

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

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

Homer's Steel Grid was originally built 50 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders kept this grid usable for a good long while, but the steel grid was decommissioned in spring of 2024 after an in-house inspection revealed holes in the supporting structure. Replacement or repair options will be discussed after a engineer's condition evaluation in Phase 1.

The goals of this evaluation include:

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

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

Total Project Cost:

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

Schedule: Phase 1: 2025-2026

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

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 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 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 piles that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

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

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

Schedule: Phase I: 2027

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

Public Safety

Fire Hall Expansion, Phase 1

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

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

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

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

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

Total Project Cost: $22,000,000

Phase 1, Design: $ 1,500,000

Construction: $20,500,000

Two examples illustrating the department's need for additional space: parking area in the equipment bay does not meet minimum space requirements for fire fighting 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 (NFPA) codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize fire fighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus should then be used in a reserve status for an additional ten years and decommissioned once it is 25 years old.

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

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

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

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

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

Total Project Cost: $1,221,412

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

FY27 Federal Request: $1,163,250

City of Homer Match: $ 58,162

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

Public Works Projects

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 5,750 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 (HDPE) transmission water main. Design engineering includes anchors to anchor the line to subsurface material to prevent movement in the event of slope subsidence.

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

Replacing the cast iron pipe with HDPE 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 HDPE pipe.

The water main is critical infrastructure that assures the life, health and safety of Homer's 5,750 residents and additional residents in surrounding unincorporated areas who rely on the water system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution approximately doubles during the summer months (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry.

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

Total Project Cost: $1,298,491

Design: $ 250,000

Construction: $1,048,491

FY26: Federal Appropriation Pending: $973,868

City of Homer Match: $324,623

Schedule: 2025-2027

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.

Baycrest Overlook Public Restroom Rebuild

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

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

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

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

Total Project Cost: $300,000

Schedule: 2028

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

Engineering Study for Homer Public Library Remodel

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

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

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

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

Total Project Cost:

Engineering Study: $75,000
Construction: TBD

Schedule: 2027

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

Fairview Avenue Upgrades

Project Description and Benefit: This project makes improvements to two sections of Fairview Avenue, Main Street to East End Road and Main Street to West Hill Road.

The project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 lineal feet and the project will include paving, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to 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. Necessary right-of-way has already been dedicated by the Kenai Peninsula Borough across the high school property.

The project also provides for upgrading Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 lineal feet and the project will include paving, storm drains, and a sidewalk or trail for pedestrian safety. Along with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response.

Plans & Progress: Recent subdivision development has resulted in water, sewer and road construction, and included a wide shoulder for future sidewalk construction. Portions of the route are unpaved, so completion of paving and sidewalk construction remain as priorities. In addition to road upgrades, improvements for non-motorized transportation and traffic calming are desired. Future improvements could include raised intersections, speed humps and flashing speed signs, which have proven to be effective for the Homer community.

Total Project Cost: $7,000,000

Fairview - Main Street to East End Road: $4,000,000
Fairview - Main Street to West Hill Road: $3,000,000

Schedule: 2028

Temporary, seasonal markers on Fairview Avenue separate the roadway from the widened pedestrian shoulder.

Heath Street Rehabilitation

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

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

Rehabilitation work will 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. As part of the street reconstruction project, the City will install underground fiber optic cables. These high-speed data transmission cables will connect city facilities (city hall, police station, library and public works facilities) to improve their internet and communication capabilities.

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

Estimated Project Cost: $1,235,000

Schedule: 2028

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.

HERC Hazardous Material Cleanup and Revitalization Plan

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

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

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

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

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

Schedule: 2025-2027

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

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

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

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

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

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

Homer Airport Terminal Cargo entrance

Total Project Cost: $1,632,156

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

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

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

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

Schedule: 2028

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 Waste Water Treatment Plant Improvements

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

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

This project seeks to protect the treatment units and mitigate corrosion in the future by removing the existing coating in the clarifiers and digesters in the WWTP and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment Plant exposed to corrosion and 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 FY25 Intended Use Plan for State Revolving Loan funds. One component of the improvements, the WWTP generator transfer switch was replaced in 2024 for $38,000.

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

Schedule: 2027-28

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

Kachemak Peatland Wetland Preservation

Project Description and Benefit: This project purchases and conserves land containing peatlands and other types of wetlands along Kachemak Drive, providing multiple environmental benefits for the Homer area and Kachemak Bay.

- Stormwater Management and Flood Control
  Peatlands and other wetlands serve as natural sponges, absorbing and storing excess stormwater while slowing its discharge into Kachemak Bay. This nature-based system intercepts stormwater runoff before it can accelerate and cause erosion or flooding, providing critical for Homer's vulnerable residential and working waterfront areas.

- Water Quality Protection
  These ecosystems act as natural treatment systems, housing plants and bacteria that filter organic and inorganic pollutants from stormwater. Peat naturally removes sediment, fecal coliform, microplastics, hydrocarbons, and other contaminants before they can enter Kachemak Bay. This filtration is essential for maintaining the health of the bay's ecosystem and protecting salmon, shellfish, migratory birds, and marine mammals.

