



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, August 23, 2023 at 5:30 PM

Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

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

Zoom Webinar ID: 954 2610 1220 Password: 556404

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

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

- A. Unapproved June 28, 2023 PHC Minutes

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- A. Port Finance/Budget Report - FYTD Report for July 2023
- B. Port & Harbor Staff Report - July & August 2023
- C. Homer Marine Trades Association (HTMA) Report

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

- A. 2024-2029 Capital Improvement Plan
- B. Scheduling September Tariff Work Session
- C. Homer Port & Harbor Communications Template
- D. Homer Harbor Expansion Communications Plan

INFORMATIONAL MATERIALS

- [A.](#) Port Operations Report
- [B.](#) July & August City Newsletters
- [C.](#) July & August City Manager's Reports to Council
- [D.](#) PHC 2023-2024 Strategic Plan (Approved)
- [E.](#) Memorandum Regarding Float Replacement & Cathodic Protection
- [F.](#) 2023 Commission Calendar

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, September 27, 2023 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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

Session 23-04, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 5:00 p.m. on June 28, 2023 in the City Hall Cowles Council Chamber located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS FRIEND, MATTHEWS, SIEKANIEC, SHAVELSON, VELSKO, ZEISET

ABSENT: COMMISSIONER PITZMAN (excused)

CONSULTING: PORT DIRECTOR HAWKINS, MAYOR CASTNER

STAFF: PORT ADMINISTRATIVE SUPERVISOR WOODRUFF
CITY CLERK JACOBSEN
DEPUTY CITY CLERK PETTIT

2. AGENDA APPROVAL

Chair Matthews requested the agenda be amended to add the City of Homer Draft 2024-29 Capital Improvement Plan presentation by Special Projects and Communications Coordinator Carroll, and there was no objection expressed.

SIEKANIEC/FRIEND MOVED TO APPROVE THE AGENDA AS AMENDED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. Unapproved April 26, 2023 PHC Minutes

SIEKANIEC/ZEISET MOVED TO APPROVE THE April 26, 2023 minutes.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

5.B. Unapproved May 24, 2023 PHC Minutes

FRIEND/SIEKANIEC MOVED TO APPROVE THE May 24, 2023 minutes.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

6. VISITORS/PRESENTATIONS

6.A. City of Homer Draft 2024-29 Capital Improvement Plan (CIP) – Jenny Carroll, Special Projects & Communications Coordinator

Special Projects and Communications Coordinator Carroll provided an overview the City's annual CIP process, and reviewed the sections in the draft document. Ms. Carroll encouraged the Commission to review the information so they'll be prepared a recommendation for their top 3 projects at their next meeting. The Commission can also make recommendations on new projects, she suggested working with the Port Director to develop those for consideration at their next meeting.

In response to questions Ms. Carroll explained how the document is used to promote city projects at the state and federal level, and to support grants when those opportunities arise.

Chair Matthews suggested a work session prior to their August meeting to discuss this information.

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7.A. Port Finance/Budget Report – YTD Report for June 2023

In response to questions, Port Administrative Supervisor Woodruff addressed under-reported ice sales and crane rentals, explaining there have been syncing issues between the software the harbor uses and the city finance accounting software. There is work being done to rectify the situation. She also addressed the charter boats using the fish grinder and how they're charged.

7.B. Port & Harbor Staff Report – June 2023

Port Director Hawkins and Port Administrative Supervisor Woodruff reviewed the staff report in the packet, highlighting the Harbor Expansion Project updates and upcoming efforts on the project, Commissioner attendance at City Council meetings, float replacement project status update, and Council's adoption of the capital budget.

Mayor Castner addressed how the City invests in bonds, the return on investment, and how the City is relying on the coupon value when the bonds are retired. The proposed project in the capital budget was to have an engineer evaluate the facility so we could make an educated decision on next steps. The project wasn't approved for submission to the capital budget and there isn't another place in the budget to take funds for the evaluation.

7.C. Homer Marine Trades Association (HMTA) Report

7.D. Memo from the City Manager regarding Port & Harbor Business Plan

Chair Matthews opened the floor for discussion, she noted the summary is that the City Manager anticipates a draft business plan will be available before the end of summer.

Commissioner Shavelson expressed that the sooner the information can get to the U.S. Army Corps of Engineers (USACES) the better because it will tell how the expansion can be supported over the long term.

Chair Matthews expressed her disappointment with the suggested timing because it won't allow much time for them to provide feedback on the document before the next Harbor Expansion public meeting in September. She's not sure how to move it any faster other than a request to Council to make it staff priority.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9.A. Draft Harbor Expansion Communications Plan

Port Administrative Supervisor Woodruff explained this was anticipated to be available from HDR at this meeting, but a draft wasn't provided by meeting time. She'll get it to the Commission when it's complete.

There was discussion of the importance of the communications plan and having it implemented as soon as possible, and communicating with the US Coast Guard regarding their needs.

Ms. Woodruff confirmed she'll schedule the agenda item when the plan is available for review.

9.B. Port and Harbor Advisory Commission Strategic Plan Updates

The Commission reviewed and discussed each goal on the draft strategic plan included in the packet and supported the following amendments to the plan by consensus:

- Goal 4 – Add draft a Port and Harbor Communications Plan.
- Goal 8 - Request follow on information sent to planning commission regarding this topic.
- Goal 11 – Maximize financial returns for the city leases and promote cohesive Maritime theme
 - Task-Review city base lease and propose zoning recommendations to Planning Department
- Goal 12 - Add commission task to host a public worksession to collect thoughts and opinions on spit parking in January.
- Goal 15 - Add task to maintain long-term spit erosion control measures on the CIP and continue engaging DOT support.
- Goal 17 – Add task to discuss potential lease arrangements for the facility at a winter 2023-2024 commission meeting.

FRIEND/SIEKANIEC MOVED TO ACCEPT THE PORT AND HARBOR ADVISORY COMMISSION 2023/2024 STRATEGIC PLAN AS AMENDED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

10. NEW BUSINESS

10.A. Cancelling July 26, 2023 Meeting

SHAVELSON/FRIEND MOVED TO CANCEL THE JULY 26, 2023 PORT AND HARBOR COMMISSION MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

11. INFORMATIONAL MATERIALS

11.A. Port Operations Report
June 2023 Port Operations Report
May 2023 Statistics

11.B. June City Newsletter

11.C. June 12 City Managers' reports to Council

11.D. Quarterly Homer Harbor Expansion Report

There was brief discussion regarding the City Newsletter distribution and how other departments handle social media.

12. COMMENTS OF THE AUDIENCE (3 minute time limit)

13. COMMENTS OF THE CITY STAFF

Port Administrative Supervisor Woodruff welcomed Deputy City Clerk Zach Pettit to the meeting and thanked Chair Matthews for taking them through the strategic plan.

Port Director Hawkins noted the meeting time change to 5:30 year round.

City Clerk Jacobsen thanked everyone for a good meeting.

14. COMMENTS OF THE MAYOR

Mayor Castner reported he and Chair Matthews met with state and regional staff from Spenard Builder's Supply to discuss what their needs would be if they wanted to expand operations into Homer. They said they need steamship traffic into Homer, they appreciated being asked and want to become involved in the planning of the new port facilities in the expansion project. He added he'll be working on preparing for a Chairs meeting in August, and looking at debt retirement for the City. He's hoping to have a water and sewer master plan before Public Works Director Keiser retires to start fulfilling promises made when we annexed property, and he'll be

working on a policy for rebates. He also commented regarding the acquisition of property for a future Public Works Campus, and the grant for acquiring property east of the airport.

15. COMMENTS OF THE COMMISSION

Commissioner Zeiset commented regarding the strategic plan goal 6 and debriefing following summer activities. He does a debrief at the end of each summer for his business and finds it to be very effective.

Commissioner Siekaniec commented about the goal of identifying underutilized assets, he'll be thinking more about that. It was a good meeting.

Commissioner Friend welcomed Deputy City Clerk Pettit, he thought it was a good meeting and is glad to have the strategic plan moving forward.

Commissioner Shavelson welcomed Deputy City Clerk Pettit. He raised the issue of offensive graffiti in the ramp 2 restroom and hopes theirs a quick response team to take care of it. It's a high traffic area and it reflects poorly when it's left to linger. He feels that this season seems slower on the spit. He thanked everyone for the meeting.

Commissioner Velsko had no comment.

Chair Matthews thanked everyone for a great meeting.

16. ADJOURNMENT

There being no further business to come before the Commission Chair Matthews adjourned the meeting at 7:25 p.m. The next Regular Meeting is Wednesday, August 23, 2023 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Melissa Jacobsen, MMC, City Clerk

Approved:_____

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/16/2023		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				12.6% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY22	FY23	FY24 YTD		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
0600	HARBOR ADMINISTRATION					
4515	Ferry Lease	18,000	18,000	18,000	100.0%	18,000
4650	Rents & Leases	449,731	467,523	103,842	20.8%	500,000
	Operating Revenue - Admin	467,731	485,523	121,842	23.5%	518,000
4527	PERS Revenue	92,383	-	-	0.0%	-
4634	Port Storage Fee	119,992	207,662	11,980	12.5%	96,164
4635	Port Impound Fee	204	816	-	0.0%	-
4705	Business Licenses	10	20	-	0.0%	-
4801	Interest On Investments	(62,000)	73,468	8,638	0.0%	-
4901	Surplus Property	26,078	2,187	-	0.0%	-
4902	Other Revenue	-	124,146	-	0.0%	-
	Non-Operating Revenue - Admin	176,666	408,298	20,618	21.4%	96,164
0601	HARBOR					
4245	Waste Oil Disp	603	1,079	-	0.0%	-
4249	Oil Spill Recovery	(100)	-	-	0.0%	-
4318	Parking Revenue	180,789	173,746	68,292	30.4%	225,000
4319	Electrical Supplies	2,275	1,449	521	21.7%	2,403
4624	Berth Transient Monthly	649,848	717,030	100,104	14.3%	698,295
4625	Berth Reserved	1,533,906	1,656,284	6,685	0.4%	1,771,547
4626	Berth Transient Annual	315,591	325,799	43,501	13.5%	322,486
4627	Berth Transient Semi Annual	130,453	132,878	4,163	2.7%	151,515
4628	Berth Transient Daily	152,145	159,492	26,217	17.5%	149,805
4629	Metered Energy	186,689	140,783	1,790	1.9%	92,677
4644	Pumping	-	-	-	0.0%	-
4645	Wooden Grid	5,006	4,089	581	10.2%	5,697
4646	Commerical Ramp	54,913	49,562	8,285	15.1%	55,000
4647	Berth Wait List	15,211	15,110	503	4.1%	12,394
4648	Steel Grid Fees	7,900	6,969	842	10.5%	8,000
4663	Trans Energy 110v	47,616	35,525	5,288	12.4%	42,746
4664	Trans Energy 220v	16,186	21,252	4,081	14.2%	28,744
4665	Trans Energy 208v	205,197	204,723	2,539	1.6%	159,228
4666	Commerical Ramp Wharfage	38,422	41,055	7,970	5.0%	158,000
	Operating Revenue - Harbor	3,542,651	3,686,824	281,360	7.2%	3,883,536
4802	Penalty/Int	6,101	7,797	436	6.7%	6,500
4902	Other Revenue	68,633	66,928	11,924	16.7%	71,325
	Non-Operating Revenue - Harbor	74,735	74,725	12,360	15.9%	77,825

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REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				12.6% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY22	FY23	FY24 YTD		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
0602	PIONEER DOCK					
4631	USCG Leases	35,067	38,976	6,674	18.3%	36,494
4637	Seafood Wharfage-PD	-	-	-	0.0%	-
4638	PD Fuel Wharfage	207,277	198,654	54,991	25.6%	214,809
4639	Pioneer Dock - Wharfage	-	-	-	0.0%	-
4641	PD Water Sales	11,338	9,291	296	2.8%	10,500
4642	PD Docking	41,079	39,991	4,194	9.1%	46,000
	Operating Revenue - Pioneer Dock	294,761	286,911	66,155	21.5%	307,804
0603	FISH DOCK					
4620	Ice Sales	272,257	238,493	89,797	33.8%	265,742
4621	Cold Storage	27,398	22,319	-	0.0%	25,000
4622	Crane Rental	193,965	197,790	41,853	22.0%	190,306
4623	Card Access Fees	5,780	16,210	676	11.9%	5,700
4637	Seafood Wharfage	17,200	20,530	1,780	10.3%	17,324
4700	Other Wharfage Fish Dock	6,694	9,945	-	0.0%	9,843
	Operating Revenue - Fish Dock	523,294	505,288	134,106	26.1%	513,915
4206	Fish Tax	66,865	116,236	0	0.0%	64,562
0604	DEEP WATER DOCK					
4633	Stevedoring	8,882	49,565	2,134	17.8%	12,000
4637	Seafood Wharfage	-	-	-	0.0%	-
4640	Deep Water Dock Wharfage	-	152,709	-	0.0%	40,426
4643	Deep Water Dock Docking	116,132	121,387	5,658	5.7%	100,000
4668	Dwd Water Sales	32,419	41,651	1,480	4.9%	30,000
4672	Port Security Revenues	-	-	-	0.0%	-
	Operating Revenue - DW Dock	157,434	365,311	9,272	5.1%	182,426
0605	OUTFALL LINE					
4704	Outfall Line	4,626	4,800	0	0.0%	4,800
0606	FISH GRINDER					
4706	Fish Grinder	7,018	6,803	1,090	14.7%	7,390
0615	LOAD AND LAUNCH RAMP					
4653	L & L Ramp Revenue	132,446	111,468	40,971	31.5%	130,000
	Operating Revenue - L & L Ramp	132,446	119,843	40,971	31.5%	130,000
	Total Revenues	5,448,227	6,060,562	687,775	12%	5,786,422
	Net Surplus (Deficit)	333,391	2,275,728	168,833		(0)

FUND 400 - PORT & HARBOR ENTERPRISE FUND				8/16/2023		
COMBINED EXPENDITURES				12.6% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY22	FY23	FY24 YTD		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
Salaries and Benefits						
5101	Salary and Wages	1,128,870	1,195,402	139,098	9.5%	1,464,034
5102	Fringe Benefits	634,397	742,528	52,510	5.7%	914,743
5103	Part-time Wages	107,259	164,248	41,888	25.3%	165,371
5104	Part-time Benefits	12,256	19,005	4,908	25.7%	19,086
5105	Overtime	31,929	29,403	3,200	8.1%	39,439
5107	Part-time Overtime	855	212	77	2.0%	3,879
5108	Unemployment Benefits	348	-	-	0.0%	-
5112	PERS Relief	92,383	-	-	0.0%	-
Total Salaries and Benefits		2,008,297	2,150,797	241,682	9.3%	2,606,550
Maintenance and Operations						
5201	Office Supplies	5,322	6,042	-	0.0%	4,700
5202	Operating Supplies	20,623	16,691	1,580	6.1%	26,000
5203	Fuel and Lube	40,700	43,481	2,402	6.6%	36,300
5204	Chemicals	6,410	-	-	0.0%	6,000
5207	Vehicle and Boat Maintenance	21,532	17,749	1,103	4.4%	25,000
5208	Equipment Maintenance	68,340	73,195	3,233	5.1%	64,000
5209	Building & Grounds Maintenance	24,264	54,883	97	0.1%	67,000
5210	Professional Services	16,176	38,011	5,161	24.0%	21,500
5211	Audit Services	37,510	16,196	-	0.0%	40,446
5213	Survey and Appraisal	24,000	-	-	0.0%	12,500
5214	Rents & Leases	4,280	3,716	465	6.6%	7,000
5215	Communications	17,310	8,489	-	0.0%	8,000
5216	Freight and Postage	2,619	1,492	-	0.0%	5,500
5217	Electricity	664,046	649,413	42,017	5.8%	730,450
5218	Water	75,643	85,913	25,067	30.1%	83,208
5219	Sewer	13,157	11,977	2,576	17.8%	14,472
5220	Refuse and Disposal	40,694	52,883	-	0.0%	63,300
5221	Property Insurance	64,722	88,108	106,791	110.2%	96,919
5222	Auto Insurance	10,007	9,740	10,158	94.8%	10,714
5223	Liability Insurance	86,649	62,742	10,914	15.8%	69,016
5226	Testing and Analysis	-	-	-	0.0%	7,000
5227	Advertising	6,076	4,345	-	0.0%	7,000
5228	Books and Subscriptions	26	107	-	0.0%	-
5231	Tools and Equipment	9,471	16,885	120	0.7%	16,700
5234	Record and Permits	-	-	-	0.0%	2,000
5235	Membership Dues	6,088	7,435	-	0.0%	7,000
5236	Transportation	6,641	12,041	-	0.0%	4,000
5237	Subsistence	6,837	8,719	-	0.0%	4,000
5238	Printing and Binding	1,482	-	-	0.0%	3,500
5248	Lobbying	21,000	21,245	-	0.0%	35,000
5249	Oil Spill Response	2,833	-	-	0.0%	1,000
5250	Camera Area Network	214	1,296	-	0.0%	18,000
5252	Credit Card Expenses	104,946	89,206	1	0.0%	104,000

