



# Homer Harbor Expansion City Council Tentatively Selected Plan Update

Monday, April 13, 2026



# Alternatives Update

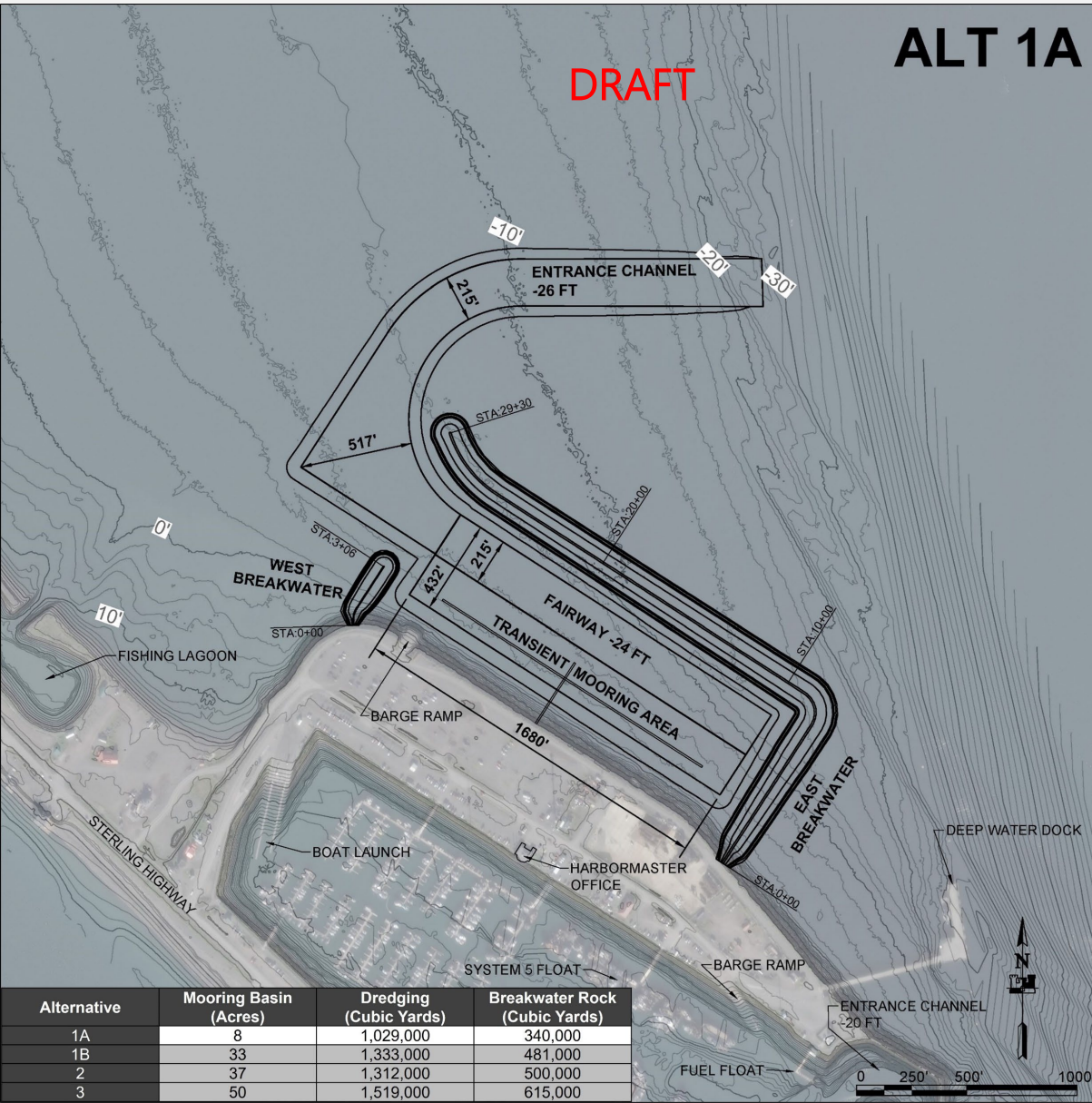
Alternatives Update

USACE TSP Analysis

Cost Share Requirements

TSP or LPP Discussion and Next Steps