- Groundwater Recharge
  Peatlands play a vital role in replenishing groundwater supplies, which supports both drinking water sources and stream health. The groundwater discharge into streams helps maintain the cold temperatures that salmon populations need to survive and thrive, helping to promote the continuation of this critical species in the region.

Plans & Progress: With a FY23 NOAA grant from the Bipartisan Infrastructure Law, the City of Homer is working with the Kachemak Bay Research Reserve and Kachemak Heritage Land Trust to acquire and preserve 55 acres of peatlands. Initial appraisals of identified parcels of peatlands to be acquired is complete and negotiations with land owners are underway.

Total Project Cost: $1,351,410

NOAA grant	$1,171,410 FY23 (secured)
Initial data collection	$ 180,000 (City of Homer funds secured)

Schedule: 2024-2027

Testing peatdepth in the Kachemak wetlands.

Parking Lot Drainage Solutions for Homer Public Library

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

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

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

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

Total Project Cost: $330,000

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

Schedule: 2029

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

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 750,000-gallon water storage tank on the east side and a 250,000-gallon tank on the west side to provide increased capacity for domestic use and fire flow.

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

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

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

Water Treatment Plant Drying Beds

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

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

Plans & Progress: This project will replace the drying beds with a concrete pad drying bed surface that will be reusable, thereby providing the City long-term use and financial benefit.

Total Project Cost: $1,400,000

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

Schedule: 2028

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

Water Treatment Plant Generator Connection to Reservoir Pump House

Project Description and Benefit: This project involves constructing an underground electric power cable system to connect the existing Water Treatment Plant generator to the reservoir pump house, providing critical backup power redundancy for operation of the city's drinking water infrastructure.

This project supports public health and safety by ensuring continuous water supply during power outages and availability of safe drinking water through::

- Enhanced Reliability: Provides a secondary power source option during extended utility outages, ensuring continuous water treatment and distribution operations. Leveraging the Water Treatment Plant's larger fuel storage capacity extends potential runtime, which is important during emergencies compared to smaller on-site generator.
- Operational Flexibility: Allows operators to strategically manage power resources across facilities, prioritizing critical functions based on real-time conditions.

Plans & Progress: The construction includes installing a heavy-gauge underground electric power cable capable of supporting full pump house electrical loads over approximately 4,000 feet of distance. The work encompasses excavating and backfilling a new trench, installing properly rated electrical conduit and wiring, strategically placed junction boxes for maintenance access, and a new automatic transfer switch at the pump house facility. Additional electrical infrastructure improvements include upgraded grounding systems, protective relaying, and necessary electrical connections to integrate with existing systems.

Total Project Cost: $350,000

Schedule: 2027

The Pump House, at right, pumps raw water from Bridge Creek Reservoir (in the background) to the Water Treatment Plant.

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 and Public Facilities (ADOT) to revise many Sterling Highway signs, and install branded signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations for 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 ADOT to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future ADOT road projects in Homer. Goals of phase two are to install 26 wayfinding signs, two gateway signs and an additional ten benches.

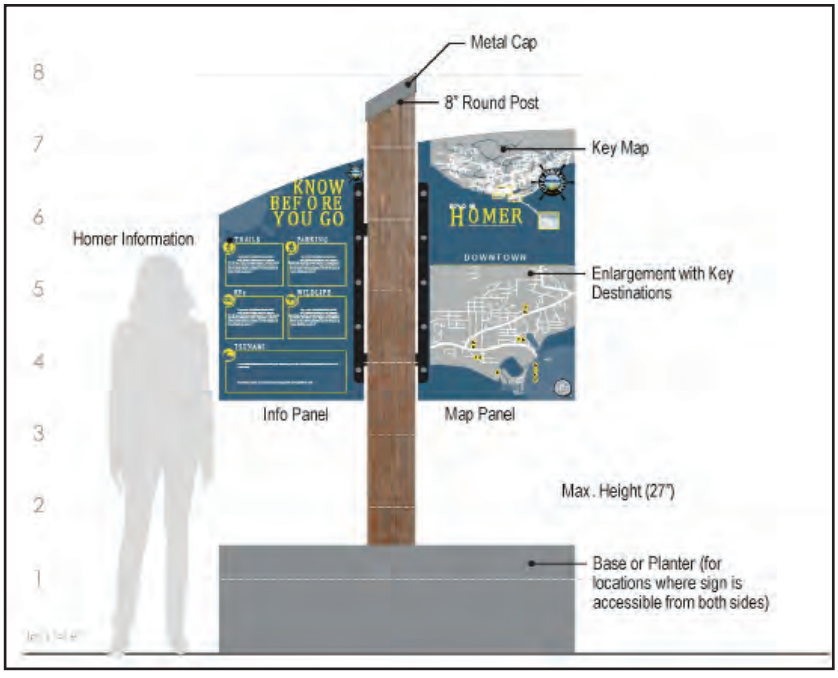
Total Project Cost: $277,500

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

Phase 2: $151,000

Schedule: Phase 1 2023-2028

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



Schematic design of wayfinding sign.