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COMBINED EXPENDITURES				12.6% of FY elapsed		
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		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
5256	Waste Oil Disposal	45,458	19,303	1,300	2.9%	45,000
5258	Float and Ramp Repairs	8,545	43,986	-	0.0%	25,000
5287	Electrical Supplies	2,326	1,010	-	0.0%	2,100
5601	Uniform	8,785	5,986	-	0.0%	9,500
5602	Safety Equipment	10,601	5,992	-	0.0%	15,000
5603	Employee Training	7,918	5,681	-	0.0%	38,500
5606	Bad Debt Expenses	5,230	34,574	(1,087)	-3.6%	30,000
5608	Debt Payment-Interest	4,665	16,800	-	0.0%	-
5624	Legal Services	-	-	-	0.0%	100,000
5627	Port Security	-	-	-	0.0%	2,500
5635	Software	938	-	-	0.0%	4,000
5637	Diving Services	4,350	16,045	-	0.0%	8,500
5638	Signage Parking Delineation	12,243	17,295	-	0.0%	31,000
	Total Maint. and Operations	1,520,676	1,568,674	211,897	11.1%	1,912,325
	C/O and Transfers					
5106	Leave Cash Out	66,243	-	-	0.0%	73,867
5241	GF Admin Fees	-	-	-	0.0%	-
5990	Transfers To	1,519,620	65,364	65,364	5.5%	1,193,680
	Total Others	1,585,862	65,364	65,364	5.2%	1,267,546
	Total	5,114,836	3,784,834	518,942	9.0%	5,786,422



City of Homer

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Port and Harbor

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Port & Harbor Special Project Status Updates August 2023

Fish Grinder Building Replacement	Design in progress Project Funded	We have received grant funding from ADF&G in the amount of 250,000.
Fish Grinder Building Drainage	Design in progress Seeking project funding	Pursuing additional ADF&G Funding for drainage project
Parking Lot Improvements	Project on Hold	No further progress expected until permitting complete.
Paid Parking Program Planning & Permitting	Project Funded	Planned for fall/winter 2023
Electrical Pedestal Replacement EE Float	--	Funding closed out in FY24 process
Harbor Office ADA Entry Door Improvements	Project Funded	Not scheduled at this time.
Float End Replacement, K-Q	Project in Progress	Work began April 18 th ; 5/6 refurbished to date.
Outfall Line Pump	Project Funded	Public Works will complete project using PH reserves fund
Ice Metering System	Project Funded	Scheduled to install during winter ice plant maintenance season.
Harbor Bottom Survey	Project Funded	Preparing RFP for the survey
Tank 1 Sludge Removal	Project Funded	Not scheduled at this time.

Status Categories:

Seeking design funding Design funded Design in progress Design complete	Seeking project funding Project Funded Project in Progress Project Complete
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City of Homer

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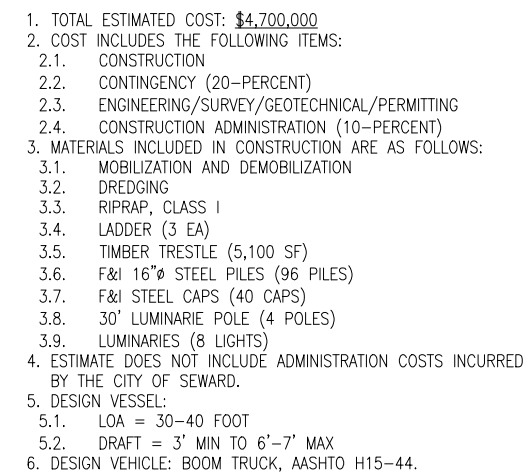
Port and Harbor

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**CONCEPT DESIGN
NOT FOR
CONSTRUCTION**

City of Seward
Bid Schedule Page 1 of 1

Project: Tidal Boat Grid - Concept Design
Project Number: _____ / Contract Number: _____

ESTIMATE SUMMARY

<u>Schedule</u>	<u>Bid (US\$)</u>
SCHEDULE A - Tidal Grid Base Bid Items	\$ <u>2,995,700</u>
Contingency (20 Percent)	\$ <u>599,200</u>
Engineering/Survey/Geotechnical/Permitting	\$ <u>740,000</u>
Construction Administration (10 Percent)	\$ <u>299,600</u>
TOTAL:	\$ <u>4,634,500</u>



City of Homer

www.cityofhomer-ak.gov

Administration
491 East Pioneer Avenue
Homer, Alaska 99603
(p) 907-235-8121 x2222
(f) 907-235-3148

Memorandum

TO: City of Homer Port & Harbor Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: August 3, 2023
SUBJECT: Updated Draft of the City's 2024-29 Capital Improvement Plan (CIP)

- I. **Issue:** The purpose of this Memorandum is to present the Commission with an updated version of draft 2024-29 CIP prior to taking formal action.
- II. **Reminder of Requested Actions:**
 - **Review the updated 2024-2029 draft CIP provided in your packet.**
 - **Provide input on specific changes or updates you would recommend for current or new projects to Port Director Hawkins.**
 - **Be prepared to take the following actions at the August 23, 2023 Port and Harbor Advisory Commission meeting:**
 - Pass a motion naming **three projects** the Commission recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Committee's #1 and #2 Federal Legislative Priority projects.
 - Any **City** project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - Additionally, the Commission may choose to pass motion(s) that
 - Propose a new project be added to the CIP (a project nomination form is provided in your packet should the Commission want to propose a new project.)
 - Supports or opposes projects proposed to be added or removed from the CIP.

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



City of Homer

**Draft 2024-2029
Capital Improvement Plan**

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



September 23, 2024

To The Honorable Mayor and Homer City Council:

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

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

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

Sincerely,

Rob Dumouchel
City Manager



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Funded Projects from the 2023-2028 Capital Improvement Plan

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

Ben Walters Lane Sidewalk Facility
\$1.7M allcoted in the City of Homer FY24/25 Capital Budget for construction.

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

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

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



Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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



Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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



Legislative Request FY2025

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

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

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

FY 2025 - DRAFT Document



1. Homer Harbor Expansion

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

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

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

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

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

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



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



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



2. Slope Stability & Erosion Mitigation Program

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

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

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



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

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

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

Kachemak Drive Wetland Treatment System	\$4,388,791
Beluga Slough & Bishops Beach Stormwater Treatment Systems	\$ 690,000
Total Phase 1 Cost:	\$5,028,791
City of Homer grant & match funds secured	\$1,845,310
FY2025 State Request Beluga Slough:	\$ 429,484
FY2025 Federal Request Kachemak Sponge:	\$2,799,381

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



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

Awaiting City Council HERC worksession for project update.

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

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

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

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

The next step is finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance. In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility.

Budget to be updated. Capital budget allocates \$311,216 in Natural Gas Free Main Allowance funds.

Total Project Cost:	\$15,795,666
FY24	
Phase 1: Abate HazMat	\$ 176,377
Phase 2: Demolish HERC2	\$ 78,094
Final Design & Feasibility Study	\$ 350,000
FY25	
Phase 3: Demolish HERC1	\$ 191,195
Construction	\$ 15,000,000
FY25 State Request:	
Phase 1, 2 & 3	\$ 350,000
(City of Homer Match: \$	445,666)
FY25 Federal Request:	
Phase 3	\$15,000,000



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



4. Karen Hornaday Park Public Restroom Facility

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

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

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

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

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

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

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

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

FY25 State Request: \$500,000

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



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

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



FY 2025 - DRAFT Document



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

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

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

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

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



System 4 floats to be replaced.



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



Low freeboard resulting in submerged pile collar. Decking has rot and hardware connections protrude through it.



6. New Public Works Facility

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

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

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

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

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

Total Project Cost: \$11,377,750

Schedule: 2024

2023: Property Acquisition \$ 600,000

2024-2025: Facility Design \$ 828,500

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

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

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



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

FY 2025 - DRAFT Document

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



7. A-Frame Water Transmission Line Replacement

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

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

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

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

Plans & Progress: The City’s FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. The A-Frame Transmission Line Replacement is included on Alaska Drinking Water Fund’s FY24 Intended Use Plan. **This project, combined with the design and installation of a 250,000-gallon water storage tank on the west side for drinking water resiliency (also on the FY24 Intended Use Plan) is under consideration for a FY24 Federal appropriation.**

Total Project Cost: \$804,092

Design: \$90,000

Construction: \$714,092

FY25 State/Federal Request: \$634,274

City of Homer Match: \$ 160,818

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



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



8. Homer Spit Coastal Erosion Mitigation

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

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

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

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

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

The project could progress through a USACE General Investigation, **or through a State of Alaska/City of Homer application for Federal PROTECT planning grant funds.** The GI would progress from phase 1 (USACE authorization to implement the Dredged Material Management Plan to immediately mitigate erosional damage, while concurrently, initiating Phase 2: design and engineering of erosion mitigation measures through a USACE General Investigation.

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

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

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

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

FY25 Federal Request \$1,500,000

Contact Mayor Ken Castner or or Rob Dum



Example of recent active erosion on the Homer Spit.



9. Fire Hall Expansion, Phase 1

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

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

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

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

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

Total Project Cost: \$20,000,000

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

Construction: \$18,500,000

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



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



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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City Hall Access Barrier Removal

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

City Hall access barriers include:

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

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

Total Project Cost: \$400,000

Schedule: 2024-2025

Priority Level: 1

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



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



Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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

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

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

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

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

Total Project Cost: \$ 770,000

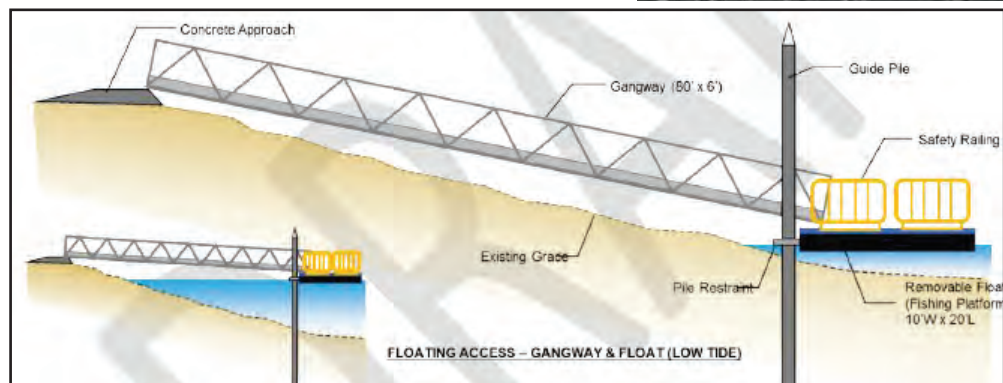
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



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



Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

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

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

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

Total Project Cost: \$385,600

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

Schedule:

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

Priority Level: 1



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



Parks, Art, Recreation & Culture

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Bayview Park Restoration

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

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

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

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



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

Total Project Cost: \$190,000

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

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

Schedule: 2023-2026

Priority Level: 1

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



Homer Spit Campground Renovations

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

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

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

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

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

Total Project Cost: \$95,000

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

Schedule: 2025-2026

Priority Level: 2



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

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

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Jack Gist Park Improvements, ~~Phase 2~~

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

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

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

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

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



One of the softball fields at Jack Gist Park.

Project Cost: \$470,000

Utilities	\$ 42,500
Drainage:	\$ 25,000
Parking:	\$ 30,000
Site prep:	\$ 22,500

Phase 2: Restroom cost estimate: \$350,000

Schedule: 2023-2025

Priority Level: 1

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



Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

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

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

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

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



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

Total Project Cost: \$5,297,626

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

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



Fish Grinding Building Replacement

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

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

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

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

Plans & Progress: Preliminary project design and cost estimates are complete. The building replacement project will be awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. **The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.**

Total Project Cost: \$374,978

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

Phase 2: Construction: **\$289,978**

Site Drainage: **\$ 60,000**

Schedule: 2024

Priority Level: 1



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

Funding Secured	Prior to July '23	FY24/25
Engineering/Design	\$ 25,000	-
ADF&G Dingell-Johnson	(pending)	



Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Homer Harbor Dredging

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

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

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

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

Total Project Cost: \$980,000

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

Phase 2: Dredging: \$955,000

Schedule: 2023-24

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



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

FY 2025 - DRAFT Document



Homer Harbor Security Cameras: Ramp 1-5 Access Points

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

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

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

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

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

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

Schedule: 2025

Priority Level: 1



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



Ice Plant Upgrade

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

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

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

Total Project Cost:

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

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2024: Phase 2

Priority: 1



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



Large Vessel Sling Lift, Phase 1

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

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

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

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

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

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

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

Schedule: 2027

Priority Level: 3



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



Steel Grid Repair

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

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

Homer’s Steel Grid was originally built 42 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders have kept this grid patched up and going for a good long while, but we’re now at the point where a larger replacement project is required. More may be revealed after an engineering inspection during Phase 1, but to date, staff believe that the piers and wooden fenders are still serviceable. It is anticipated that only the grid itself would need to be replaced.

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

Total Project Cost:

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

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

Schedule: 2025

Priority Level: 2



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

FY 2025 - DRAFT Document



Wood Grid Replacement

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

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

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

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

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

Total Project Cost:

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

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

Schedule: Phase I: 2026

Priority Level: 2



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



Public Safety

- **Fire Department Fleet Management32**

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Fire Department Fleet Management

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

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

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

Engine-4, at over 40-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. Functional capabilities and safety features of fire apparatus has greatly improved in the last fifteen years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems. Apparatus over 25 years old also become unreliable. Systems fail, sidelining vehicles for lengthy repairs and putting both firefighters and the public at great risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk. **\$850,000**

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. **Funds were allocated for a used ladder truck in the FY23 Capital budget.** Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: **\$1,655,000**

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

Quick Attack/Brush Truck: **\$575,000**

Engine 4 Replacement: **\$850,000**

Funding Secured	Prior to July '23	FY24/25
Ladder Truck		
COH Fleet CARMA	\$ 230,000	-

Schedule: 2025-2026

Priority Level: 1



HVFD's Brush-1 is a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.



Public Works Projects

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Beluga Sewage Lift Station

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and environmental stewardship, and contributes to Homer's growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8' diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which oxidizes in the presence of moisture, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into Beluga Slough, part of Kachemak Bay's Critical Habitat and home to, among other wildlife, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow, creating an ecological disaster.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structure
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: Conceptual project design was completed in 2020, funded by the City's Capital Asset Repair and Maintenance Account. **The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds, and is under consideration for a Federal appropriation. ADEC has offered a Principal Forgiveness Subsidy in the amount of \$500,000. The City will proceed with Final Design in FY24 and hopes to implement construction in FY25..**

Total Project Cost: \$2,937,353

Engineering Concept Design: \$ 18,023 (complete)
Final Design: \$ 100,000 (funded)

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Conceptual Design	\$ 18,023	-
Final Design		
COH HAWSP	-	\$ 100,000



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



Ben Walters Lane Sidewalk Facility

Funded. Will move project to funding completed section.

Project Description and Benefit: This project will provide approximately 6,150 feet of ADA-compliant sidewalk, curb and gutter on Ben Walters Lane from Lake Street to East End Road. The need for a sidewalk on Ben Walters Lane was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan and has been included in the 2021 update. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

Ben Walters Lane is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to two of Homer's main thoroughfares: East End Road and Lake Street. Ben Walters Lane supports both residential and commercial traffic. For example, the street is home to many single family residences, some multi-family residences, two City parks, multiple businesses and health care facilities. Further, Ben Walters provides access to two schools located on East End Road and numerous businesses located on Lake Street.

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water. A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate for the project has been developed. The City has commissioned the design of the facility and City Council has allocated funds for construction in the FY24-25 Capital Budget.

Total Project Cost: \$1,800,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Sidewalk Design and Survey		
COH HART Road	\$ 100,000	-
Construction		
COH HART Road	-	\$1,700,000





Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

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

Rehabilitation work should include improvements to the curb, gutter and sidewalk, including proper curb cuts to make the sidewalk and street crossings accessible.

Plans & Progress: The City is in the process of performing soils investigations, survey and preliminary design to better understand the scope of the problem. ~~has invested in a storm drain condition survey and extensive value engineering in the final design to make the project affordable.~~

Estimated Project Cost: \$4,100,000 **953,339**

Schedule: 2025

Priority Level: 2

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



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



Homer Airport Terminal Improvements

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

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

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

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

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

Total Project Cost: \$1,402,570

Interior Renovations \$378,000

ADA restroom and other ADA compliance issues

Furniture upgrade for ADA compliance

Fire/Life Safety Systems \$159,156

Replace HVAC and fire alarm systems

Replace automatic entry doors for security/energy efficiency

Exterior Renovations \$659,812

Provide ADA-compliant parking and access

EV Charging Station

Paint exterior siding

Install wayfinding signage/kiosk

Resilience Measures: \$205,602

Install backup generator for emergency power

Solar installation -

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 14,400	
COH Construct Gen CARMA	-	\$ 50,000
COH Sidewalk Repair Gen CARMA	-	\$ 76,175



Homer All Ages & Abilities Pedestrian Path

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.