# Preliminary Alternative 1A

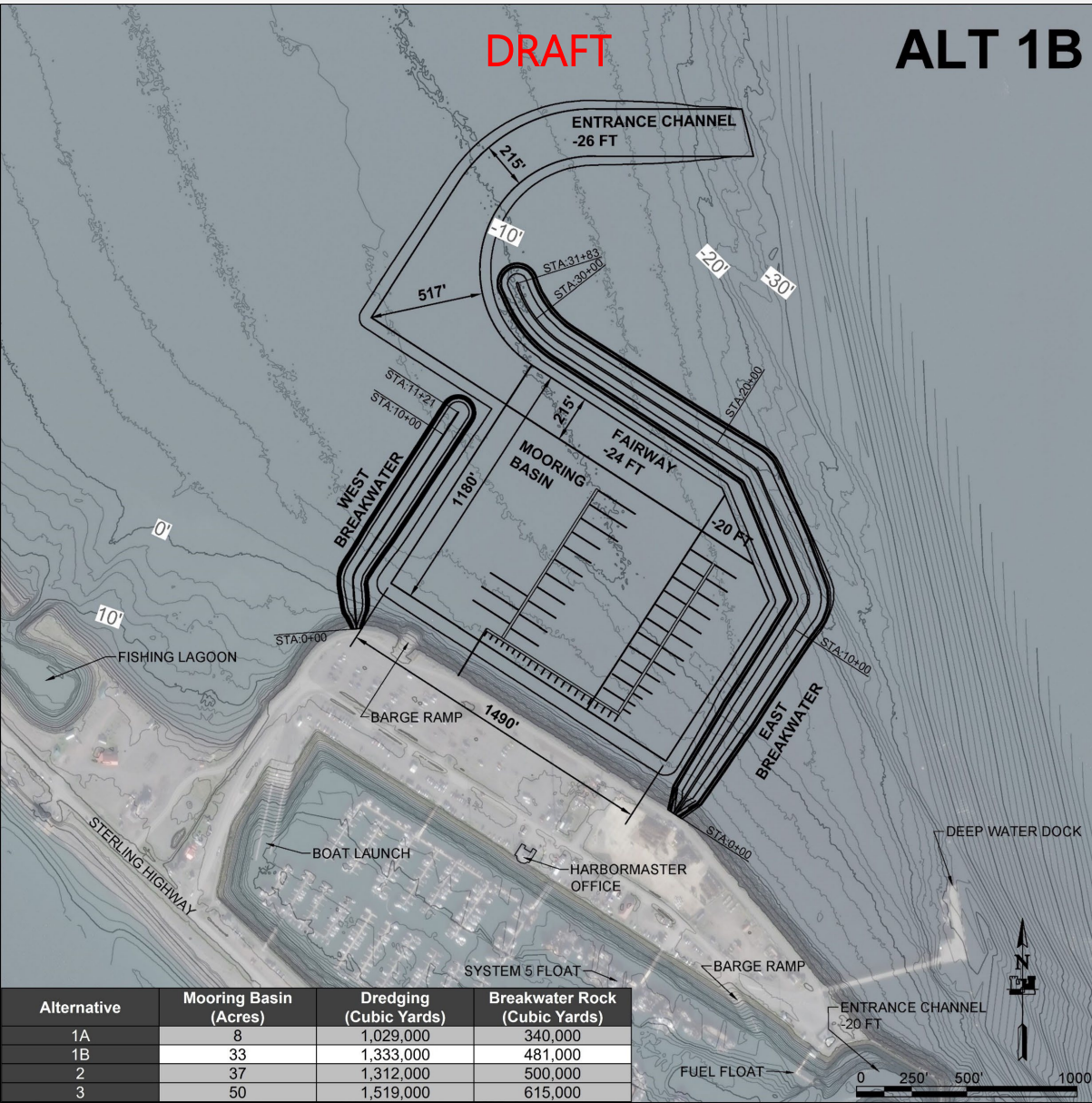


- Mooring Basin: 8 acres
- Dredging: 1,029,000 cy
- Breakwater Rock: 340,000 cy

- Breakwater alignments remained the same
- Breakwater cross-section toe widened from 15' to 20'
- Parking area removed