State Projects

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

Transportation projects within City limits:

East Hill Road Bike Lane

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

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

The project is conceived as one lane for non-motorized traffic on one side of East Hill Road, with separation from the road for safety. Some drainage work within the right-of-way would be required to properly direct stormwater 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.

Kachemak Drive Non-Motorized Pathway

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

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

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

Plans & Progress: The City has long identified this route as a high priority safety issue. When Alaska Department of Transportation and Public Facilities (ADOT) 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 ADOT Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The 2024-27 State Transportation Improvement Plan currently programs funds to reconstruct Kachemak Drive from the Sterling Highway to East End Road. Work includes raising and widening 3.5 miles to improve motorized and non-motorized passage. The State project leverages 100% Federal share by matching FHWA PROTECT formula funds with Surface Transportation Block Grant funds.

ADOT will lead in the process and work with the City to plan forward the long-term needs and plans for ROW access, utilities, drainage, etc. for long-term success on Kachemak Drive.

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

Main Street Rehabilitation

Project Description and 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.

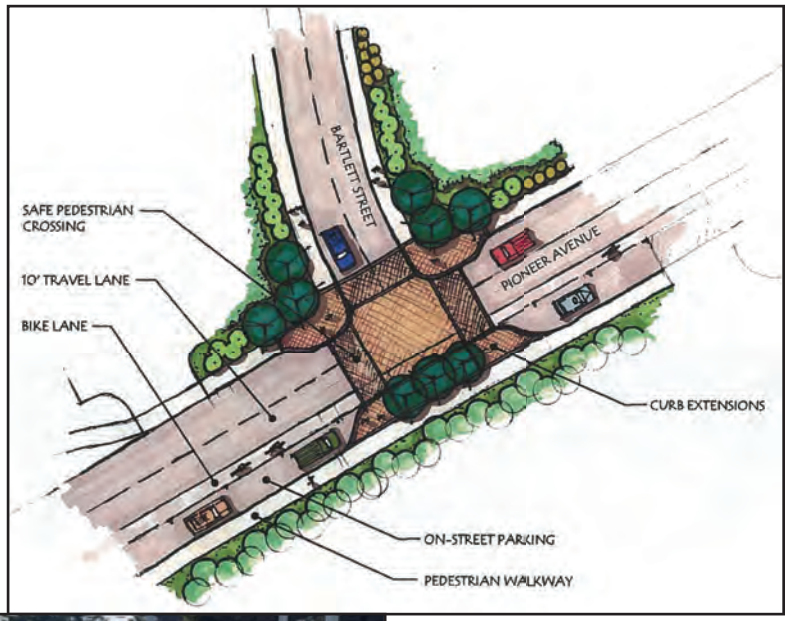
Plans & Progress: Improvements to Main Street first appeared as a priority State improvement project in the City's Capital Improvement Plan in 2006. The City has held off doing any technical work because it is a State road. In 2022 and 2023, the City conducted extensive and inclusive public engagement 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.

Pioneer Avenue Traffic Calming

Project Description and Benefit: Pioneer Ave is an east west connector across Homer's downtown business district, connecting to residential areas to the north and east. Shops, restaurants and services line the street. The community desires a more walking and biking friendly built environment. To accomplish this goal, traffic-calming strategies and improvements are needed to create a walkable, bike able downtown that will encourage more local business patronage.

Plans & Progress: The City is the recipient of a grant awarded through the Alaska Statewide Transportation Alternatives Program (2025). This funding will help design better crosswalks and increase visibility at key intersections, and build a connecting sidewalk north to a residential area and south to other commercial areas of the community. Homer's recently adopted 2024 Transportation Plan, a collaborative community plan that included input from commercial truck drivers, identified traffic calming and non-motorized safety as a common community goal. More work and funding is needed to improve non-motorized transportation along Pioneer Avenue.



Concept design of traffic calming and crosswalk design to increase visibility at key Pioneer Avenue intersections.

Photo credit: Bjorn Olson

The busy intersection of Lake Street and Pioneer Avenue.

Sterling Highway Milepost 169-175 Drainage Improvements

Project Description & Benefit: The planned Sterling Highway MP: 169-175 Pavement Preservation Project, which is the main travel corridor through the City's core, offers a critical opportunity to implement safety improvements in areas of high traffic volume, business density, pedestrian activity and residential growth, as well as better stormwater management and conveyance strategies in the Baycrest Hill area.

Stormwater damage has been an ongoing issue for the State of Alaska Department of Transportation and Public Facilities (ADOT)as well as residents downgradient of ADOT stormwater pipes. The pavement improvements over the years as well as property development cause larger and quicker conveyance of stormwater to properties on the ocean side of the Sterling Highway. This stormwater has high erosive potential as well as the propensity to cause slope stability issues. There have been numerous events over the years of bluff instability due to this stormwater. The City is encouraging the State to enact measures that will reduce the erosive potential of the stormwater coming off the Sterling Highway as well as measures to address standing water and runoff concerns at MP172 near Mount Augustine Drive and MP 153.3 near West Hill Road that furthers bluff instability and causes severe property damage.