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

Total Project Cost: \$3,900,000

Svedlund/Herndon & Lee Street: \$1,600,000

Main Street South to Ohlson Lane: \$2,000,000

Crosswalk improvements: \$ 300,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



Svedlund/Herndon Street Sidewalks

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer’s central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer’s Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, reduces the risk of isolation and quality of life improves.

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City’s FY24/25 Capital budget.

Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)

Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.



Water Storage/Distribution Improvements, Phase 3

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

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

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

- Phase 1: was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- Phase 2: consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV stations and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work should be completed in 2024 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

Total Project Cost: \$10,438,214

2014 (Design, Completed): \$884,214

2016 Phase 1 Construction(Funded, Completed):\$1,980,000

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1



Wayfinding & Streetscape Plan Implementation

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

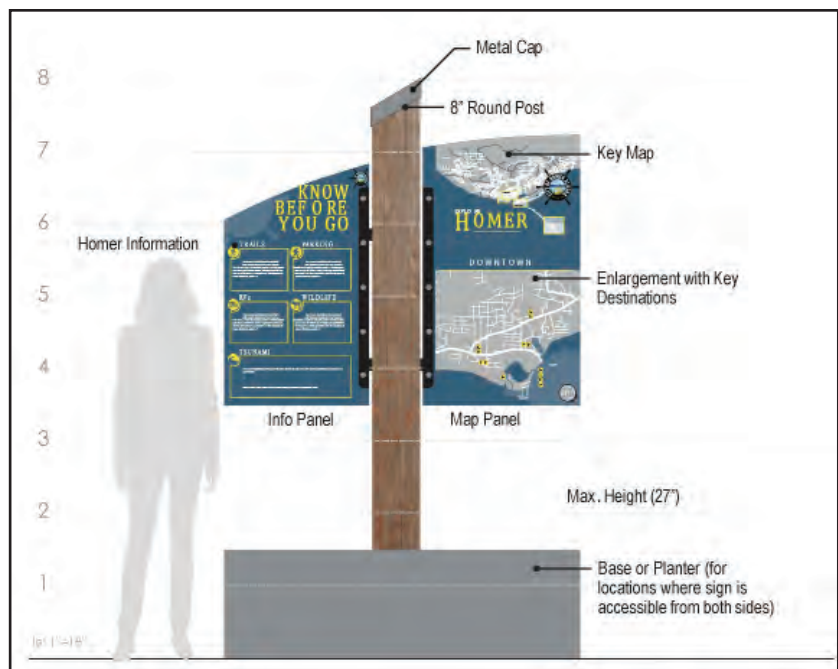
Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with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

Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)
Phase 2: \$151,000

Schedule: Phase 1 2023-2025

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	\$ 50,000



Schematic design of wayfinding sign.



State Projects

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

Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 ..43**
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To Ohlson Lane47**
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Baycrest Overlook Gateway Improvements Phase 3

Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer, and creates a powerful first impression. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct accessibility barriers cited in the ADA Transition plan.





East Hill Road Bike Lane

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

The need for a non-motorized transportation element on East End Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.





Kachemak Drive Non-Motorized Pathway

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, winding road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

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

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

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

When Alaska DOT&PF began scoping a "1R" road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT&PF Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$2,000,000



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



Main Street Rehabilitation

Project Description & Benefit: This project will rehabilitate storm drains and pavement on the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane. Ideally this project will include a curb gutter and sidewalks to provide a safe means for pedestrians to travel from Ohlson Lane in Old Town north to Pioneer Avenue, making it a complete street.

Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It is a main commercial corridor and supports residential traffic as the street is also home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

The road condition has deteriorated over the past several years. The pavement is raveling and the drainage system is inadequate, allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze/thaw cycles. The lower portion suffers from potholes, triggering continual complaints from the traveling public. The storm drain systems needs to be rehabilitated.

Any road rehabilitation should be coupled with addition of a sidewalk facility to fill a gap on this busy mixed-use collector street.

Plans & Progress: The City has held off doing any technical work because it is a State road. A funding request for AK Department of Transportation FY22-25 Community Transportation Program grant funding is under consideration and is a mechanism to make these much needed improvements to Main Street.

Estimated Project Cost: \$4,300,000



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



Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

Despite its proximity to businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is city-owned from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging it's funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

Cost includes a WAG of \$100,000 for storm drain improvements.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.



Sterling Highway Milepost 172 Drainage Improvements

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, "To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements...", City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request. A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.



Aerial photo of the area downslope of the outfall from a



West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan. An engineer's conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.





Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- **Homer Hockey Association:**
Kevin Bell Ice Arena Condenser Project51
- **Homer Senior Citizens Inc.:**
Alzheimer's Unit52
- **Kachemak Shellfish Growers Association:**
FLUPSY & Otter Predation Assistance53
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades54
- **~~SPARC: Flooring Replacement.....55~~**



Homer Hockey Association Kevin Bell Ice Arena Condenser Project

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace the condenser unit. The current cool-air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

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

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

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

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

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

Total Project Cost: \$140,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

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

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

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

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

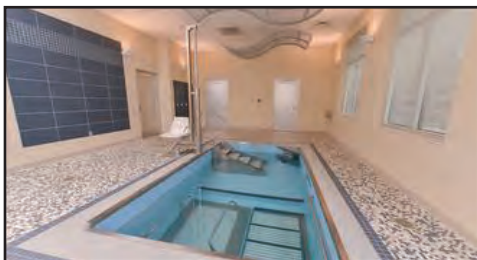
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

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

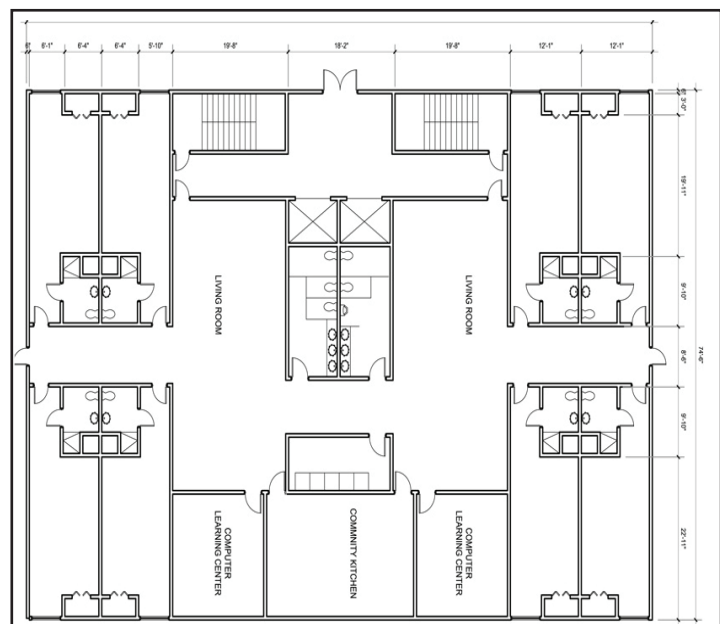
We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable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

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

Total Project Cost: \$750,000



Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

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

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

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

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

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

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



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



Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow just off Ohlson Mountain Road near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

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

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

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

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

Total Project Cost: \$90,000

Parking/access improvements: \$15,000

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

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



Youth enjoying Homer's own downhill ski area.



SPARC: Flooring Replacement

Project funding complete. Listed in Completed project section.

Project Description and Benefit: South Peninsula Athletic and Recreational Committee owns and manages the SPARC building on land abutting the Homer Middle School campus, leased for \$1/year from the Kenai Peninsula Borough, per a 20 year lease. This facility is a non-governmental recreational facility available for community use on a daily basis. A wide variety of activities occur there including pickleball, walking, soccer, roller-skating, and basketball. It also hosts large community events such as performances, celebrations of life, youth dances, and even a recent car/motorcycle show with food trucks and a vendor fair.

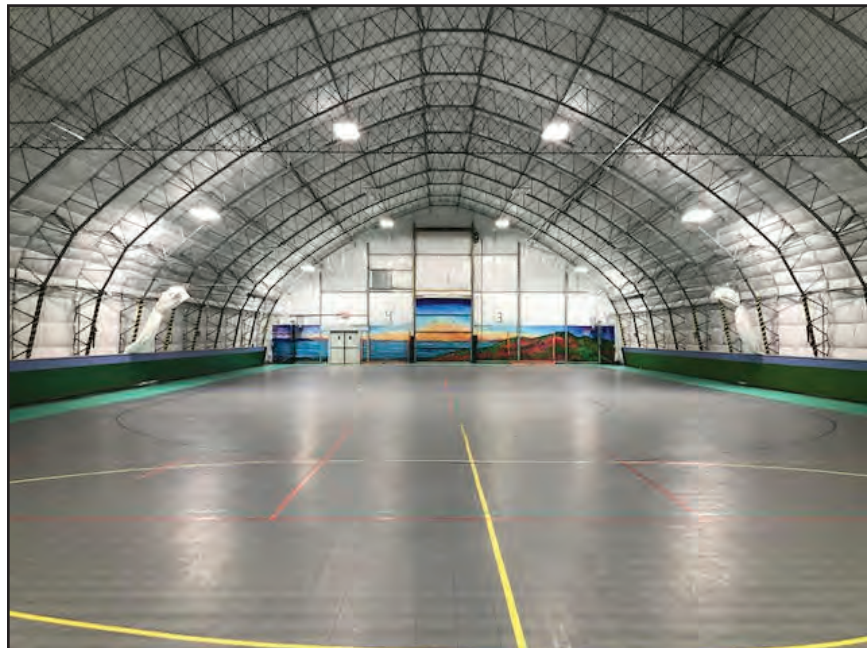
The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive first floor, which was already well used when installed in 2017. The first step in replacing the floor will be the installation of a concrete slab to support whatever new flooring is selected. Currently the building has a layer of sand below the floor. The sand will be utilized for the base of the concrete for any replacement floor.

Plans & Progress: Since 2017, SPARC has been setting aside funds in a capital account to be applied to the costs of a floor upgrade. Currently the account is funded at \$45,000. In 2020, SPARC formed a Flooring Committee which was tasked with selecting the specific flooring by winter of 2021. The Flooring Committee was composed of representatives of various sports to provide input on the design and choice of flooring. The SPARC Board of Directors and committee members consulted with Alaskan Industries, Inc., an Alaskan firm that has installed dozens of gym floors around the state. Based on consultations with this firm, including a site visit from their founder, the SPARC chose a “Mondo Advanced” Flooring package, which meets all our unique uses and circumstances. A Letter of Interest to the Murdock Charitable Trust requesting funding for half the cost in the winter of 2021 resulted in an invitation to submit a full application for project funding. The application is pending.

Total Project Cost: \$478,681

Preconstruction and Administration: \$155,917

Construction: \$322,764



Flooring inside the SPARC.

FY 2025 - DRAFT Document



Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. In conjunction with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Recommend removal since road connections have been established to West Hill Road.

Cost: \$3 million

Parks And Recreation

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City

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

The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M



Capital Improvement Long-Range Projects

Port & Harbor

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

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

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown



Capital Improvement Long-Range Projects

Utilities

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and constructed of 10-inch cast iron pipe. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining versus replacing the line will reduce cost while ensuring an uninterrupted water supply for public health, fire/life and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change has reduced surface water availability. These factors demonstrate the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: \$16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles that have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.



Capital Improvement Plan Appendices

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- City of Homer Financing Assumptions64



Capital Improvement Plan Appendices

**CITY OF HOMER
2024-2029 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2025 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2023
Solicit new/revised project information from City Departments, local agencies and non-profits	May 9, 2023
Input for New Draft Requested By	June 2, 2023
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Compliance Committee	July 13
Planning Commission	July 19 or August 2
Park, Art, Recreation and Culture Advisory Commission	June 15
Economic Development Advisory Commission	August 8
Port and Harbor Advisory Commission	June 28 and August 23
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	August 28
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 11
Administration Forwards Requests for Governor's Budget	September 25
Distribution of CIP and State Legislative Request	September 25
Compilation/Distribution of Federal Legislative Request	October 2023 & January 2024



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease–purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of \$550,000 of the 3/4% dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.



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City of Homer Projects

1. Homer Waste Water Treatment Plant Improvements

Other Organizations

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

FY25 PROPOSED NEW PROJECTS - DRAFT



Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, 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 slow future corrosion and mitigate similar malfunction in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It replaces the WWTP's generator transfer switch and rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$707,245

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

Schedule: 2024

Priority Level: 1



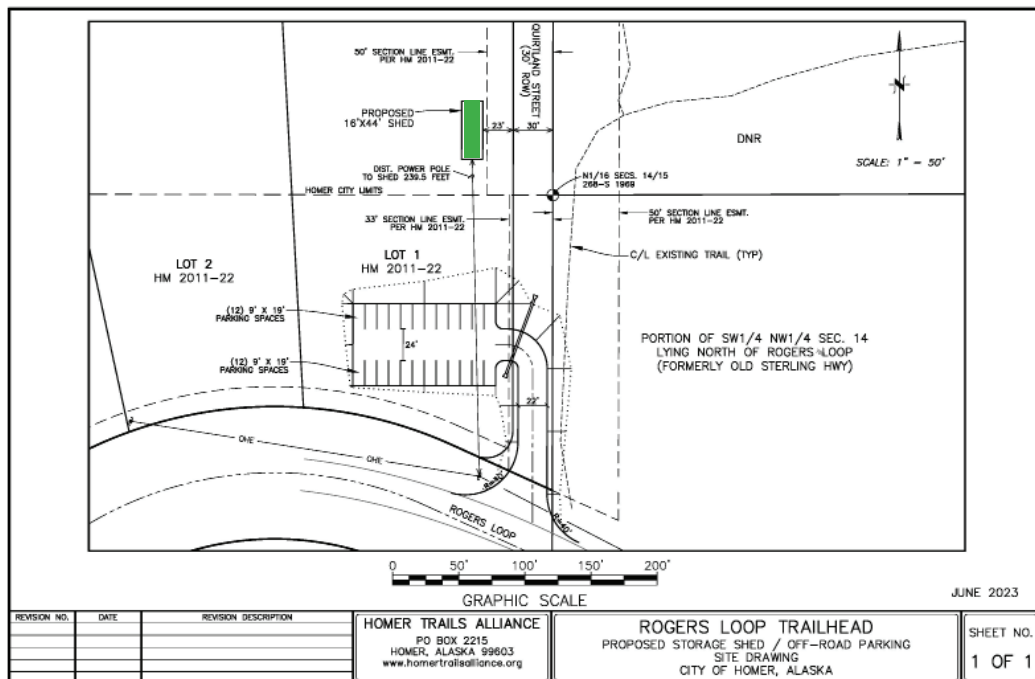
Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

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

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

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.

FY25 PROPOSED NEW PROJECTS - DRAFT



ACTION ITEM REPORT

Scheduling September Work Session

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Meeting Date: August 23rd, 2023

Summary Statement:

As a part of strategic planning, the commission elected to hold a work session to review the Port & Harbor Tariff in September of 2023. Some proposed dates for the work session follow below.

Thursday, September 14th, 5:30 pm

Monday, September 18th, 5:30 pm

Staff Recommendation:

Discuss proposed dates, select the preferred option, and make a motion to schedule a work session for September.

Attachments:

Attachment A: Summary of new staff amendments to Tariff for 2024

Attachment B: Working Draft of 2024 Tariff, all changes highlighted in yellow.