# Preliminary Alternative 1B

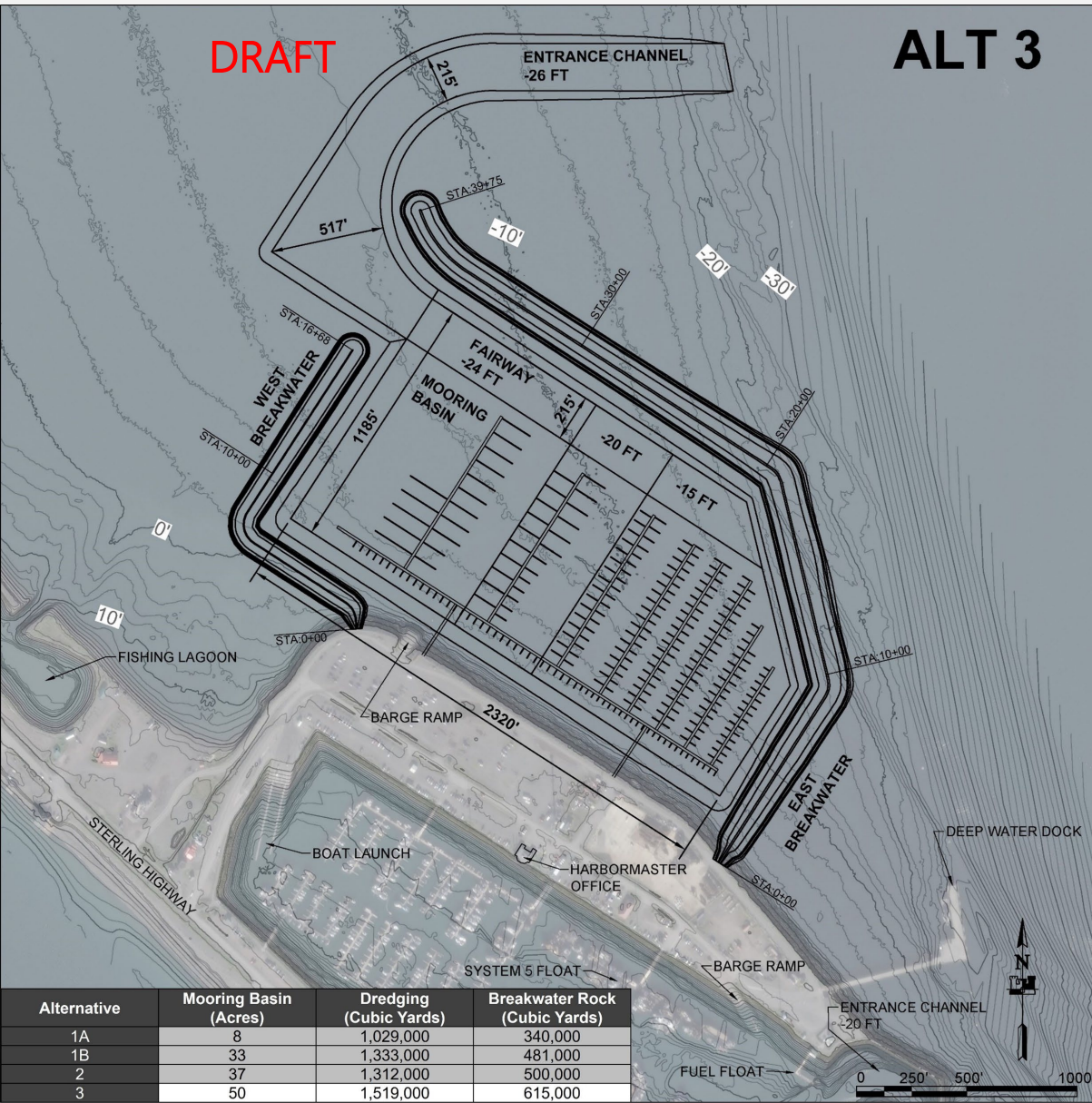


- Mooring Basin: 33 acres
- Dredging: 1,333,000 cy
- Breakwater Rock: 481,000 cy
- Breakwater alignments remained the same
- Breakwater cross-section toe widened from 15' to 20'
- Parking area removed