As an example, the Baycrest Subdivision sits on unstable slopes with unconsolidated soils, blue clay, and high water tables. An ADOT beehive collector at milepost 172 discharges concentrated stormwater directly onto these saturated slopes, exacerbating flooding and erosion throughout the neighborhood. Properties on Judy Rebecca Court have suffered significant damage—including cracked windows and shifting foundations—from water saturation. These homes sit 750 feet downslope and 125 feet below the collector outfall, making them particularly vulnerable to slope failure that could result in property loss or casualties. While certainly not all the problematic water is coming from the outfall, the City requests that ADOT divert the beehive collector outfall away from the unstable slope into a natural drainage system, 80 paces east of the Mt. Augustine Drive intersection. This redirection would reduce water input to already saturated soils while directing runoff to a stable natural channel that won't impact other properties. Likewise integrating stormwater management for MP 153.3 into the project design will prevent damage to both private properties and the highway right-of-way while safeguarding resident safety.

Plans & Progress: Homer City Council passed Resolution 25-071(A) on July 28, 2025 urging ADOT to prioritize specific safety improvements, including adressing standing water and stormwater runoff concerns. The City has substantial documentation and data analysis to provide DOT&PF about the drainage, slope failure and property damage.

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, Alaska Administrative Order 175 under Order item 1 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 impacting the Baycrest 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; and Commissioner Anderson toured the affected area with Representative Vance and City officials in 2023.

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

Sterling Highway MP172-175 Safety Improvements

Project Description and Benefit: This project addresses safety improvements to be incorporated in two of Alaska Department of Transportation and Public Facilities (DOT&PF) upcoming pavement preservation projects, one on the Sterling Highway and another on Kachemak Drive.

Sterling Highway MP 172-175, also called the by-pass, was developed as an alternative access to the Homer Spit. Over time this corridor has experienced significant development and provides access to residential areas, a school, many stores and businesses, including a seasonally busy Farmer's Market, an RV park and hotel, the post office, Homer Public Works Department, Homer Airport and the Homer Spit. This section has recorded 51 total crashes in its collision history, with 16 of those involving injuries. Given this safety record and the corridor's critical role in community access, the following actions were identified as high-priority measures to address severe crash risks. These recommendations, which align with key objectives in the Kenai Peninsula Borough Safety Action Plan, were formally documented and included in a follow-up letter from DOT&PF:

o Homer All-Ages and Abilities Pathway -
- Include high visibility crosswalks at locations where the Homer All-Ages and Abilities Pathway will cross the Sterling Highway to facilitate safer non-motorized connection across the highway.

o Ocean Drive business district
- Evaluate access management within the Ocean Drive business district to better define the non-motorized pathway on the South side and the marked bike lane on the North side. Reducing driveway crossings will improve safety for all users.
- Enhance the existing marked crosswalk at Lampert Lane and add a marked crosswalk at Douglas Place along with driveway consolidation/access management.

o Sterling Highway at FAA Road and Kachemak Drive Intersections
- Include Kachemak Drive crosswalk enhancements by incorporating a raised 2-stage marked crosswalk at FAA Drive into the MOU with the Doyon Lighthouse development and consider safety enhancements to the existing crossing at the intersection of Kachemak Drive/Sterling Highway, as recommended by the Kinney Engineering Traffic Impact Analysis for that project.
- Improve the non-motorized connection between the private airport and the public airport. Presently, to access the main airport, small plane passengers need to walk along Kachemak Drive to the Sterling Highway intersection and then double back to the main airport along roads lacking sidewalks, the Sterling Highway and FAA Road.
- Improve intersection at Kachemak Drive/Sterling Highway to facilitate safe left hand turns by semi-truck or trailers with large boats. These turns require use of the left-hand turn lane on Kachemak Drive. Solutions could be a roundabout with HSIP funding nomination, provided it doesn't impact making left hand turns off of Ocean Drive or Kachemak Drive and with the City of Homer support. Kachemak Drive could be widened, or the intersection reconfigured to support the turns, or the center line could be removed to offer more roadway sharing for all users in the upcoming pavement preservation project.

Plans and Progress: The City has a Transportation Master Plan and, after working closely with the Kenai Peninsula Borough, also recently developed and adopted a Safe Streets for All USDOT Safety Action Plan, which includes near and long-term opportunities to address safety improvements within the above listed project areas. DOT&PF Central Region Planners and Safety Coordinator initiated a February 2025 meeting with City staff to gain a comprehensive understanding of collaborative infrastructure, road safety and airport planning initiatives between the City of Homer and DOT&PF. Several safety measures were discussed that could be advanced in these projects to relieve safety issues and address new transportation safety issues associated with planned developments.

Traffic Control at the Corner of Sterling Highway and Soundview Avenue

Project Description and Benefit: This project installs 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. 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 and Public Facilities 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 planning period 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.)