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

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Memorandum

TO: THE PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR
DATE: AUGUST 09 2023
SUBJECT: ANNUAL PORT TARIFF NO. 1 REVIEW- UPCOMING IN SEPTEMBER

Annual review/discussion of the Port Tariff is scheduled to be an actionable agenda item for the Sept. 27th meeting. In preparation for that meeting, please see this year's staff changes to the tariff that are listed below. Also, if you would like to make additional recommendations to staff for consideration, please reach out to the Port and Harbor Advisory Commission's staff liaison before Sept 15th so that those items can be added as topics for discussion under the main agenda item. The staff changes below have been divided into two categories for ease of tracking: "Fees" (located in the fee schedule Appendix A) and "Policies" (located within the cited Tariff Rule of reference):

Fees

- Insufficient funds check fee \$50- adding fee- A bounced check causes a significant amount of city finance and port finance staff time to reconcile. We do not currently have a penalty fee for an insufficient funds check.
- Electric metered connect/disconnect fee for Reserved stalls- removal of fee- For reserved stalls with electric meters, currently the rate for electric use is \$23.95/month + electrical usage charge per kilowatt. If lessees are going to be gone from the harbor for extended periods of time they can freeze the \$23.95 flat rate monthly charge by putting in a notice of vacancy and paying a \$28.80 connect/disconnect fee. This fee is often confusing for customers, but also makes it not worth it to file a notice of vacancy unless a tenant boat is going to be gone for more than 2 months. In our currently crowded harbor conditions we would like to promote an easy, high level of communication on when stalls might be vacant to best utilize limited resources. Removing the fee for putting in a notice of vacancy encourages, by financial incentive, a stall lessee to let us know when they plan to not use their reserved stall for even just 30 days.
- Ice Rates- standardize fee- Currently we have a discounted rate scale for companies that purchase large volumes of ice with discounts starting at 101 tons in a single season. In practice, this only applies to one to two customers per year. Our software for managing ice and crane had to be

updated this year, and with that update we lost the ability to track graduated ice rates. In addition, ice rates haven't been raised or adjusted since 2009. Even at the standard rate, it is most likely set too low for the current inflation adjustment and market. A detailed review of ice production costs and rates is on the staff's winter task list with changes to the ice rate possible for the 24/25 season in about a year based on today's market.

- Tow/ Harbor Labor- increase fee - The fee for harbor labor hasn't been increased in about a decade. Updated payroll numbers provided from City Hall lead staff to recommend an increase to \$200 per hour to better represent what it truly costs the port to provide those services.
- Rate for hazardous material/oil disposal- increase fee rates- Processing costs for hazardous waste have increased in recent years and an adjustment needs to be made. Providing safe disposal options for these materials is part of our clean harbor initiative and rates are set at the costs billed to the harbor and labor.
- Parking, annual and seasonal passes- The current system for annual long term and seasonal fee pay passes is open to abuse. Two vehicles can be added to one pass with the understanding that the pass will only cover one vehicle at a time, but there is no way to ensure compliance with the rule. The new proposed method simplifies the process to one pass for one vehicle and lowers the cost of each pass from \$200 & \$250 respectively to \$150 for either.

Policies

- Work Skiffs [RULE 28.2]- removal- Currently there is an exception regarding seine skiffs that results in an unfair application of our rate structure which, as a public entity, we need to correct. Additionally, it actually costs us money not to charge them money, because it's extra staff time and work to track and remove the standard automatically generated billing charges that are part of our built in moorage rate structure. We provide the same services to all boats moored within the harbor, including seine skiffs, and we need to be charging use within the harbor equably for all users.
- Marine Haul Out Facility [RULE 38]- additional wording- To operate a facility like the large vessel marine haul out facility the City must hold several permits and follow DEC and safety regulations or risk getting shut down. Staff have noticed an increase in the need for compliance enforcement/assurance in regards to facility users. The added language to the tariff reiterate current best management practices for the facility. Moving forward, if a vessel/user of the facility is found to be out of compliance (i.e. not filing/having an approved work plan ahead of time, or not following the required environmental or safety best management practices needed, etc.) it will mean a full work stoppage, enforced by port staff, with no one allowed to access the vessel until the deficiency has been corrected.

As always, please feel free to call me with any questions.

Recommendation

Informational. In preparation for the next PHC meeting, any areas of the Tariff that commissioners would like included as a specific topic of conversation under the tariff review agenda item should be submitted to the PHC staff liaison by Sept 15th, and should include the commissioner's memo outlining suggested changes and any research or supplemental documents they would like added to the packet to facilitate the discussion.

Attached: 2024 Working Draft Port of Homer Terminal Tariff No 1

DRAFT



PORT OF HOMER ALASKA

TERMINAL TARIFF NO. 1

RATES, CHARGES, RULES, & REGULATIONS

-AT-

MARINE TERMINAL

SECTION I: ALL FACILITIES

SECTION II: PIONEER DOCK & DEEP WATER

DOCK SECTION III: FISH DOCK

SECTION IV: SMALL BOAT HARBOR

Issued by City of Homer
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<http://www.Cityofhomer-ak.gov/port>
Bryan Hawkins, Port Director and Port Director
bhawkins@ci.homer.ak.us

FMC Organization #011879

EFFECTIVE June 26, 2017 AS AMENDED



AMENDMENTS

<u>DATE</u>	<u>PAGE</u>	<u>RULE</u>
June 26, 2017		Original Issued
June 1, 2018		28
June 20, 2018		12 and 34
January 1 2020		9, 12,13,26,27, 34 and 37
June 30 2021		12, 26, 35, 39



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SECTION I

All Facilities

Rules & Regulations

RULE 1 – SCOPE AND APPLICABILITY

1.01. SCOPE – The Port of Homer is operated by the City of Homer; a municipal entity of the State of Alaska. The intent of the Tariff is to specify rates, charges, rules and regulations for users of the facilities owned by the City of Homer. The Tariff specifies charges and associated requirements for authorized parties using or accessing the marine terminal facility.

1.02. APPLICABILITY – The rules, regulations, conditions commodity rates and/or charges set forth in this schedule apply to or from the following facilities:

- a. Port of Homer Docks –Deep Water Dock and Pioneer Dock
- b. Homer Harbor Fish Dock
- c. Homer Small Boat Harbor

1.03. COMPLIANCE – Use of the City docks and Terminal facilities shall be deemed acceptance of this Tariff and the terms and conditions named herein. The Port reserves the right to revoke or deny access to the Port of Homer, or any other facility operated by the Port, or any person or company who violates these Rules and Regulations. Use of City docks and Terminal facilities and the acceptance of services shall comply with any additional Conditions of Berthing set forth in any subsection contained herein.

1.04. FMC COMPLIANCE – This Tariff is published and compliant with the Federal Maritime Commission Tariff Requirements as required by law and is therefore notice to the public, shippers, consignees and carriers, that the rates, rules and charges apply to all traffic for which contract rates have not been arranged.

1.05. MUNICIPAL ORDINANCES – In addition to the Port and Harbor Tariff, the public, shippers, consignees and carriers using City of Homer facilities should consult and be aware that the City of Homer Code of Ordinances, including but not limited to Chapter 5 (Health and Public Safety), Chapter 21 (Zoning and Planning) and Chapter 10 (Port and Harbor), all as amended, apply and govern where not specifically provided otherwise in this Tariff.

1.06. AREA OF OPERATIONAL APPLICABILITY – Rates, charges, rules and regulations provided in this Tariff shall apply to persons and vessels for the use of designated terminal facilities under jurisdictional control of the City of Homer and located within the Harbor bounded by the City of Homer with the Small Boat Harbor entrance located at latitude 59 36'15" N and longitude 151 24'48" W, and specifically to docks, appurtenant structures thereto, and waterways managed and owned by the City of Homer. Special terms and conditions exist for the dock operations by the State of Alaska, Marine Highway System, and the US Coast Guard for operations on the Pioneer Dock.



1.07. FACILITY APPLICABILITY – Rates, charges, rules and regulations named in this Tariff and any additions, revisions, or supplements thereto shall apply to all vessels or users and to all freight received at facilities subject to the Tariff on and after the effective date of revisions, or supplements thereto. Unless otherwise specified, all transit freight received at the Terminal and undelivered prior to effective dates of Tariff, revisions, or supplements thereto shall be charged the rates in effect on the date such freight was received until entire lot or shipment has been withdrawn.

1.08. CONTACT AND COMPLAINTS – Contact, requests and complaints may be made by any shipper, user, vessel, or vessel agent or other interested parties through the Port Director, 4311 Freight Dock Road, Homer, Alaska, 99603, or by facsimile, number (907) 235-3152 or by email port@ci.homer.ak.us. Requests and complaints must be in writing.

RULE 2 – AUTHORITY TO ESTABLISH SUPPLEMENTAL RULES AND CONTRACTS

2.01. SUPPLEMENTAL RULES AND REGULATIONS – The provisions, rules and regulations in this Tariff may be supplemented by other rules and regulations in conformance with Federal, State and City of Homer requirements under a separate document. Such Rules and Regulations shall constitute an agreement by terminal users to comply with all Rules and Regulations of the Port as specified and shall apply to all terminal(s) users in the same manner as the Tariff. Authority is granted under this Tariff to the Port Director to establish and revise those rules as appropriate.

2.02. SEPARATE CONTRACTS – The Port reserves the right to execute supplemental or separate contracts outside of this Tariff, as approved by the City Council and subject to Federal Maritime Commission Rules, Regulations and Administrative procedures as well as Alaska Statutes and local law. Such contracts shall be consistent with the provisions of this Tariff. However, where provisions of a separate contract differ, the terms and conditions of the contract shall supersede this Tariff to the extent permitted by law. 10.04.055 (b) HCC

2.03. RESERVATION OF AGREEMENT RIGHTS – Right is reserved by the City of Homer to enter into agreement with carriers, shippers, consignees, and/or their agents concerning rates and services providing such agreements are consistent with existing Local, State and Federal law governing the civil and business relations of all parties concerned.

RULE 3 – ABBREVIATIONS AND DEFINITIONS

The following abbreviations and definitions shall apply in this Tariff.

3.01. ABBREVIATIONS

\$	U.S. Currency
%	Per Cent
A.M.	Before Noon
Bbl.	Barrel
C.T.	Cubic Ton
Cu. Ft.	Cubic Feet



F	Degrees Fahrenheit
FMC	Federal Maritime Commission
Gals.	U.S. Gallons
GRT	Gross Register Ton
LCL	Less than container load
LBS	Pounds
LOA	Length over all
M.B.M.	1,000 feet Board Measure
N.O.S.	Not otherwise specified
NRT	Net Registered Ton
P.M.	After Noon
S.T.	Weight by short ton (2,000 lbs)
Sq. Ft.	Square foot/feet
U.S.	United States of America
W/M	Weight ton (2,000 lbs)

3.02. DEFINITIONS

- a. BARREL – For the purposes of this Tariff, quantity measure for a barrel shall be 42 gallons per barrel of bulk petroleum products corrected to 60 F. net or 376 lbs. per barrel of bulk cement.
- b. BEAM – For the purpose of this Tariff, “beam” means greatest width of the vessel, including booms, spars, gins, or any affixed extensions.
- c. BOARD MEASURE – A board foot is equal to a piece of wood 12 inches long x 12 inches wide and 1 inch thick, or 144 cubic inches. Board measure shall be calculated as per 1,000 feet of lumber, rough or processed.
- d. CARGO – Merchandise or goods accepted for transportation, including commodities that are transported in commercial enterprise, either domestic or international trade, by a common carrier.
- e. CURRENCY – all rates shall be in United States Dollars (\$USD).
- f. DEMURRAGE – A fee assessed to cargo stored or remaining on site after it has been discharged or beyond free period by a vessel which is applied to cargo not covered under ground leases.
- g. DERELICT – For the purpose of this Tariff, and to the extent consistent with State of Alaska law, “derelict” means any vessel moored or otherwise located within the boundaries of the Port of Homer Terminal facilities including all City owned tidelands and uplands which is forsaken, abandoned, deserted or cast away, or which by appearance gives perception of being in an unsound or unseaworthy condition as determined by Port Director.



- h. DOCKAGE – The term dockage refers to the charge assessed against a vessel for berthing at the facility or for mooring to a vessel so berthed.
- i. DOCKS – The Homer City docks include the Deep Water Dock, the Pioneer Dock and the Fish Dock.
- j. FLOAT; FLOAT SYSTEM – Those portions of the Homer small boat harbor that rise and fall with the tide including the stalls, transient moorings, pilings, ramps, gangways, ladders, and utility connections.
- k. FREE TIME – The specific period during which cargo may occupy space assigned to it on terminal property free of wharfage, demurrage or terminal storage charges immediately prior to the movement of such cargo on or off the vessel.
- l. LIGHTERING FEE- A fee charged to a ship using small boats to transport passengers from the ship into the harbor and or from the harbor to the ship.
- m. PORT DIRECTOR – The senior manager, or his/her representative/designee, as designated by the City of Homer, to manage the marine terminal Port and Harbor facilities under the control of the City of Homer.
- n. PORT OF HOMER/HOMER HARBOR – For the purpose of this Tariff, “Port of Homer” and “Homer Harbor” shall mean all salt water or tide water lying within the boundaries of the City, including that area known as the Small Boat Harbor.
- o. LENGTH – For the purpose of this Tariff, “length” means the longest overall length (LOA) as measured from the furthestmost forward position including booms, spars, gins or any fixed extensions, to the further most after portion of the vessel including the booms, spars, gins or any fixed extensions.
- p. MEASUREMENT TON/TONNAGE (US) – The measurement of one (1) ton of water is 32.1 cubic feet (CFT). The value one (1) ton shall be 2,000 pounds (LBS) of weight.
- q. OPERATOR – For the purpose of this Tariff, “operator” means any lessee of a vessel, and Master or Captain who has actual physical use, control and/or possession of a vessel and who is in the employ of, or who has a contractual relationship with the owner.
- r. OWNER – For the purpose of this Tariff, “owner” means the individual, LLC, or legal partnership or corporation holding legal title to the vessel and the individual, LLC, legal partnership or corporation representing or holding his, her, or itself out to be the owner of the vessel when there is a dispute regarding title.
- s. PASSENGER WHARFAGE FEE (Non Regulated) – A Non-regulated passenger wharfage fee shall be defined as a fee charged for a passenger embarking, disembarking or landing aboard a passenger vessel for hire at the Port of Homer.



Port of Homer Terminal Tariff No. 1

Section I: All Facilities

- t. **PASSENGER WHARFAGE FEE (Regulated)** – A regulated passenger wharfage fee shall be defined as a fee charged for a passenger embarking, disembarking, disembarking or landing aboard a passenger vessel for hire that is subject to Coast Guard CFR 33 104 regulations and located at the Port of Homer.
- u. **POINT OF REST STAGING AREA** – “Point of Rest Staging Area” is defined as that area on the Terminal facility which is assigned for the receipt of inbound cargo from the vessel and which inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.
- v. **PORT OF HOMER** – The Port of Homer or Port shall mean all marine facilities including controlled berths and associated waterways, as well as associated facilities under the control of the City of Homer, Alaska.
- w. **REGISTRATION** – “Registration” means completing a moorage or use agreement with all necessary information concerning the vessel and vessel owner.
- x. **RESERVED MOORING** – “Reserved Mooring” means having a specific assigned stall the use of which, after payment of reserved mooring fees, takes precedence over the use of the stall by any other vessel.
- y. **RESERVED STALL PERMITTEE** – “Reserved stall permittee” is an individual or corporation that has entered into an annual priority use agreement for a city assigned stall, to be used to moor one vessel that meets the length and beam requirement of the assigned stall and is owned by the permittee.
- z. **SMALL BOAT HARBOR** – “Small Boat Harbor” means that area of water protected by breakwaters constructed by the Federal government and the Harbor basin created within, including docks, floats, berths, tidal grids and other mooring facilities owned and operated by the City.
- aa. **STALL** – Berthing location within the float system of the Homer Small Boat Harbor. A stall does not include the float or finger of the float; only the mooring space between or adjacent to it.
- bb. **TERMINAL FACILITIES** – Include the Deep Water Dock and the Pioneer (Ferry) Dock, Fish dock and small boat harbor, commercial barge ramps, recreational load and launch ramp, wood and steel tidal grids, wharves, piers, bulkheads, sea walls, associated equipment, offices, warehouses, storage space, roads, paved areas, uplands, beaches and shorelines under the management, ownership and control of the City of Homer, Port and Harbor including the tidelands within the boundaries of the City of Homer.
- cc. **TRANSIENT** – “Transient” means any vessel using the mooring space on a temporary basis or which does not have a specific reserved mooring space.



- dd. VESSEL – Whenever reference is made to a “vessel” in the Tariff, the term shall mean any boat, motor boat, ship, aircraft when waterborne, boathouse, floats, scows, rafts, pile drivers, or any floating structure or object used for recreational, commercial or any other purpose upon waterways.
- ee. WATERWAY – “Waterway” means any water, waterway, lake, river, tributary or lagoon within the boundaries of the City.
- ff. WHARFAGE, INBOUND OR OUTBOUND- All wharfage is calculated in short Tons U/S/ (1 ton=2000 pounds). A charge assessed against all cargo and other materials such as fuel, stores or equipment, passing or conveyed over, onto, or under piers or between vessels (to or from barge, lighter, or water) when berthed in a pier or when moored in a slip adjacent to the pier. Wharfage is solely the charge for use of pier for the purpose of moving cargo or materials and does not include charges for any other service such as dockage or demurrage.

RULE 4 – HOURS OF OPERATION AND HOLIDAYS

4.01. HOURS OF OPERATION – The Port of Homer marine facilities are available for use 24 hours a day, 7 days per week and are open all year. Homer harbor officers are on duty 24 hours a day, 7 days per week. They can be contacted by phone 907 235-3160 or hailed on Channel 16 on VHF radio.