# Preliminary Alternative 3



- Mooring Basin: 50 acres
- Dredging: 1,519,000 cy
- Breakwater Rock: 615,000 cy
- Breakwater alignments remained the same
- Breakwater cross-section toe widened from 15' to 20'
- Parking area removed





# USACE Tentatively Selected Plan Analysis

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# Recent Activity

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- TSP Milestone Meeting (TSP Alternative 1B, LPP Alternative 2)
- USACE Leadership instructed the local team to revisit the TSP analysis and consider additional requirements recently set forth by the ASA of Civil Works
- Completed Geotechnical Investigation
- Revised breakwater assumptions impacting costs
- Revised Cost Effective/Incremental Cost Analysis (CE/ICA)
- Re-evaluated TSP



# CE/ICA Composite Benefit Unit

R&S Benefit Categories	Homer Benefit Category	Component Benefits/ Descriptions
Welfare of the regional population	WRs	-increase in cargo shipment reliability to regional communities
Subsistence Access	Personal Use Fisheries (PUFs)	-China Poot Bay Impacts -Kachemak Bay Set Gillnet Impacts
Local & regional economic opportunities	LROs	-Marine Trades Impacts (MTIs) -Business Expansion Impacts (BEIs)
Not categorized	Avoided Vessel Delays (AVDs)	-decreasing crowding decreases rafting and associated delays
Public health and safety	Safety	-safety increases as rafting is reduced

Community Benefit Units (CBUs) = WRs + PUFs + LROs + AVDs + Safety



# Weighted Normalized CBUs and CE/ICA Results

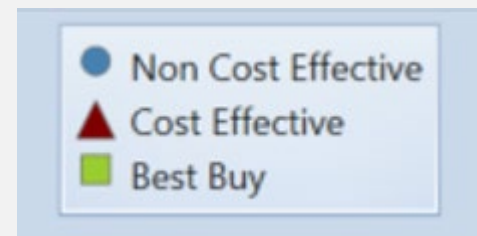
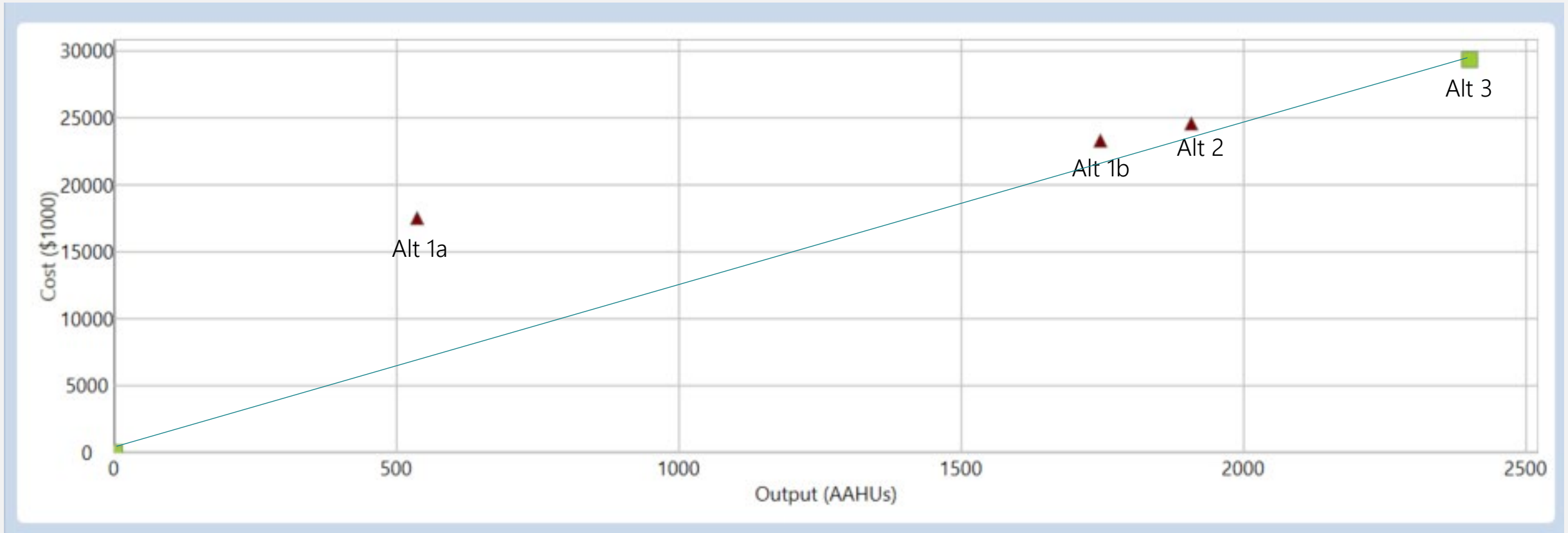
AAEQ Benefits	Alt 1a	Alt 1b	Alt 2	Alt 3	Weight	Alt 1a	Alt 1b	Alt 2	Alt 3
Local Opportunities	21	21	37	100	4	86	85	148	400
Subsistence	29	29	41	100	1	29	29	41	100
Regional Welfare	35	100	100	100	5	177	500	500	500
Avoided Vessel Delay	19	79	88	100	7	131	555	618	700
Safety	16	82	86	100	7	114	577	600	700
<b>Total Normalized CBUs</b>	<b>120</b>	<b>311</b>	<b>352</b>	<b>500</b>		<b>536</b>	<b>1,746</b>	<b>1,907</b>	<b>2,400</b>