Truck Route Through Downtown Homer

Project Description and Benefit: This project is identified in the 2024 Homer Transportation Plan, a component of the City's Comprehensive Plan. The plan recommends establishment of truck routes for the City of Homer to reduce the number of through-trucks traveling on Pioneer Avenue, taking into consideration land use context, pavement structure, and heavy vehicle turning requirements. Benefits of the project include reducing truck-pedestrian interactions, and establishing understanding between different agencies and companies for where trucks should be traveling.

A freight network map for all of Alaska lists the highways that are essential for freight routes, including the entire section of the Sterling Highway all the way to the end of the Homer Spit.

The first stage of the project includes working with the Alaska Department of Transportation and Public Facilities (ADOT) to identify possible truck routes and the challenges, conduct public outreach to gain public comment, and develop the project so it can be nominated for inclusion in the Statewide Transportation Improvement Program.

Plans and Progress: No project work has begun. Step one would be working with ADOT to scope the project and request bid for planning and design work.

A truck and side-dump trailer turning from Lake Street onto East End Road.

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 bicyclists must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road. Some drainage work within the right-of-way would be required to properly direct stormwater 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.

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:

Friends of Homer Skate Park: New Homer Skate Park

Project Description and Benefit: This project builds a new Homer Skate Park. The existing skatepark has been around for over 20 years. It consists of metal ramps that, over time, have become weathered and are no longer functioning to their full potential. The goal of the project is to build a new skatepark out of concrete, creating a more sustainable park that provides a safe space where individuals (skaters, bikers, scooters, and roller bladers) can enjoy the outdoors, practice safe risk taking, and build community for generations to come.

The site being proposed is approximately 25,000 square foot of the grass field attached to the existing skatepark and the HERC buildings, which would be donated by the City of Homer. This site is a central location to many of the schools and centers in town, and allows room for growth for future expansions.

Benefits of a Skatepark:

- Skateparks support individuals of all ages who wish to pursue active, healthy lifestyles by providing a safe, fun, contained area to practice their sport.
- Skateparks can function as a "third space" fostering community built around a common interest.
- Skateparks provide a decade or more of service with no substantial maintenance requirements, yielding unparalleled return on investment.
- Skateparks get more recreational hours than any other recreational facility due to the nature of the uninterrupted freedom the facility provides.
- Being the only concrete skatepark on the Kenai Peninsula, this skatepark would also benefit the entire Kenai Peninsula, which would bring a new form of tourism to Homer.
- The skatepark/grass field is one of the first things you see when you pull into Homer. A new skatepark/park would pump beauty and life back into that area of town.

Skateparks are parks, and often in parks. They're not just a slab of concrete in the ground. A skatepark would beautify that area of Homer and create a new community space.

Plans and Progress: The project will be multi-phased. Coordination planning for use of HERC land and development of a Memorandum of Agreement with the City of Homer defining scope, roles and responsibilities needs to be developed. The Friends of the Skate Park plan to raise $250,000 in two years and have applied to the Homer Foundation to act as a fiscal agent. Friends of the Skate Park intend to ask the City of Homer for matching funds. Once the fundraising goal is met for Phase 1, a section of the skatepark will be constructed, with the idea that it can be added onto in the future.

Phase 2 may be a pavilion roof over Phase 1, with the idea that it could be used year-round, rain, snow, or shine.

Friends of the Skate Park have selected Grindline as the contractor for this project. They have 20+ years of experience building skateparks all over the US and abroad. They have just completed a beautiful skatepark in Anchorage at Taku Park and are working with Talkeetna to build one there. They are an all-in-one package; they help curate, design, dig, and construct**.**

Total Project Cost: $250,000 (Phase 1)

The 8,000 square foot Taku Lake Skatepark in Anchorage, Alaska opened in 2024 and represents a $2.1M investment.