4.02. HOLIDAYS – Whenever in this Tariff reference is made to holidays the following are included:

New Year’s Day	Washington’s Birthday (President’s Day)
Seward’s Day	Memorial Day
Independence Day	Labor Day
Alaska Day	Veteran’s Day
Thanksgiving Day	Christmas Day
Day after Thanksgiving	

RULE 5 – LIABILITY, INDEMNITY, INSURANCE

5.01. LIABILITY – The City of Homer, its Port personnel, its employees and agents, are not responsible for loss or damage caused by fire, frost, heat, dampness leakage, weather damage, evaporation, natural shrinkage, waste, insects, decayed and live animals, leakage or discharge from fire protection systems, collapse of buildings or structures, breakdown of plant protection systems, breakage of plant or machinery or equipment, or by floats, logs, piling or camel logs required in breasting vessels away from wharf.

5.02. LABOR ACTIONS OF CIVIL UNREST – The City of Homer is not responsible for any loss, damage, delays, costs or from any consequences as a result of civil unrest, shortage of or action by labor, riots or strikes of any persons in their employ or in the service of others.

5.03. INDEMNITY – Users of the City of Homer’s Port facilities including vessels and crews, vessel owners and its agents or instruments, shippers or consignees, and shore personnel shall indemnify and hold harmless the City against any and all claims arising from any breach or default in performance of any obligation to such parties to be performed under the terms of this Tariff or arising from any act or



omission of said parties for all costs, attorneys' fees, expenses and liabilities incurred in the defense of any such claims, action or proceeding brought against the City of Homer except for those caused by the City's own negligence.

5.04. LIMITS OF LIABILITY – No provisions contained in this Tariff shall limit or relieve the Port of Homer from liability for its own negligence nor require any person, vessel or lessee to indemnify or hold harmless the Port of Homer from liability for its own negligence.

5.05. INSURANCE – Rates named in the Tariff do not include insurance of any kind. The City of Homer shall be under no obligation to provide any insurance of any type for any vessel, cargo, or liability arising out of use of the City docks or Terminal facilities. Terminal facility users shall comply with any applicable insurance requirements included in the Homer City Code or Alaska Statutes.

5.06. ADDITIONAL INSURANCE – The City reserves the right to request additional insurance coverage by users of the Port's facilities or to be named additional insured at the discretion of the City. The City may request any additional insurance as deemed appropriate for port activities. For vessels that may be hazardous or become a menace to other vessels, their occupants, City facilities, the Port Director or City Manager may require an operator or owner of a vessel to furnish evidence that there is currently in effect liability insurance in an amount satisfactory to the City. The vessel's owner or agent shall file a certificate of insurance or other satisfactory evidence signed by an agent or officer of the insurance company and stating the effectiveness and expiration date.



RULE 6 – RIGHTS OF THE CITY AND USE OF FACILITIES

6.01. NO LIMITS TO CITY AUTHORITY – Nothing in this Tariff shall limit the general authority of the City of Homer.

6.02. NON-CONFORMANCE – Persons found NOT in full conformance with state, federal, and local laws and regulations can be barred from the Terminal facility.

6.03. CAPACITY OF FACILITIES – The Port does not obligate itself to provide vessel berthing, storage, equipment, labor, or other form of service beyond the reasonable capacity of its facilities.

6.04. ARRANGEMENTS FOR USE OF FACILITIES – Arrangements must be made in advance for the handling or storage of cargo or equipment; otherwise the Port retains the right to decline such business.

6.05. CONSENT OF USERS – The entry upon or use of the facilities under the jurisdiction of the Port shall constitute a consent to the terms and conditions of this Tariff, as well as an agreement on the part of all vessels, their owners or agents and other users of such facilities to pay all charges specified in the Tariff and be governed by all rules and regulations of the Port.

6.06. COOPERATION – All authorized representatives or agents of businesses or organizations shall so conduct and carry on their business at the Port as to maintain a cooperative relationship with others engaged in authorized business at the Port. Said persons shall not engage in open and public disputes, disagreements, or conflicts tending to deteriorate the quality of service or be incompatible to the best interest of the Port, the workers at the Terminal or the Port's customers.

6.07. REVIEW AND APPEAL – Reviews of violations under these Rules and Regulations shall take place within one (1) week of the violation with the Port Director and the party committing the violation or as otherwise provided in the Homer City Code. Repeated violations will result in the loss of privilege to provide services in any Terminal facility. This loss of privilege, and the duration, will be determined by the Port Director whose decision shall be final.

6.08. RIGHT OF REMOVAL – The Port Director shall at all times have the right to move or rearrange any vessel or cargo from its present location to any other location in order to reduce congestion within or on the terminal, the docks or the harbor to prevent disruption of customary services to the public.

6.09. RIGHT OF REFUSAL – The City shall at all times have the right to refuse the use of any City dock, terminal or harbor facility by any person, equipment, materials or vessel and may remove any vessel, person or cargo at any time from any City dock, terminal, harbor facility, or City property. This right shall be reserved at all times to the City without responsibility for demurrage, loss or damage when:

- a. Previous arrangements for berthing, space, receiving or unloading have not been made with the Port Director; or
- b. The vessel is unsafe or hazardous and may pose risk to life or property; or
- c. The value of the vessel, in the opinion of the Port Director is less than the probable service charges and other charges to its use of the City dock or terminal, or harbor facility; or
- d. During periods of congestion, or in cases of emergency, when, in the judgment of the Port Director, the circumstances, prevailing or likely to occur, will prevent the City docks or



terminal, or harbor facilities, or any portion of them from providing customary services to the public. The decision of the Port Director in the event of dispute shall be final.

6.10. **VESSELS POSING A HAZARD** – The City of Homer reserves the right to deny use of its Port facilities to any vessel that may prove to be, or may potentially be, a hazard to the City's property or users. The City reserves the right to order a vessel to move, or remove any such vessels that may pose a hazard to its property or other users at its discretion and at the cost of the owner or operator. If in such removal, a vessel causes damage to any Port facilities, the vessel shall be held fully responsible for repair of such damages.

6.11. **RIGHT TO SCHEDULE VESSELS AND CARGO** – The Port Director shall at all times have the right to schedule access to any harbor or port facility by any person or vessel but may manage any harbor or port facility on a first come, first serve basis.

6.12. **VESSEL REQUIRED TO USE ASSIGNED BERTH**– All vessels are required to use the berth or mooring assigned. Assignments of berth are not transferable. In the event of failure to use berths as and when assigned, the Port reserves the right to use such unoccupied berth for other purposes.

6.13. **DAMAGE** – Users are held liable for all claims, losses, costs or expenses by reason of property damage, personal injury or death which may occur, directly or indirectly as the result of improper handling of cargo on site or overweight or improperly stowed cargo, without regard as to whether such omissions are intentional or accidental.

6.14. **VESSELS TRANSITING TO/FROM BERTHS** – Vessels approaching or departing from berths when passing in and out of Federal channels, over submerged lands outside of terminal berths, and in periods of extreme tides and weather do so at their own risk and shall not hold the Port responsible for any vessel casualty during such transit.

6.15. **PERSONAL RISK** – Persons entering upon or using Port Terminal facilities do so at their own risk.

6.16. **OWNER'S RISK** – All of the following shall be at the owner's risk except for those damages caused by the City's own negligence:

- a. Glass, liquids and fragile articles will be accepted only at owner's risk for breakage, leakage or chafing;
- b. Freight on open ground is at owner's risk for loss or damage;
- c. Freight subject to freezing will be accepted only at owner's risk;
- d. All water craft, moored in the Harbor or berthed at Port facilities, or on beach or uplands are at owner's risk for loss or damage. This includes vessels, if and when permitted by the Port Director or his authorized agent, moored alongside of vessels;
- e. Property of any kind including vehicles not owned by the City but on City property is at owner's risk for loss or damage.

6.17. **RIGHT TO REMOVE AND DISPOSE OF NUISANCES** – The City retains the right to abate and remove nuisances including vessels which are derelicts, unfit, unseaworthy or which are maintained in such manner as to make them liable to sinking for lack of being pumped or other maintenance. The provisions of Homer City Code 10.04.130, governs the declaration and abatement of nuisances including vessels, refuse and debris.



6.18. IMPOUNDMENT OF VESSELS FOR VIOLATIONS – The Port Director is authorized to impound any vessel in Homer Harbor, or at the terminal and dock facilities whose owner or operator is not aboard and which is not properly identified by name and/or number; or any vessel in violation of any provisions of this Tariff. The Port Director may also impound a vessel whose owner or operator has not paid harbor fees or any vessel which is unsafe and whose owner or operator has failed to remove it after notice. The Port Director may impound a vessel by immobilizing it or removing or having it removed from the water and placed in City or commercial storage with all expenses and risk of haul- out and storage to be borne by the owner of such vessel. The owner or operator of any vessel impounded by the City shall be subject to and liable for storage charge and shall be subject to and liable for all costs incurred by the City by reason of impounding or removal. The procedure for impoundment, including notice and pre-impoundment hearing are set forth in 10.04.120 of the Homer City Code.

RULE 7 – CARGO

7.01. LAY-DOWN AREAS – Cargo may not be placed on City docks or Terminal facilities except in designated laydown areas. All cargo is expected to vacate City docks, and piers as soon upon arrival as possible. Cargo is not to be stored on City piers awaiting pick up by vessels unless prior arrangements are made with the Port Director.

7.02. DESIGNATED LAY-DOWN AREAS – The Port Director shall designate laydown areas for cargo and shall have the discretion to refuse all cargo activities and/or laydown, either in-bound or out- bound.

7.03. REMOVAL OF CARGO OR OTHER EQUIPMENT OR GEAR NOT PLACED IN LAY-DOWN AREAS – Cargo, freight, equipment or other gear not placed in designated laydown area must be immediately removed from a City dock or Terminal facility upon order of the Port Director. A vessel, shipper or consignee who refuses to move any material on demand will be assessed wharf demurrage at five times its applicable rate, starting at the time the vessel, shipper or consignee is notified to move the cargo. In addition, the Port Director may, in his discretion move cargo or freight. Any expense or damages, including damage to cargo, freight, equipment or gear during such movement, are the responsibility of the vessel, shipper or consignee.

7.04. RIGHT TO REFUSE CARGO – In his discretion the Port Director shall at all times have the right to refuse to accept, receive or unload, or to permit a vessel to discharge:

- a. Cargo for which previous arrangements for space, receiving, unloading or handling have not been made with the Port Director by shipper, consignee or vessel.
- b. Cargo not suitably packed for safe transportation.
- c. Cargo deemed by the Port Director in the reasonable exercise of his discretion to be offensive, perishable or hazardous. Hazardous cargo must have been prepared for shipment in accordance with the applicable Department of Transportation regulations (including 49 C.F.R. Parts 171-179).
- d. Cargo, deemed by the Port Director in the reasonable exercise of his discretion to be less in value than the probable service charges and other charges related to it.
- e. Cargo during periods of congestion, or in cases of emergency, when, in the judgment of the Port Director, the circumstances prevailing or likely to occur will prevent the City docks or terminal, or harbor facilities, or any portion of them from providing customary service to the public.



7.05. CARGO BEYOND FREE TIME – Any cargo remaining on City dock, terminal, or harbor facilities after expiration of any free time, may be removed to public warehouses, and all expenses of removal and risk of loss or damage shall be charged to the account of the owner, shipper, consignee or vessel as responsibility may appear on shipping documents, manifests or other sources.

7.06. UNPAID FREIGHT CHARGES – Freight on which unpaid terminal, dock or harbor charges have accrued may be sold to satisfy such charges and costs; provided, such sale has been publicly advertised. Freight of a perishable nature or of a nature liable to damage other freight may be sold at public or private sale without advertising; provided owner has been given proper notice to pay charges and to remove said freight and has neglected or failed to do so within a prescribed and reasonable time.



RULE 8 – HAZARDOUS AND DANGEROUS CARGOES

8.01. HAZMAT OR DANGEROUS SHIPMENTS – Shipments of dangerous and hazardous cargoes moving via marine terminals of the Port must be accompanied by all required information including handling instructions. Shipments must be documented, marked, labeled, and/or placarded according to the US Department of Transportation (DOT) and other applicable Federal, State and City Regulations, as well as the International HAZCOM regulations. Shippers of dangerous articles are required to comply with all of the above and must present necessary permits from proper authorities, as well as obtain permission from the Port Director before such cargo shall be received on or transferred at the Terminal.

8.02. PERMIT REQUIRED – It shall be unlawful for any person, vessel, or firm, to handle, transport, load, discharge or store any hazardous materials or dangerous cargo, on any vessel, lighter, barge or other conveyance at any dock, wharf, bulkhead area or in any shed or storage area on Port property unless a permit has been obtained from the Coast Guard Marine Safety Division and also signed by the Port Director. Such materials are handled, stored, or transported according to Federal, State, and Local governmental law.

8.03. EXPLOSIVES – The Port Director upon pre-approval by the City of an approved location shall allow the acceptance, handling or storage of explosives within the confines of the Port but not in the Homer Small Boat Harbor. Class 1 (explosive) hazardous cargoes may not remain on the Port property beyond what is necessary to transfer the cargo to or from the vessel unless preapproved by the Port Director.

8.04. RIGHT TO REMOVE, TRANSFER OR WAREHOUSE HAZARDOUS OR DANGEROUS CARGO – The Port Director shall at all times have the right to remove hazardous or offensive cargo, which by its nature, is liable to damage other cargo or City docks, terminal or harbor facilities. The cargo may be removed from its present location on City property with all expenses, including labor, and risk of loss or damage to be charged to the account of the owner, shipper, or consignee.

8.05. HAZARDOUS VESSELS OR VESSELS WITH HAZARDOUS CARGO – The Port Director shall at all times have the right to immediately remove or direct to be removed any hazardous or offensive vessel, any vessel containing hazardous cargo, any vessel containing cargo, which by its nature, is liable to damage other vessels from the Harbor or Port facilities. The vessel may be removed from its present location to any other location at the expense and liability of the owner, shipper, vessel or consignee.

8.06. HAZARDOUS MATERIAL, NOTICE OF HAZARDOUS CARGO AND PERMIT – Hazardous materials, as established by the Department of Transportation Hazardous Materials Commodity List, will not be permitted without the express consent of the Port Director and previous arrangement (at least 12



hours prior to landing) and receipt of all appropriate manifests and U.S. Coast Guard Permits, and only at those locations designated by U.S. Coast Guard Permit.

8.07. HAZMAT SHIPMENTS – Hazardous and dangerous cargoes which are permitted to enter Port of Homer facilities must be prepared for shipment in accordance with the applicable US Department of Transportation regulations contained within 49 CFR 100-199. All shipping documents required by 49 CFR for the shipment of hazardous and dangerous cargoes must be submitted to the Port Director prior to the cargo's arrival.

8.08. HAZMAT STORAGE – Temporary storage and/or shipment through the Port of Homer of quantities of hazardous waste in excess of 400 pounds of acutely hazardous material requires a minimum 14 day advance request for a permit, in compliance with the "Interim Policy for the Port and City of Homer concerning notification by hazardous waste carriers and/or generators, municipal review and public notification."

8.09. DISCHARGE PROHIBITED – No person shall throw or discharge any gasoline, oil, hazardous waste or petroleum contaminated refuse nor pump bilge waters containing petroleum products into the water or uplands of the Homer Harbor and/or on Terminal facilities.

8.10. STORAGE – All hazardous and dangerous cargoes stored at Port of Homer facilities must be placed in designated areas which conform to regulations as prescribed in "Handling of Explosives or other Dangerous Cargoes within or Contiguous to Waterfront Facilities" (33 CFR 126) and the applicable Uniform Fire Code.

8.11. STORAGE DRUMS – Drums or any other type of container (full, partly full or empty) which has been used for the storage or transportation of hazardous materials, dangerous cargo or petroleum products shall not be allowed to remain within the Port area after sunset of the day received without securing permission from the Port Director. Storage on water or land of such materials must be secured in approved containers, properly labeled, and stored in a manner to preclude any accidental or intentional release into the waters of the Harbor. Storage of such materials must comply with Federal, State, Port and Local governmental rules and regulations.

8.12. WATCHMEN – Vessels may be required to employ special watchmen at their expense to keep vigil over any dangerous cargo on the Terminal facility in order to protect property against fire or other hazards until the condition is eliminated. Furthermore, vessels on docks with said cargo will not be left unattended.

8.13. RIGHT OF REFUSAL – The Port Director is authorized to refuse permission to any person, vessel or firm transporting hazardous materials or other dangerous cargo to berth at any dock, wharf, bulkhead area or alongside any transit shed; or to store such materials at any dock, wharf, bulkhead area or in any transit shed on Port property.



8.14. MOVEMENT OF HAZMAT CARGO BY DIRECTION – The Port Director may, at any time, cause any hazardous materials or dangerous cargoes to be removed at the sole expense of the vessel, cargo owner or assignee.