	No Action	Alt 1a	Alt 1b	Alt 2	Alt 3
CE/ICA Result	Best Buy*	Cost Effective	Cost Effective	Cost Effective	Best Buy

\*The No Action scenario is always a “Best Buy”.



# Ce/ICA Scatter Plot



# Previous Alternative Matrix (SUPERSEDED)

Metrics	National Economic Development				Environmental Quality	Other Social Effects			P&G Criteria
	Project Total First Cost (Millions)	Avg. Annual Equiv. Benefits (million, includes Rec)	Avg. Annual Equiv. Net Benefits (millions, includes Rec)	BCR	Footprint Acreage (PROXY)	Safety	Regional Freight CE	Regional Freight ICA	Effective (H/M/L)
No Action Alternative	--	--	--	N/A	--		--	--	
Alternative 1a: Large transient vessels								N/A	
Alternative 1b: Transient vessels (NED, Total Net Benefits)									
Alternative 2: Transient and waitlisted vessels									
Alternative 3: Transient, waitlisted, projected future vessels									



Highest (Good) Score



Medium Score



Lowest (Poor) Score



# Revised Alternative Matrix (\*Preliminary Subject to Change)

		NED				OSE	EQ	P&G			
Metrics		AAEQ Benefits (Millions)	AAEQ Costs (Millions)	Net AAEQ (Millions)	BCR	CE Analysis	HSI Scores	Effective	Efficient	Complete	Acceptable
Alternatives	No Action Alternative	0	0	0	N/A	Best Buy	152.3	N	Y	Y	Y
	Alternative 1a: Large transient vessels	\$8	\$18	(\$9.90)	0.43	Cost Effective	60.9	L	Y	Y	Y
	Alternative 1b: Transient vessels	\$17	\$23	(\$6.03)	0.74	Cost Effective	47.7	M	Y	Y	Y
	Alternative 2: Transient and waitlisted vessels	\$19	\$25	(\$5.50)	0.78	Cost Effective	44.2	H	Y	Y	Y
	Alternative 3: Transient, waitlisted, projected future vessels	\$23	\$29	(\$5.96)	0.8	Best Buy	9	H	Y	Y	Y

Effective	The extent to which an alternative alleviates the specified problems and achieves the specified opportunities
Efficient	The extent to which an alternative alleviates the specified problems and realizes the specified opportunities at the least cost.
Completeness	The extent to which an alternative provides and accounts for all features, investments and or other actions necessary to realize the planned effects including any necessary actions by other. It does not necessarily mean that alternative actions need to be large in scope or scale.
Acceptability	The viability and appropriateness of an alternative from the perspective of the Nation's general public and consistency with existing Federal laws, authorities, and public policies. It does not include local or regional preferences for solutions or political expediency.