Homer Hockey Association:
Kevin Bell Arena Lighting & Floor Replacement

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

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

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

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

Total Project Cost: $59,290

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

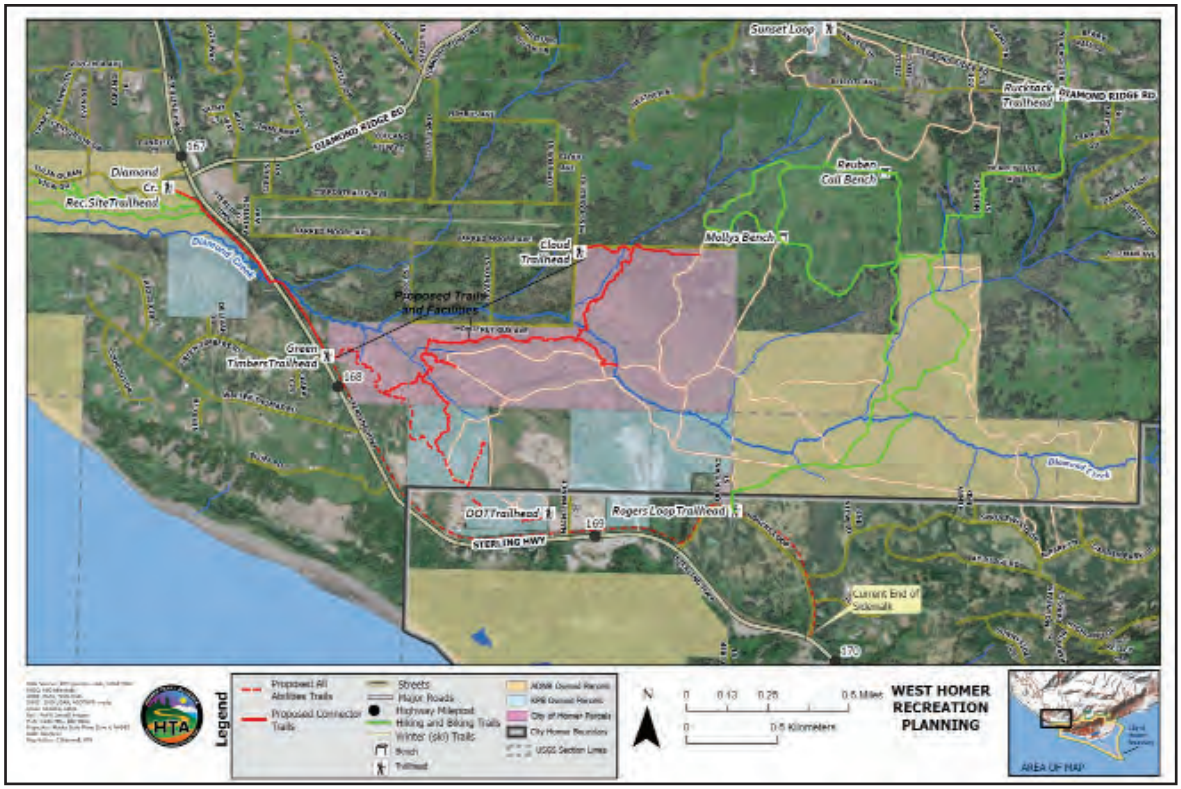
Homer Trails Alliance: Diamond Creek Recreation Area Trails

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 and Public Facilities' (ADOT) Trailhead at Milepost 168.9 of the Sterling Highway. As proposed in the 2013 management plan, trailheads have been designed at two locations along the west border of the DCRA. In 2024, the City of Homer dedicated $25,000 for the preliminary design of a Sterling Highway underpass for the Diamond Creek Trail. In May of 2024, HTA contracted Jon Underwood of the Fairbanks based trail design and construction firm Happy Trails to conduct a study of the proposed development within the DCRA. In August 2025, the City appropriated an additional $250,000 for the development of a trailhead and trails segment on the east side of the Sterling Highway from Green Timbers to a pedestrian underpass at Diamond Creek in accordance with the DCRA Trails Plan, provided ADOT approves a pedestrian underpass as part of their Sterling Highway reconstruction project and affected property owners agree to create trail easements.

Total Project Cost: $500,000



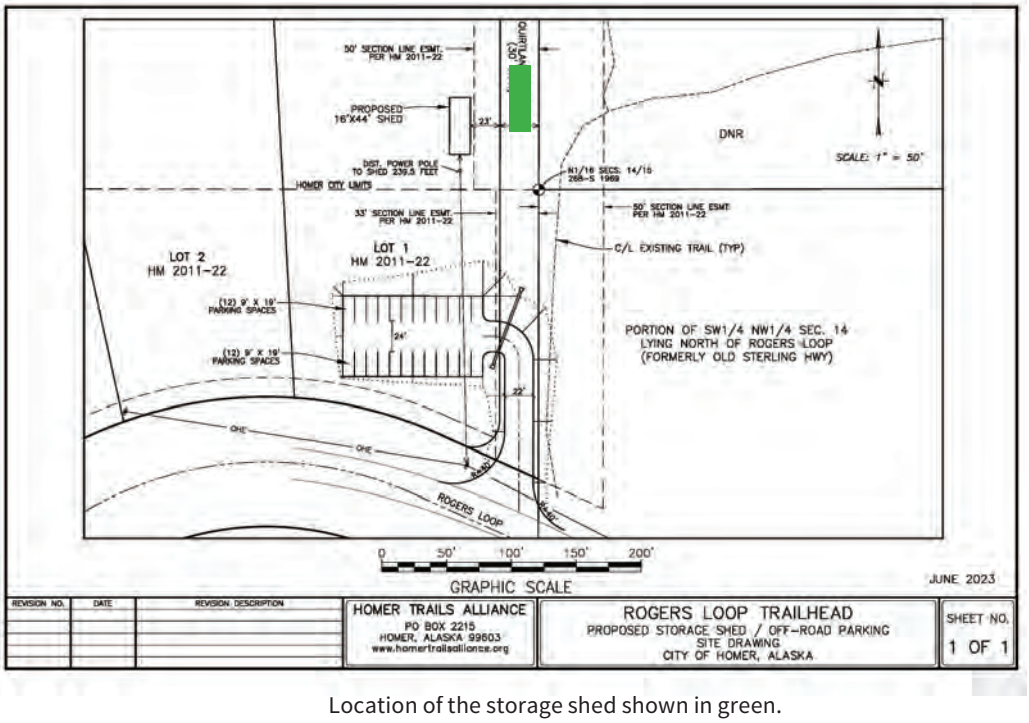
Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