RULE 9 – ANCHORING

9.01. UNAUTHORIZED ANCHORING – Unauthorized anchoring in open areas in or adjacent to the City of Homer's Port and Harbor facilities (Terminal) is prohibited.

9.02. ANCHORAGE MANNING REQUIREMENT – Any vessel anchoring on city property (tidelands) outside the city of Homer's Port and Harbor (terminal) must be manned at all times and the vessel's position monitored on a regular basis to insure that vessel anchors are not dragging and must comply with Coast Guard lighting requirements.

9.03. LIGHTERING (PASSENGER) – Any cruise ship either at anchor or adrift off shore of the Port of Homer for the purpose of transferring passengers to or from shore using the vessel's small boats. All lightering operations require advance notice and must be approved by the Port of Homer. Associated lightering fees shall be assessed to the mothership for passengers that are lightered into and out of the port by way of the ship's small boats. The passenger count used to determine the fee amount shall be based on the ship's passenger manifest, not the actual number of persons that come ashore. Fee amounts are listed in Appendix A fee schedule.

RULE 10 – SANITATION, HOT WORK AND VESSEL MAINTENANCE

10.01. GENERAL PROVISIONS – All users of City docks, Terminal and Harbor facilities shall exercise due care for the protection of life, property and the public from injury or damage. Additional safety and sanitation rules applicable to docks and terminals should be consulted including the Ordinances of the City of Homer stated in Homer City Code, Chapter 5.06, (Nuclear Free Zone Which Includes Harbor Facilities), Chapter 5.08 (Garbage and Solid Waste Disposal), Chapter 5.16 (Public Nuisances), Chapter 5.20 (Fire Prevention and Explosives), and Title 10 (Port and Harbor).

10.02. SANITATION – All sanitation laws, regulations and policies of the City of Homer, Homer Harbor's Facility Security Plan, the Kenai Peninsula Borough, the State of Alaska, the United States Coast Guard and the United States Department of Homeland Security, including those adopted by international treaty, apply to City docks, Terminal or Harbor facilities. All users, including shippers, vessels, and consignees are hereby warned that the party or parties responsible for infractions of such laws, regulations or policies will be subject to and responsible for any penalties that may result from their violation of those laws, regulations and policies.

10.03. RESPONSIBILITY FOR HOUSEKEEPING – Users of docks and other terminal and harbor facilities will be required to maintain same in an orderly manner as directed by the Port Director. It is unlawful for any person to dump or otherwise dispose of refuse, sewage, garbage, rocks, and/or debris of any kind or type whatever into the water under the jurisdiction of the City of Homer Port and Harbor. Deposit of fish carcasses, including heads, bones or viscera from fishing activities is authorized only at designated locations.

10.04. MATERIAL IN WATER – Persons using City facilities shall not permit material of any type to enter the water. All persons are subject to the provisions of Homer City code and the Federal Clean Water Act.



10.05. DISCHARGE OF OIL OR REFUSE – It shall be unlawful for any person to pump, discharge, deposit or allow any oil, spirits, inflammable liquids, coal tar, refuse, residuary product of coal, petroleum, asphalt, bitumen, carbonaceous material or substance, any related product or compound, any bilge water containing any of these materials or substances into the waters of the Harbor.

10.06. USED OIL AND PETROLEUM PRODUCTS DISPOSAL – All used oil and petroleum products must be properly disposed of by the vessel/owner. The City of Homer provides disposal for used oil, antifreeze, oil filters, batteries, and oil absorbents at two locations at the harbor, Ramp 2 and 8. The disposal containers are for vessels that are currently moored in the small boat harbor and for small quantities of fluids. Twenty five (25) gallons or less for oil and twenty five (25) gallons or less for antifreeze. Vessels stored in any privately owned storage yards are not allowed to dispose of their waste materials at the Homer harbor. Likewise for home owners, area businesses or other related vessel industry.

Harbor patrons who have quantities larger than twenty five (25) gallons of used oil to dispose of should contact the harbor office for options. Clean used oil (meaning not contaminated with water, solvents, soaps, or other) is of value to local businesses that burn it for heating large buildings. Contact the harbor office for a list of businesses that may be willing to accept the clean oil for free.

Disposal of more than twenty five (25) gallons of used oil or antifreeze or any amount of oily water in one calendar day may be done by appointment with Port Maintenance. Fee for disposal is listed in Appendix A fee schedule.

Ships moored at either the Pioneer or Deep Water Dock need to contact the harbor office and make arrangements for disposal of used oil or other hazardous materials.

There shall be no storage, even of a temporary nature, of used oil or petroleum products on City docks, wharves, piers, or finger floats. Any vessel/owner/agent storing or disposing of used oil in an inappropriate or illegal manner may be barred from further use of the Homer Port and Harbor and/or penalized according to the provisions of Federal, State and Local law.

10.07. OVERBOARD DISCHARGE – Pumping untreated sewage into the waters of the Harbor is strictly prohibited by Federal and State law. The discharge of gray water, dirty ballast or other fluids deemed inappropriate by the Port Director while berthed at Port facilities is prohibited. Discharges by vessels utilizing treatment equipment approved under US Federal Standards is permitted under the authority of the Port Director whose determination shall be final. Discharge of fluids overboard does not apply to cooling water but does apply to the cleaning of decks and anchors/chain when in the sole discretion of the Port Director, it impacts Terminal property.



10.08. TRASH – The disposal of trash into the water is prohibited.

10.09. CLEANING OF OPERATIONAL AREAS – All authorized cargo handling entities and permit holders are responsible to clean up wharves, docks, and assigned premises used by them, in their operation, within twenty-four (24) hours after completion of a cargo operation, and within six (6) hours after completion of a cruise ship operation

10.10. TRASH AND OTHER MATERIALS – Trash, rubbish, refuse or other material must be removed from any property controlled by the Port. This includes floats in the harbor. Storing materials on the floats is prohibited due to public access. Materials may be removed by the Port Director at any time with all expenses of removal and liability assigned to the person or the vessel that last used the facility. This includes the owner, shipper, consignee or other responsible party as may appear on moorage agreements, shipping documents, manifests, or other sources. Material removed by the Port will be removed at the expense of the party responsible.

10.11. ABANDONED CARGO – The vessel shall bear the expense of removing from piers abandoned cargo, such as damaged or unaccepted goods, and shall be responsible for payment of wharfage, storage and other accrued charges on such cargo.

10.12. UTILITY SERVICES – No person shall tap, connect, disconnect, or interfere with any water outlet, water pipe, water connection, telephone equipment, as well as electrical devices of any kind on docks or in stalls maintained or operated by the City in the Homer Port or Small Boat Harbor without first having obtained the permission of the Port Director; or interfere with or tamper with any wharf, float, gangway, ramp, or any other facility operated by the City.

10.13. HARBOR EQUIPMENT – No person shall use or disturb any port or harbor equipment or facilities; except fire extinguishers in a fire emergency and harbor carts. City provided harbor carts are for use on the floats carts should be returned to floats after each use.

10.14. HOT WORK – Hot work is any operation involving oxyacetylene or electric welding, burning, cutting, open flame or other heat producing activities. Hot work is prohibited on any Marine Terminal or vessel moored thereto unless it is approved by the Port Director and it is in compliance with all Federal, State, Port and Local governmental rules and regulations.

10.15. HOTWORK PERMIT – Hot Work permit must be completed and approved by the Port Director prior to the start of any approved hot work. This Hot Work –permit shall include the location of hotwork within the harbor or port facilities, the expected start date, time and expected duration of the hot work.

10.16. PROHIBITION – Hot work is prohibited at any time, on the marine facilities, during the movement or transfer of dangerous cargoes or petroleum products.



10.17. COMPLIANCE – All hot work shall be conducted in accordance with the Rules and Regulations established by the Port and fire safety standards.

10.18. FIRE EXTINGUISHER REQUIREMENTS – Fire extinguishers in operating condition must be readily available on or immediately adjacent to all welding, cutting, or open flame equipment being used on vessels. Fire extinguishers in operating condition must be readily available on all machines, cranes, and welders used on the docks or within the Terminal.

RULE 11 – SAFETY

11.01. COMPLIANCE – All safety regulations as established by the Port Director, City of Homer, State of Alaska and Federal agencies shall be complied with at all times.

11.02. PERSONAL SAFETY EQUIPMENT – Personal safety equipment is required to be used at all times by Terminal staff, contract labor, truck drivers and vessel crews in open Terminal areas. This shall include an appropriate floatation work vests or coats, hard hats, hearing protection, steel toed shoes, high visibility safety vests, life jackets, and clothing offering full body coverage, respirators, gloves or other equipment.

11.03. DEFECTIVE OR UNSAFE PROPERTY – Whenever any wharf, wharf premise, property or any portion located in the Port of Homer is in such defective or damaged condition as to be unsafe or dangerous to persons or property, it shall be the duty of the owner, agent or person in charge to immediately advise the Port Director of said damage or dangerous condition. No person shall interfere with, remove or disturb in any manner any warnings, fences or other barriers which have been erected or set in place as protection or warnings against a dangerous condition.

11.04. FIRE EXTINGUISHERS – Hand held fire extinguishers are provided by the City and are located on all harbor floats, docks, laydown demurrage yards, barge ramp and the load and launch ramp. Any use of City fire extinguishers must immediately be reported to the Port Director.

11.05. STOVES, FIRES & EQUIPMENT – No person shall leave a stove or other heating equipment in unattended operation on a vessel moored or docked on the harbor facilities unless such equipment has been certified as safe for such unattended use. No person shall leave any vessel unattended while fire or open flame is burning or is present.

RULE 12 – VEHICLE PARKING

12.01. VEHICLE ACCESS LIMITED ON DOCKS (Pioneer dock, Deep Water Dock, Fish Dock) – It shall be unlawful for any person to operate any vehicle on the dock facilities except while engaged in the performance of necessary duties which require the presence of such vehicle on a dock facility or while loading or discharging freight or passengers. Any vehicle shall be under the constant attendance of the operator and subject to the rules in this Tariff. It shall be the duty of such operator to immediately remove such vehicle from the



wharf or pier upon the completion of the transaction of necessary business. The Port Director has the authority to remove any vehicle in violation of this rule at the sole expense of the owner and may be refused further access to any Port property at the discretion of the Port Director.

12.02. STORAGE OF VEHICLES – It shall be unlawful for any motor vehicle to be stored on any wharf unless such vehicle shall first have been drained of all gasoline or other liquid petroleum products, except at such places as the Port Director may designate.

12.03. VEHICLE WARNING LIGHTS/ALARMS – Maintenance or vehicles working on piers or in Terminal yards, when moving or stationary, in working areas shall display an operating overhead amber warning light. All maintenance vehicles shall be equipped with backup alarms.

12.04. VEHICLE ACCESS TO VESSEL – Access to a berthed vessel by taxi, van, bus or other vehicle shall not be granted by the vessel without permission of the Port Director or designee.

12.05. SPEED LIMIT ON PORT PROPERTY – Any person operating a vehicle on any wharf area, within any transit shed, warehouse, marine terminal area, or in any other area where cargo is handled, shall not operate at a greater rate of speed than ten (10) miles per hour, unless otherwise posted. During cargo handling or other operations, no person shall operate a vehicle at such speed or in any manner so as to endanger life, limb or property.

12.06. PARKING OF VEHICLES – It shall be unlawful for any person to leave or park a vehicle upon any portion of any City property outside of designated parking areas or without the permission of the Port Director. The Port Director shall erect and maintain appropriate signage giving notice that no parking is allowed in restricted areas. Parking of motor vehicles, other than motor vehicles that are cargo, shall be permitted only in those areas designated for such parking. Vehicles are only permitted on wharf areas with the permission of the Port Director.

12.07. PARKING LIMITS – Parking of motor vehicles in areas designated for parking shall be for the time limits specified and posted for those areas. The parking of motor vehicles in areas in which parking is prohibited or the parking of motor vehicles in areas designated for parking beyond the time limits specified are subject to ticketing and towing or impound in accordance with applicable law.

12.08. PARKING FEES (SHORT TERM) – Parking fees are to be collected on the port terminal facility. Locations and times will be clearly marked with the appropriate signage, enforced by Port parking enforcement officers, and authorized in title 7 of Homer City Code.

12.09 PARKING FEES – VEHICLES WITH BOAT TRAILERS (7 DAYS) – The City owns and provides access to 7 day public use parking for vehicles with boat trailers. Persons with vehicles and boat trailers using the load and launch ramp are obligated to pay a levied parking impact fee at the time of load and launch pass purchase. Persons purchasing a season Load and Launch pass are similarly obligated to pay a seasonal levied parking impact fee. Levied Parking impact fee costs can be found in Appendix A fee schedule.



12.10. PARKING PERMITS – Vehicles over 20’ are not eligible for long term parking permits. Listed below are the types of permits that are available for purchase and the rules associated with them. Parking permit fees/costs can be found in Appendix A fee schedule.

TYPES OF PERMITS

- a. Seasonal permits for day use parking
- b. Monthly permits for day use parking
- c. Long Term parking annual permit for vessel owners paying annual moorage in the Homer Harbor
- d. Long Term parking annual permit (January 1st through December 31st)
- e. Long Term Monthly parking permit for vehicles less than 20’ (for 30 consecutive days).
- f. Long Term Monthly parking permit for non-commercial vehicles over 20’
- g. Long Term Weekly parking permit for vehicles less than 20’ (for 7 consecutive days)
- h. Long Term Weekly parking permit for non-commercial vehicles over 20’ (for 7 consecutive days)

RULES

- a. Long Term parking permits required for vehicles 20’ or less parked in excess of seven (7) consecutive 24-hour days.
- b. Long term parking will be enforced year-round.
- c. Fee Pay Daily Parking requirements active from Memorial Day to Labor Day
- d. Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations apply.
- e. Failure to pay violations will result in an additional fee per month and any other legal or collection fee authorized by law.

RULE 13 – WHARFAGE, DEMURRAGE AND FREE TIME

13.01. WHARFAGE

- a. APPLICATION – Wharfage is the charge assessed against any freight or merchandise placed in transit sheds, on a wharf, passing through, over or under a wharf, transferred between vessels, loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services. Wharfage rates named in the Tariff will be charged for all merchandise or cargoes received inbound or shipped outbound over the City docks, barge ramp or barge beaching site, and will be in addition to all other charges made under provisions of this Tariff. Wharfage is applied to all inbound and outbound cargo.
- b. WHARFAGE REPORTS – Wharfage from all docks, ramps and beaches is self-reported. Report and payment are due to the Homer harbor office by date stated on the Wharfage report. Report forms are available at the harbor office and on the City of Homer Port and Harbor website.



- c. EXCEPTIONS – No wharfage shall be charged to ship's gear, such as strong-backs, lines, hatch covers, walking boards, etc., placed on wharf during unloading operations. This shall also exclude cargo moving to or from alongside a vessel for loading or unloading, or cargo between any place on the Terminal which are handled on trucks, lighter, barges or any other means of conveyance to and from the terminal facility. No wharfage shall be charged to gear used in commercial fishing operations, such as nets, reels, tendering equipment, or deck shelters. This shall also exclude cargo destined for direct use in a fishing operation.
- d. FUEL WHARFAGE – Fuel handled over wharf will not be considered as ship stores and will be subject to wharfage and other charges that may be incurred.
- e. LOG WHARFAGE – Logs that are unloaded at Port of Homer barge beaching site will be charged 50% of the wharfage rate applicable to outbound (export) shipment. However, if these cargoes are not exported over Deep Water Dock with full payment of outbound wharfage within 60 days of unloading at the barge beaching site, then the additional 50% of wharfage will be owed and paid for the inbound product. Log quantities will be reported by manifest to the Port Office for subsequent billing. The basis for measuring 1,000 board feet (M.B.M.) log scale shall be the Scribner Rule or Scribner Dec. C Log Rule. All log scales will be performed by an independent log scaling bureau. Certified copies of log scale tickets and/or log scale books shall be provided to the Port for all logs shipped. The basis for the Tariff payment to the City will be computed on a net log scale, with a maximum of a twenty five percent (25% deduct factor for defects and taper; that is gross scale minus 25% total deduct.
- f. OVERSIDE WHARFAGE – One-half of wharfage named herein will be charged to merchandise or cargo discharged or loaded over the side of vessels directly to or from another vessel or to the water when vessel is berthed at wharf.
- g. PASSENGER WHARFAGE (REGULATED) – A fee charged for a passenger embarking, disembarking or landing aboard a passenger vessel for hire that is subject to Coast Guard CFR 33 104 regulations and located at the Port of Homer.
- h. PASSENGER WHARFAGE (NON-REGULATED) – A fee charged for a passenger embarking, disembarking or landing aboard a passenger vessel for hire at the Port of Homer
- i. RESTOWED CARGO WHARFAGE – Restowed cargo destined for discharging at another port will be exempt of wharfage charges, provided such cargo is not removed from the wharf prior to re-loading to the vessel.
- j. BONE DRY UNITS – A Bone Dry Unit (BDU) is defined as 1.2 bone-dry tons of wood chips. A bone dry ton is that quantity of wood chips which would weigh 2,000 lbs. when dry.
- k. APPLICATION – Rates provided for commodities herein are specific and may not be applied by analogy. If rates are not provided for specific commodities, rates to be applied are those established for "Freight N.O.S."



l. RATE VALUES – Except as otherwise provided herein, rates apply per short ton which is 2,000

lbs., or per 32 cu.ft. as rated by ocean carriers, or per 1,000 feet board measure, or 42 gallons per barrel of bulk petroleum products corrected to 60 degrees Fahrenheit net, or 376 lbs. per barrel of bulk cement, or per bone dry wood chips as rated by ocean carrier

m. SCHEDULE OF WHARFAGE RATES – Except as otherwise specifically provided, rates are in U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Specific rate table can be found in Appendix A fee schedule. Short ton=0.907185 metric tons

- (1) Finished lumber per MBM (Note: Industry standard conversion formulas shall be used in converting pounds to board feet measure.)
- (2) In absence of board feet measure on bill of lading, a load-out rate will be assessed by converting the weight of logs to board foot measure, for the average diameter of logs (small end diameter) in accordance with the following table for white spruce logs:

Scaling Diameter of Logs-Inches	Weight per Board Feet-Pounds
8"	14.5
12"	11.5
16"	9.5
20"	8.5
24"	7.8

Kiln dried lumber: Three pounds will equal one board foot measure.