# Cost Share Requirements

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# Construction Cost Share

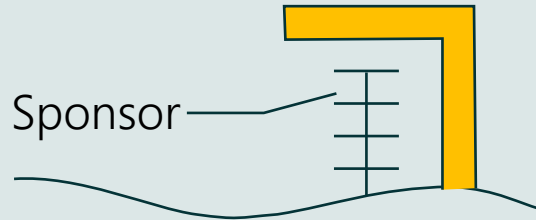
Cost Item	Federal Sponsor	Local Sponsor
General Navigation Features	80%*	20%*
Local Services Facilities	0%	100%
Locally Preferred Plan (GNF components Above and Beyond the NED Plan)	0%	100%

\*10% of Local Sponsor paid over 30 years (i.e., if 80/20 split, 10% is due at time of construction, remaining 10% paid over 30 years)

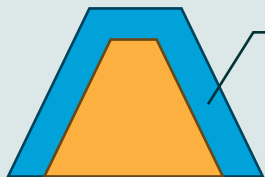
TSP Examples  
(i.e., Alt 2)



Local Sponsor

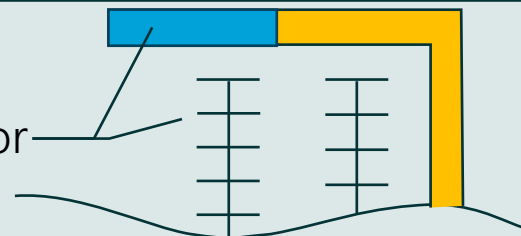


Larger LPP  
Examples  
(i.e., Alt 3)



Local Sponsor

Local Sponsor



# Alternative 2 Approximate Cost Share

Description	Federal Share Estimate	Non-Federal Share	Total
Mob/Demob, Dredging, Breakwaters, Drains, Eelgrass Mitigation (90/10)	\$383,810,000	\$42,646,000	\$426,455,000
LSF Features (0/100)	\$0	\$50,369,000	\$50,369,000
Construction Management (90/10)	\$7,430,000	\$826,000	\$8,256,000
PED (90/10)	\$6,296,000	\$700,000	\$6,996,000
<b>Total Project First Costs</b>	<b>\$397,536,000</b>	<b>\$94,539,000</b>	<b>\$492,076,000</b>
Post Construction			
Post Construction Payback* (10% of GNF)	N/A	\$38,281,000	N/A
<b>Sponsor Total Costs</b>	N/A	<b>\$132,820,000</b>	N/A

**Additional 10%:** Non-federal sponsors must also pay an additional **10%** of the cost of general navigation features in cash over a period not exceeding 30 years. They can receive credit toward this payment for the value of lands, easements, and relocations (LERRDs) provided.





# TSP or LPP Discussion & Next Steps

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# Locally Preferred Plan Discussion

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- Alternative 2 is the USACE recommended TSP. This was the City's previous Locally Preferred Plan
- If a LPP is desired (1A, 1B, 3), it needs to be requested by the Local Sponsor at this time during the General Investigation (TSP Milestone)
- TSP (As Is)
  - Increased vessel moorage supporting community need
  - Will not impact approval from USACE District, Division, and Head Quarters
  - Local Services Facilities cost are able to be amortized as funds are available
- LPP
  - Local sponsor responsible for increased cost beyond USACE selected plan (Alt 3 Only)
  - Increased cost by Local sponsor due at time of initial construction
  - No change to the costshare from TSP if Alt 1A or 1B selected for the LPP

# Next Steps

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- Local Sponsor provides input to USACE on TSP or LPP decision. Required as soon as possible.
- Draft Feasibility Report posted for public comment: Late May 2026
- Public comment period: 30 Days
- Scheduled Chiefs Report: March 2027

# THANK YOU & Please Stay Involved

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