Project Description and Benefit: This project constructs a 24 foot by 28 foot building on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club (KNSC) grooming equipment for Lower Baycrest ski trails. Currently the equipment is kept outdoors at a private home adjacent to the ski trails and 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 between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts**.**

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

Plans and Progress: The site plan, shed design, and permitting are complete. The helical pile foundation was installed in the fall of 2024 and building construction began in 2025 utilizing volunteer labor, grants and donations. “Rough-in” of the building has been completed. The interior work including insulation, drywall, electrical, flooring, and mechanical is planned for 2026, subject to the ability to raise the necessary funding. The other remaining expense will be the electrical power hookup. Homer Electric Association estimates this to cost over $27,000. Kachemak Nordic Ski Club finalized a Recreational Use Agreement with the City of Homer to build and operate the storage shed..

Project Cost: To date the KNSC has spent nearly $42,000 on the project and seeks $27,000 to complete the building and $20,000 to extend electrical service for a total of $47.000.



Location of the storage shed shown in green.

Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

Project Description and Benefit: Since 1994, Kachemak Shellfish 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 to grow 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 Night Skiing Project

Project Description and Benefit: The Kachemak Ski Club (KSC) is arguably Homer's oldest non-profit organization and was founded more than seventy five 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 winter weekends and have them receive a safe introduction to alpine snow sports. 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.

Historically, the Rope Tow offered night skiing, with expanded hours of skiing beyond the usual Sunday and occasional Saturday daytime openings. Sadly, during a low point of club membership and finances, the lighting fixtures and accompanying electrical hookups fell into disrepair and were abandoned over 25 years ago. A substantial increase in youth and family memberships occurred during the Covid pandemic, and a sustained surge in ridership has continued since then. During a strategic planning session two years ago, the KSC Board identified resumption of night skiing at the Rope Tow as an achievable priority goal to increase skiing opportunities for our members, especially for youth and adults to access the hill after-school or after-work hours one to two days per week.

Plans and Progress: A KSC board member with general contracting experience prepared the following cost estimate, which does not include in-kind/ volunteer labor costs:
Five to six 150-200 lumen LED floodlights would be installed, divided between two at the top of the hill, one to two on an existing pole at mid-mountain and one to two at the base. These would provide illumination of the main northeast face of the ski slope, as well as the lodge/ loading area (which would be supplemented with lower intensity flood lighting as well). At least one new light tower would need to be installed on or near the Top House (Operator's Station) at the top of the rope tow.

KSC anticipates shouldering 10-20% of the project cost from savings reserves. Matching funds would be sought locally (from such sources as the Homer Foundation, 100 Homer Men/ Women Who Care), with the balance being sought from State of Alaska funding sources or Kenai Peninsula Borough pass-through funding from the state (CAP program grant).

Total Project Cost: $40,500

LED Lights: $15,000
Buried Cable/ Electrical Wiring: $4500
New Light Tower/ Pole: $1000
Electrical Connectors/ Control Panels: $3000
Trencher/ Ditch Witch/ Brush Hog Rentals: $2000
Electrical Contractor Services: $15,000

Pratt Museum: Roof System Replacement Project

Project Description and Benefit: This project replaces the 9,134 square-foot roof for the facility that the Pratt Museum occupies. While recent renovations focused on other critical upgrades including facility-wide Americans with Disabilities Act (ADA) compliance and collection stewardship considerations, the replacement of the roof system was not addressed. To sustain the museum's commitment to the community, the roof system replacement project can no longer be put off. Each gallery contains multiple water-collection buckets and at times water drips and splashes on the exhibits and display cases. Leaks also occur over the new elevator and in office spaces equipped with computers and electronics. The routine maintenance of the roof during the winter is a health and safety issue given that the roof needs to be hand-shoveled every time it snows. This project is critical to forging a sustainable path forward, preserving the history and culture of the community for future generations.

The award-winning Pratt Museum is dedicated to the exploration of people and place in the Kachemak Bay region, one of the richest biological and cultural crossroads in Alaska. Built as Homer's centennial project in 1968, the Pratt has become one of the nation's leading community museums. Partnerships with prestigious national entities such as the National Park Service and the Smithsonian Environmental Research Center have propelled the Pratt's exhibits and programs far beyond the Museum's walls. And grant awards from the nation's leading museum, arts, and humanities institutions have underscored the ground-breaking work of this small museum, which has always been a source of pride for the local community. The Pratt is the community's living room, classroom, and place for sharing, helping make Homer a better place to live, work, and play.