13.02. DEMURRAGE

- a. APPLICATION – Demurrage shall be assessed against cargo remaining in or on terminal facilities after the expiration of free time, unless arrangements have been made for storage.
- b. RATE – Demurrage will be assessed at a set rate per square foot per day, based on the “foot print” occupied by cargo in the laydown area. For cargo with overhangs, the footprint plus the area under the overhang that is unusable for other storage will be assessed. Demurrage rate can be found in Appendix A fee schedule.

13.03. FREE TIME

- a. APPLICATION – Free time is the specified period during which cargo may occupy space assigned to it on terminal property free of demurrage or terminal storage charges, immediately prior to the loading, or subsequent to the discharge, of such cargo from the vessel. Free time periods may be adjusted or changed at any time by the Port Director.



- b. **FREE TIME PERIODS** – Free time is calculated inclusive of Saturdays, Sundays or holidays. Free time starts the first 7 A.M. after freight is received or unloaded onto the Terminal from car, truck, or, in the case of freight received from a vessel, the first 7 A.M. after completion of vessel's discharge. When freight is transshipped between deep sea vessels and involves application of a long and short free time period, the longer period shall be used, but not the aggregate of any two free time periods. Free time of 3 days will be allowed on all inbound traffic. Free time of 3 days will be allowed on all outbound traffic.

RULE 14 – MISCELLANEOUS RULES: Smoking, Property Damage, Defacement, Animals

14.01. **SMOKING PROHIBITED** – No smoking shall be allowed on any wharf, pier or in any port or harbor facility during fueling operations or at any time on any fuel station. Persons violating this rule may be barred, at the discretion of the Port Director, from the further use of any wharf or facility and, in addition, shall be subject to prosecution under applicable Federal, State and Municipal laws.

14.02. **DAMAGE TO PROPERTY** – Users damaging City docks, floats, ramps, or other property of the City of Homer will be responsible for cost of repairs. User will be billed for repairs to damaged property at cost, including materials, labor and administration.

14.03. **NO POSTING OR DEFACEMENT** – No person shall write or post any written or printed matter in any place within or on any Homer Port or Harbor facilities, except upon bulletin boards constructed for the purpose only after having obtained permission from the Port Director. No person or organization shall install permanent signage on the Port facilities without permission from the Port Director and a signed Memorandum of Agreement (MOA). No person shall disregard, deface, remove, tamper with or damage any sign or notice posted or installed by the Port Director.

14.04. **ANIMALS** – All dogs or other animals will at all times be under the physical control of the owner or person in charge of the animal in accordance with 20.08.020 of the City Code.

RULE 15 – CHARGES: Applications, Rules & Regulations

15.01. **SALES TAXES** – All rates in this Tariff will have a combined Borough and City sales tax applied. Exceptions: The load and launch ramp daily fee, seasonal launch ramp fee, and vehicle parking permits fees all have the Borough and City sales taxes included in the fee for ease of collection.

15.02. **SERVICE CHARGES** – A service charge is assessed, in addition to other charges set forth in this Tariff, for specific services provided by the City of Homer or its agents.



15.03. RESPONSIBILITY FOR CHARGES – The vessel, its owner or agents, shippers or consignees, and the owner of cargo on the vessel shall be jointly and severally responsible for payment of charges named herein. Payment responsibility applies without regard to the provisions of bills of lading, charter party agreements, contracts or other conflicting provisions.

15.04. PREPAYMENT, TIME OF PREPAYMENT, ACCEPTABLE SECURITY – All charges for services rendered by the Port or for the use of terminal, dock and harbor facilities are due and payable in United States currency as they accrue upon completion of such services or uses. Failure to pay an invoice when due shall render the account delinquent and subject to legal collection efforts. The Port Director may require payment in advance of any or all charges prior to rendering services or granting use of terminal, dock or harbor service.

15.05. CHARGES ON DELINQUENT ACCOUNTS – All invoices, except for damages to City of Homer property will be declared delinquent 45 days after billing date (Statement date) and will be charged interest at the rate of 10.5% per annum (.875% per month).

15.06. DELAYS AT BERTH – Delays occasionally associated with loading, unloading, receiving or delivering freight, or the berthing of vessels as a result of harbor, terminal or dock congestion, equipment failure or breakdown, or combinations of issues will not excuse the owners, shippers, consignees or carriers of the freight or vessel from full wharfage, demurrage, berthing, terminal, dock or harbor charges or expenses which may be incurred as a result of such actions.

15.07. COSTS RELATED TO STRIKES OR CIVIL ACTIONS – Strikes of any persons in the employ of the City of Homer or other parties, arising from any other cause not reasonably within the control of the City of Homer, will not excuse the owners, shippers, consignees or carriers of the freight or vessel from full wharfage, demurrage, berthing, terminal, dock or harbor charges or expenses which may be incurred as a result of such actions.

RULE 16 – RATES: Labor, Towing, Pumping, Equipment, Special Services, Sewage, Third Party Billing, Search & Rescue

16.01. LABOR/PERSONNEL

- a. City Labor-When labor is furnished by the City at the request of a user it is expressly stipulated that the City acts as agent of the user. The City shall charge for labor provided by the City for the following services not specifically described in this Tariff:
 - i. Rates Not Specified-Services for loading, unloading, or transferring cargo for which no specific commodity rates are provided and which cannot be performed at the rates named N.O.S. as well as cargo in packages or units of such unusual bulk, size, shape or weight as to preclude performing such services at rates named under individual items of this Tariff.
 - ii. Services for which no specific commodity rates are provided and any other services for which specific rates are named in this Tariff because of unusual conditions or requirements of shippers not normally incidental to such services preclude the performance.



iii. Services of cleaning City docks or terminal facilities of dunnage, stevedore gear, and other equipment or material when the shipper, vessel owner or consignee fails to promptly clear the facility as requested by the Port Director.

b. Application Period-When a user notifies the Port Director for labor for a specific time and labor is on the job ready for work at that time, labor costs shall be charged from the time the labor is ready for work until the work is concluded even if the work is delayed through no fault of the City.

c. Rates-All labor provided by City personnel shall be charged at a rate per hour. (½ hour minimum). Work requiring call-outs shall be charged at a minimum of two hours. Rate for labor can be found in Appendix A fee schedule.

16.02. TOWING SERVICES – Towing inside of the Small Boat Harbor shall be assessed by using the following criteria:

a. Skiff with operator ½ hour

b. Skiff with operator 1 man hour

c. Any additional personnel required will be charged additionally at the skiff with operator 1 man hour rate

Towing services fees/rates can be found in Appendix A fee schedule.

16.03. PUMPING VESSELS – Use of an electric pump is billed at a rate per day or portion of day. Use of gas pump is billed at a rate per hour, minimum charge of one hour, which includes attendant time. Fee rates for use of pumps can be found in Appendix A fee schedule.

16.04. EQUIPMENT – City Equipment-When the City utilizes their equipment to provide services; it will charge users for the cost of that equipment on an hourly basis.

16.05. SPECIAL SERVICES – Special services including waste, bulk oil, or garbage disposal shall be billed at the City's actual cost, including City labor costs, plus 125% of City costs for services. This includes the costs for outside services arranged and paid for by the City. Except where otherwise required by law, the Port Director has the authority to provide, arrange for or refuse the provision of services in addition to those set out in this Tariff.

16.06. SEWAGE – Special services shall not include the taking or handling of sewage of any kind. Sewage disposal must be accomplished by the vessel owner or his agent pursuant to Federal, State and Municipal laws, codes and ordinances.

16.07. THIRD PARTY BILLING ADMINISTRATIVE FEE – The City requires charges be billed to the vessel receiving the services. If arrangements are made with the Port Director for third party billing, a 5% Administrative Fee will be assessed to the vessel receiving services.

16.08. SEARCH AND RESCUE/EQUIPMENT & PERSONNEL – In addition to other Tariff provisions, when the City utilizes City equipment and personnel to provide search and rescue assistance to vessels including towing, outside of the Homer's Port and Harbor, the Port Director may charge users of those services per hour for skiff or tug and operator for the first hour or any part, and for additional



search and rescue assistance beyond one hour. When skiff AND tug are used each will be charged at the hourly rate independently.



SECTION II

Pioneer Dock and Deep Water Dock

Rules, Regulations, & Rates

RULE 17 – DOCKS: RULES AND REGULATIONS

17.01. RESPONSIBILITY LIMITED – No person other than employees of the holders of authorized Terminal Use Permits or Special Use Permits shall be permitted to perform any services on the Pioneer Dock or the Deep Water Dock except on written authorization of the Port Director. The City of Homer, its employees and agents, shall not be liable for the injury of persons or any loss, damage or theft caused by their presence on the City docks or terminal facilities. The City of Homer shall be liable for any portion of loss or damage that is directly caused by its own negligence.

17.02. TERMINAL USE PERMITS – Handling, loading and unloading services are provided by independent agents at all terminal facilities covered by this Tariff. A Terminal Use Permit is required for any qualified agent desiring to provide longshoring services for hire at the terminal facilities. Terminal Use Permit holders only shall report and pay monthly to the City a permit fee equal to five percent (5%) of Permit charges invoiced to a customer for all handling, loading and unloading services.

17.03. APPLICATION FOR BERTHING – All vessels, or their owners or berthing agents, desiring a berth at the Deep Water Dock and Pioneer Dock shall, within a minimum time of twenty-four (24) hours, make advance application for berthing (namely a Berth Scheduling Request Form). Priority is given to dock use when reserved in advance. Reservation of dock use must specify the dock requested, arrival and departure dates, billing information, email address and the nature and quantity of the freight to be loaded or discharged.

- a. Preferential berthing rights may be accorded by contract.
- b. Berth Requests may require the timely filing of financial responsibility information in accordance with, and otherwise governed by, the terms and conditions set forth in this section.
- c. The berthing agent shall be held personally liable to the City of Homer as a result of the agent's failure to accurately report the information submitted on the Berth Request.
- d. Should any information change after submission of an application, the owner or berthing agent shall promptly file an amended Vessel Berthing Application with the Port Director before such berthing takes place.

17.04. TUG REQUIREMENT AND SPEED LIMITATIONS – Vessels berthing or departing docks subject to the Tariff must use sufficient tugs so vessel can be berthed or removed in a safe manner. Berthing speed



shall not exceed the maximum speed allowable for the tonnage or displacement of the vessel by the design of the facility.

17.05. MOORING AT PIERS – Tying to piling is prohibited. All vessels using the Deep Water Dock and Pioneer Dock will use bits and bollards provided.

17.06. DEEP WATER DOCK MAXIMUM CAPACITY – The Deep Water Dock (DWD) has the following maximum fender capacity:

Homer Deep Water Dock Fender Capacity									
Berthing Contact at Interior Fenders									
Vessel Weight (displacement)		Max forward velocity @ 15 degrees				Max velocity perpendicular to dock			
Short Ton	Metric Ton	ft/s	ft/min	m/s	knot	ft/s	ft/min	m/s	knot
8000	7500	3.4	200	1	2	0.88	53	0.27	0.5
44000	40000	1.3	78	0.4	0.77	0.38	23	0.12	0.2
72000	65000	0.9	54	0.27	0.53	0.26	16	0.08	0.2
Berthing Contact at Corner Fender									
Vessel Weight (displacement)		Max forward velocity @ 15 degrees				Max velocity perpendicular to dock			
Short Ton	Metric Ton	ft/s	ft/min	m/s	knot	ft/s	ft/min	m/s	knot
17000	15000	8.4	500	2.6	5	1.5	90	0.46	0.9
44000	40000	3.5	210	1.1	2	0.9	54	0.27	0.5
72000	65000	2.5	150	0.8	1.5	0.7	42	0.21	0.4
Berthing Contact with Foam Camel Fenders Deployed									
Vessel Weight (displacement)		Max forward velocity @ 10 degrees				Max velocity perpendicular to dock			
Short Ton	Metric Ton	ft/s	ft/min	m/s	knot	ft/s	ft/min	m/s	knot
107000	97000	0.67	40	0.2	0.4	0.12	7.2	0.04	0.07

17.07. PIONEER DOCK MAXIMUM CAPACITY – The Pioneer Dock has the following maximum fender capacity:

Homer Pioneer Dock Fender Capacity									
Vessel Weight (Displacement)		Max forward velocity @ 20 degrees				Max velocity perpendicular to dock			
Short Ton	Metric Ton	ft/s	ft/min	m/s	knot	ft/s	ft/min	m/s	knot
20000	18000	1.20	72.00	0.37	0.71	0.41	24.62	0.13	0.24
40000	36000	0.87	52.20	0.27	0.52	0.30	17.85	0.09	0.18
60000	55000	0.68	40.80	0.21	0.40	0.23	13.95	0.07	0.14
80000	73000	0.60	36.00	0.18	0.36	0.21	12.31	0.06	0.12

(Note: Vessel weight or displacement is the total weight of the vessel including hull, machinery, and all contents at the dock.)



17.08. NON-CITY EQUIPMENT – Non-City owned mobile cranes or boom trucks may not be brought onto the Deep Water Dock or Pioneer Dock for use in loading/unloading without advance Port Director approval.

17.09. RAT GUARDS – The vessel shall deploy, properly affix and maintain rat guards on all mooring lines after berthing and when alongside piers as required.

17.10. VESSELS ALONGSIDE – The vessel is responsible, at all times, for keeping mooring lines of vessels alongside, tightly secured whenever supply vessels, bunker barges, or other vessels are tied up alongside.

17.11. WINCHES – The vessel is responsible, at all times, for tending mooring winches to insure that the vessel is adequately moored alongside the berth. This shall include the frequent inspection of constant tension winches.

17.12. ADEQUATE CREW ABOARD – All vessels berthed at piers controlled by the Port shall at all times have sufficient crew to comply with orders issued by the Port and to tend to mooring lines or move the vessel at all times.

17.13. WEATHER AND TRAFFIC – The vessel shall, at all times, pay strict attention to weather conditions, water levels, currents, condition of mooring or other circumstances while at facilities. In the event of surge, operations as well as access to/from the vessel may be suspended and the gangway removed until any vessel surge has abated. The Port Director may require a vessel to get underway from facility if weather dictates to avoid facility damage.

17.14. LIGHTS AT NIGHT OR IN RESTRICTED VISIBILITY – All vessels, barges, cranes and other equipment, while anchored or moored at the Port, must show lights in accordance with applicable Federal, State and Municipal laws, rules and regulations.

17.15. LINEHANDLING – Line handling services may be contracted through a permitted stevedore or other approved provider.

RULE 18-DOCK SECURITY

18.01. REGULATORY APPLICABILITY – The Maritime Transportation Security Act OF 2002 (33 CFR Parts 101, 102, 103, 105 ET AL) applies to the Port of Homer. Those vessels subject to the Act are required to interface with the Port. The Maritime Transportation Security Act and US Coast Guard/Federal Regulations (33 CFR part 105) applies to the Port of Homer. The Port operates the terminals under a Facility Security Plan approved by the US Coast Guard. The Port by advance notification to U.S.



Customs and Border Protection is a border entry point, and all persons, effects, and vehicles are subject to search under Federal Statute 19 US Code Section 482.

18.02. DECLARATION OF SECURITY – Declaration of Security (DOS) when required under the US Code of Federal Regulations will be signed by the Vessel Security Officer and the Facility Security Officer or designee where the DOS is required. The vessel and Port will comply with all items agreed to on the DOS while in Port.