Plans & Progress: The roof replacement project has undergone many starts and stops. Over the years the Pratt Museum has consulted with engineers and roof specialists. In 2007 and in 2019, engineers and roof construction specialists recommended a full replacement. In 2019, utilizing condition surveys of 2007 as a baseline, Roof Construction Services and Schneider Structural Engineers generated a project manual, infrared reports, detailed images of the roof's current condition, and a full design and cost estimate for the full replacement, which was again updated in 2024. The plan is to remove the granular surfaced modified, built-up roof system, all insulations and underlying plywood, flashings, and trim metals, and install a new 3-ply modified membrane roof system including new base sheet installed over a new 3/8-inch plywood substrate installed over the original tongue & groove wood roof deck, new high thermal insulation, new perimeter edge metal detailing, new gutters and downspouts and all associated accessories.

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

The project will need to proceed in phases. Pratt Museum Board and Staff will carry out Phases I-II, fundraising and applying for financial support from the City of Homer, State Legislature and the Alaska Congressional Delegation. In Phase III, all design and construction documents will be updated and the bid process will begin. Phase IV will include construction and completion.

Total Projected Cost: $1,362,481

South Peninsula Hospital: Expansion of Medical Services

Project Description and Benefit: South Peninsula Hospital (SPH) 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:

1. Upgrade SPH pharmacy to meet new federal regulations. This project will relocate, modernize, and expand SPH's existing pharmacy to meet recent USP 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.

2. 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.

Plans and Progress: SPH has already received a Certificate of Need from the State of Alaska, critical state approval before moving forward. Initial planning and budgeting have taken place, and SPH has secured $1,150,000 in Service Area tax funding to carry out this project. In addition, SPH is working to other identify other possible funding sources to complete this project.

Total Project Cost: $6,780,000

South Peninsula Hospital.

South Peninsula Hospital: Long Term Care Roof Replacement

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

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

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

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

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

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

Total Project Cost: $1,400,000

South Peninsula Hospital.

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.

Completing east-west connections is a goal in the City of Homer 2024 Transportation Plan to improve the collector network and reduce the traffic stress on arterials like Pioneer Avenue. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: $1.75 million

Parks And Recreation

North Beluga Lake Trail System:

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

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

Cost: North Beluga Lake Trail—$1.5 M

Long-Range Projects

Port & Harbor

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

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

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. Presently, the City is engaged in a US Army Corps of Engineers General Investigation to study the feasibility of 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 to 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

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 Development: Bridge Creek Reservoir currently serves as Homer's sole water source, but multiple converging factors may strain its long-term adequacy. Population growth within city limits, increased demand from residents outside city boundaries, and rising numbers of tourists and seasonal residents have increased pressure on the existing supply. While current studies indicate adequate reservoir regeneration under present conditions, projections of a drying climate introduce uncertainty about long-term sustainability. These factors underscore the need to identify and develop an alternative water source to augment the existing reservoir. Developing a secondary water source also provides critical redundancy for this essential municipal infrastructure. A backup supply would ensure continuous delivery of treated drinking water and adequate fire protection in the event of contamination, earthquake damage, or other disruptions 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. Following a complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike/pedestrian path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Capital Improvement Plan Appendices

Capital Improvement Plan Appendices

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

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

Capital Improvement Plan Appendices

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 25-082

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2026-2031 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2027.

WHEREAS, Homer City Council held a Worksession on September 8, 2025 to introduce the final draft of the 2026-2031 Capital Improvement Plan (CIP) and to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Boards, Commissions and the public at that worksession meeting; and

WHEREAS, Homer City Council considered and prioritized capital projects for inclusion in the City's 2026-2031 CIP; and

Whereas, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information and priorities regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2026-2031" is hereby adopted as the official six-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are removed from the Capital Improvement Plan:

1. Slope Stability and Erosion Mitigation Program
2. Alzheimer's Unit per request of Homer Senior Citizens, Inc.
3. Childcare Facility for Hospital Employees per request of South Peninsula Hospital
4. Homer Rope Tow Access & Equipment Upgrades per request of Kachemak Ski Club

BE IT FURTHER RESOLVED that the following projects are added to the 2026-2031 Capital Improvement Plan:

1. Homer All-Ages and Abilities Pathway
2. Kachemak Peatland Wetland Preservation
3. Fairview Avenue Upgrades
4. Pioneer Avenue Traffic Calming to the State Projects section
5. Water Treatment Plant Generator Connection
6. Homer Small Boat Harbor ADA Accessibility Improvements

7. Sterling Highway MP172 to 175 Safety Improvements to the State Projects section
8. Truck Route Through Downtown Homer to the State Projects section
9. Homer Rope Tow Night Skiing Project, nominated by Kachemak Ski Club for the Other Organization section
10. Long Term Care Roof Replacement, nominated by South Peninsula Hospital for the Other Organization section.
11. New Homer Skate Park, nominated by Friends of Homer Skate Park for the Other Organization section.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for FY2027 State and Federal Legislative Requests:

1. Homer Harbor Expansion
2. Homer Spit Coastal Erosion Mitigation
3. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
4. Multi-Use Community Recreation Center
5. Comprehensive Drainage Management Plan
6. City Hall ADA Accessibility Project
7. New Public Works Campus
8. Homer Public Library Siding Replacement
9. Homer All-Ages and Abilities Pathway

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2027 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 22nd day of September 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, ADAC, CITY CLERK

Fiscal Note: N/A

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.