18.03. NOTIFICATIONS – Regulated vessels 33 CFR 104 rules require that the vessel will notify the Port if any crew or passengers intend to disembark and provide the names of all personnel leaving the ship. The vessel will provide advance notification of any visitors, and stores or goods to be delivered to the vessel while in the Port. The vessel must notify the Port and the US Coast Guard of any maritime incidents while in the Port.

18.04. SEARCHES – All vehicles and persons permitted to travel on piers may be searched prior to being permitted into the Terminal by security personnel.

RULE 19-DOCK -CONDITIONS OF BERTHING /BERTH REQUESTS

19.01. PAYMENT DUE – Unless otherwise arranged, the terms of payment for all applicable terminal or dockage charges shall be cash in advance. A cash deposit or acceptable security in an amount equal to 125% of the estimated applicable charges will be required to be posted with the Port Director six days prior to the vessel's scheduled arrival or at such time as may be authorized or directed by the Port Director, but in all cases in advance of actual services rendered.

19.02. CREDIT OR SECURITY – The Port Director may waive the requirement of cash in advance as to all or any category or categories of its anticipated Port charges when the party responsible for such charges has been identified by berthing agent to the satisfaction of the Port Director, and:

- a. That the party responsible has established credit worthiness acceptable to the Port Director; or
- b. Adequate security, acceptable to the Port Director in an amount equal to 125% of the applicable estimated port charges, has been posted; or
- c. The agent requesting the berth, or another entity, in each case applicable to the Port Director is credit worthy, has personally accepted financial responsibility for the applicable charges.

19.03. ESTIMATE REQUIRED-The vessel agent or other person requesting a berth shall provide an estimate of the amount of each category of port charges, as enumerated, and the party responsible there for.

19.04. APPROVAL REQUIRED – All estimates of terminal and dockage charges are subject to approval and/or adjustment by the Port Director.



19.05. ACKNOWLEDGEMENT – The Port Director shall promptly, after receipt of the berthing application form, advise the berthing agent as to its approval or provide an adjusted estimate of terminal charges. The Port Director will also advise whether posting of cash or security is required for any one or more categories of such charges and the amount due.

19.06. COMPLIANCE – In addition to the terms for berth reservation and establishment of financial responsibility as set forth herein, request for berth reservation and assignment of berths shall otherwise be in accordance with all Local rules and regulations established by the City of Homer.

19.07. TEMPORARY BERTHING – For safety or other reasons, the City of Homer in some circumstances may grant a vessel a temporary berth before the owner or agent has paid all applicable charges or otherwise complied with all applicable Tariff provisions of conditions of berthing. In such circumstances, the vessel may unload its cargo only if the Port Director determines that a regular berth is available. The owner shall pay all applicable charges and shall comply with all other Tariff provisions and conditions of berthing. If no regular berth is available, or the vessel owner or agent has not answered all financial responsibilities as required by the Port Director, the vessel may not unload its cargo and shall depart as soon as possible. The vessel shall be assessed appropriate fees as set forth in this Tariff.

RULE 20 – DOCK BULK PETROLEUM PRODUCTS

20.01. APPLICATION OF TARIFF – Except as otherwise provided in this section, the rates, rules and regulations published in other sections of this Tariff apply to vessels, shippers, and consignees of Bulk Petroleum Products.

20.02. CLEARING AND HEATING PETROLEUM LINES – Shippers, consignees, or vessels and persons in charge are responsible for providing steam or other heating means to assure the proper flow of asphalt and other petroleum products requiring heat. Shippers, consignees, or vessels and persons in charge will be responsible for clearing all petroleum products from lines located on or adjacent to any Terminal facility after a vessel completes loading or discharge unless otherwise authorized by the Port Director.

20.03. REGULATIONS GOVERNING PETROLEUM PRODUCTS – The transfer of bulk petroleum products shall be made in compliance with City of Homer Code provisions including Chapter 5.20 (Fire Prevention), as well as other Federal, State and Municipal laws, rules or regulations.

20.04. SPILLS AND CONNECTIONS – Flammable liquids and all hydrocarbons leaked or spilled on wharves shall be cleaned up immediately. Vessels or consignees shall remove temporary lines immediately upon completion of receipt or discharge of flammable liquids. Spillage from disconnected lines shall be cleaned up immediately by vessel or consignee.

20.05. MANIFEST REQUIREMENTS – Masters, owners, agents or operators of vessels are required to furnish the City of Homer with complete copies of vessel's manifests showing the name of consignees or consignor and the weights or measurements of all freight loaded or discharged at the docks,



terminal or harbor facilities of the City of Homer. Such manifests must be certified as correct by an authorized official of the company and must also designate the base weight or measurement on which ocean freight was assessed. In lieu of manifests, freight bills containing all information as required above may be accepted.

20.06. BERTH OCCUPANCY – Vessels may occupy a berth, subject to charges named in this Tariff providing such vessel shall vacate the berth upon demand by the Port. Vessels refusing to vacate berth upon demand may be moved by tug or otherwise, and any expense, including damages to other vessels or to the facility during such removal, shall be charged to the vessel so moved. Vessels at berth engaged in loading or discharging cargo may be required to work overtime at the discretion of the Port. Overtime differentials shall be the responsibility of the vessel's owners, agents or operators.

20.07. PREFERENTIAL BERTHING, PIONEER DOCK – Preferential privileges per agreements are given to the Alaska Marine Highway System ferry vessels for docking on the face of the Pioneer Dock and the U.S. Coast Guard vessel assigned for docking on the northwest trestle berth of the Pioneer Dock.

RULE 21 – DOCK FUELING & BUNKERING AT THE PIONEER DOCK & DEEP WATER DOCK

21.01. SPECIAL TERMINAL USE PERMIT AND REQUIREMENTS: For Petroleum Product Transfer – Fueling vessels at the Pioneer Dock and the Deep Water Dock by truck or vessel is permitted with the permission of the Port Director and the completion of a Special Terminal Use Permit. The Special Terminal Use Permit shall be completed annually with an annual permit issuance fee. Fee cost can be found in Appendix A fee schedule. In addition, the Permittee shall file timely fuel wharfage reports stating the gallons of petroleum product dispensed with the required payment.

21.02. INSURANCE – Vendors shall provide proof of liability insurance to the Port Director, naming the Port as co-insured. The level of insurance shall be determined by the Port Director whose decision shall be final.

21.03. SMOKING – Smoking shall not be allowed on vessel weather decks or the pier during fuel transfer operations.

21.04. SIGNAGE – Proper signage stating “No Smoking, No Visitors, No Open Lights” shall be posted at the head of the gangway on the pier during fueling operations in conformance with Federal Regulations. The Permittee shall observe all rules and signs posted at the Port, including “No Smoking” signs posted at the marine terminal and all U.S. Coast Guard Safety Requirements, whether or not they are posted.

21.05. FIRE FIGHTING EQUIPMENT – Prior to transfer operations, at least two ship fire hoses shall be laid out and connected to the fire main nearest the transfer station; one forward and one aft. At least two handheld dry chemical fire extinguishers shall be conveniently placed for use at the vessel's manifold. The Permittee shall keep fire lanes clear and maintain fire control equipment in a readily accessible location.



21.06. SPILL PLAN – An oil spill response and contingency plan must be filed with the Port in advance for review by the Port Director.

21.07. CONTAINMENT – Permittee shall outfit its delivery trucks with spill containment and/or clean up equipment and materials sufficient to contain and clean up spills of petroleum products that may occur from its operations. Proper spill containment must be provided by the vessel at or near the manifold, including if necessary plugging of vessel scuppers.

21.08. COMMUNICATIONS – The vessel and vendor shall maintain direct communications with each other at all times during transfer operations.

21.09. NOTICES – The Port Director shall be notified in advance that fueling operations will take place. In the event of a spill on board or into the water it is the vessel Master's responsibility to shut down operations, contain the spill, immediately notify the US Coast Guard, the Port Director and other required Federal, State and Local authorities.

21.10. ACCESS TO VESSEL DURING FUELING – Access to the vessel by way of the gangway will not normally be prohibited during fueling operations. The Port Director shall prohibit access to the vessel if, in his/her opinion, an unsafe situation has developed or is developing.

21.11. FLAGS AND LIGHTS – During fueling operations a "Bravo" flag shall be flown on the vessel where clearly visible. A red light shall be displayed on the mast in times of darkness or restricted visibility.

21.12. EMERGENCY SHUTDOWN – If the Port Director, vessel Master or Person in Charge (PIC) of fueling operations finds cause or suspects a cause of an unsafe condition, or the potential of a spill, the transfer operations shall immediately stop. Transfer operations shall also be stopped during thunderstorms.

RULE 22 – DOCK RATES

22.01. DOCKAGE RATES – Vessels are charged by their length over all and by the calendar day. For billing purposes, the LOA shall be obtained from the vessel's Certificate of Registry or from another published reliable source, or actual measurement at the discretion of the Port Director. Dockage rate chart can be found in Appendix A fee schedule.

22.02. SUPPLEMENTAL SERVICE CHARGE IN ADDITION TO DOCKAGE

- a. A service charge per landing will be assessed to each vessel in addition to the dockage rates above.
- b. A service charge per landing will be assessed for each Cruise Ship in addition to dockage rates above.



22.03. POTABLE WATER – Potable water furnished to vessels at the Deep Water Dock and Pioneer Dock shall be assessed in the following ways:

- a. Quantity charge, per one thousand gallons (minimum five thousand gallons).
- b. Scheduled deliveries will have a minimum charge for combined connection and disconnection.

Rates for supplemental service fees can be found in Appendix A fee schedule.

22.04. CRANE – The crane at the inside of (berth No. 2) of Deep Water Dock shall be subject to the same charges and usage requirements.

22.05. REGULATED GARBAGE HANDLING

- a. APPLICATION – Regulated garbage, as per the Code of Federal Regulations, is garbage from foreign going vessels that contains, or that is suspected of containing, food scraps or food waste.
- b. REQUIRED DOCUMENTS – Foreign flagged vessels not in possession of a valid USA Customs issued “purge document” and who are requesting to dispose of regulated garbage are required to have their agent contact the Port of Homer prior to arrival for a contact list of qualified Terminal Use Permit vendors capable of providing this specialized service. Only qualified and approved vendors will be allowed to remove regulated garbage.



SECTION III

Fish Dock

Rules, Regulations, & Rates

RULE 23 – FISH DOCK RULES AND REGULATIONS

23.01. USE OF FISH DOCK BY COMMON CARRIERS – The use of the Fish Dock by Common Carrier Vessels is prohibited.

23.02. FISH DOCK USE – The Fish Dock is an open access dock. Use of the Fish Dock is on a first-come, first-served basis, but the loading and unloading of fish and delivery of ice at the City's ice delivery station between cranes 4 and 5 will have priority. Vessel owners are encouraged to communicate and cooperate with other Fish Dock patrons to avoid congestion.

23.03. RESPONSIBILITY LIMITED – The City of Homer, its employees and agents, shall not be liable for the injury of persons or any loss, damage or theft caused by their presence on the City docks or terminal facilities. The City of Homer shall be liable for any portion of loss or damage that is directly caused by its own negligence.

23.04. USE OF VESSEL OR MOBILE CRANES – Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor staff on duty. No non-City owned mobile cranes mounted on the back of a truck may be brought onto Fish Dock for use in loading/unloading without advance Harbor staff approval. If approved, these trucks for hire must have a Terminal Use Permit to operate on any terminal facility. Mobile cranes mounted on the back of a truck may not work over side unless they are certified and inspected for that purpose by the State of Alaska.

23.05. NO UNATTENDED VESSELS AT THE FISH DOCK – Vessels moored at Fish Dock must have sufficient crew on board to move the vessel upon request or direction of Harbor staff. A fee per hour will be assessed against the owner or operator of a vessel per hour left unattended at Fish Dock that obstructs access to the Fish Dock by other vessels. In the case that the vessel must be moved to a transient moorage location, standard tow rates apply in addition to the unattended vessel fine. Unattended vessel and tow rate fee amounts can be found in Appendix A fee schedule.

RULE 24 – FISH DOCK USE PERMITS

24.01. FISH DOCK USE PERMITS – An annual Fish Dock Use Permit is required for any qualified agent desiring to provide services (loading and unloading vessels) at the Fish Dock facilities of the City of Homer. Applied and approved Fish Dock Use Permit holders shall pay an annual permit issuance fee plus provide the required insurance and state permitting documents. For annual permit amount see Appendix A fee schedule.

24.02. WHARFAGE – Seafood wharfage, regardless of species is self-reported and paid monthly by Fish Dock Permit Holders. Freight NOS, Non-seafood wharfage at the Fish Dock is also self-reported and paid monthly. Fishing gear is free from wharfage. Ice brought onto the Fish Dock in totes or transferred



to boats at the dock shall be charged wharfage at the Ice Wharfage rate, unless said ice was purchased from the City Ice Plant. Wharfage rates are listed under Fish Dock Rates.

RULE 25 – FISH DOCK CRANES

25.01. CRANE ACCESS CARD-Every person or business using a crane on the Fish Dock shall first obtain an electronic crane access card from the City. All crane access card holders shall:

- a. Complete the required training,
- b. Sign an agreement(s) to comply with all crane use policies,
- c. Pay the annual access card fee as well as actual crane time set forth in this subsection
- d. Provide proof of insurance that meets the terms of the crane use policies

Fees associated with crane access cards can be found in Appendix A Fee Schedule.

RULE 26 –COLD STORAGE

Cold storage lockers are seasonally available for non-edible product/bait storage only, and are open from mid-march to the beginning of November each year, season dependent. An Invitation To Bid (ITB) shall be issued in the Fall for the following season allowing the public to bid on seasonal cold storage rental space for the next year. The ITB shall be publicly posted and advertised per City policies. Any questions regarding ITB procedures or policies can be answered at any time by contacting the City of Homer Clerk's office. Rates for cold storage rental fees can be found in Appendix A Fee Schedule.



SECTION IV

Small Boat Harbor & Upland Facilities

Rules, Regulations, & Rates

RULE 27 – SMALL BOAT HARBOR RULES & REGULATIONS

27.01. **MAXIMIZATION OF FACILITIES** – The Homer Port and Harbor is often congested and it is the policy of the City of Homer to provide for the maximum public use of available facilities. The Port Director shall have discretion to implement that policy.

27.02. **MOORAGE AGREEMENTS** – As a condition to securing mooring space in the Homer small boat harbor, a signed Moorage Agreement must be on file with the Port Director's office. There are separate forms for Reserved Stall vessels and for Transient vessels. By completing the Moorage Agreement, the applicant agrees to the terms and conditions. Providing false or misleading information on the Moorage Agreement is grounds for immediate termination of services.

27.03. **UNDERWAY REQUIREMENT** – On at least two days in each calendar year, separated by at least 60 days, a vessel moored in the Homer harbor shall depart under its own power from the Homer harbor and travel beyond the one-quarter-mile turning basin of the Pioneer and Deep Water Docks before returning under the vessel's own power to the Homer harbor. The moorage charge for a vessel that fails to comply with this requirement shall be increased by 50 percent commencing at the time the vessel fails to comply and continuing during the period of noncompliance.

27.04. **TRANSIENT MOORAGE SPACE** – transient moorage space throughout the Homer small boat harbor is designated by a yellow painted bullrail (approximately 6,000 lineal feet). There are no transient stalls. If there is no available transient space at the bullrail, a vessel is permitted to side tie to a vessel of similar size that is already secured to the bullrail.

27.05. **RENEWING RESERVE STALLS** – A written renewal letter, or an e-mail for customers who have chosen paperless billing, is mailed to each Reserve Stall holder. Payment of fees, any updates to their contact information, current proof of ownership, and current proof of insurance is required each year by October 1 to renew.

27.06. **SEWAGE DISCHARGE** – In the small boat harbor an Eco barge is staged during the summer months to transfer sewage from small boats.

27.07. **STACK EMISSIONS** – The visible emission of stack gases or other emissions that contain any odors as deemed objectionable by the Port Director while berthed at the Port's facilities is prohibited.

27.08. **SMALL BOAT HARBOR RESTRICTED SPEED** – All craft shall restrict their speed to two miles per hour, no wake, while inside the Small Boat Harbor entering or leaving and shall operate at a reduced speed within one quarter mile of the docks outside the Harbor. It shall be unlawful for any vessel to travel at a speed within any waterway causing a wake, wash or wave action which will damage, endanger or cause undue distress to any other boat or occupant, regardless of established speed limits.



27.09. PLACEMENT OF GEAR PROHIBITION – The placement of fishing nets in the waters of the Homer Small Boat Harbor is prohibited. The physical limits of the “Small Boat Harbor” are set forth in this Tariff, section 1.06.

27.10. MOORING LINES – The vessel is responsible, at all times, for keeping all mooring lines tightly secured. Supplemental mooring lines and/or fenders may be required by the Port Director as conditions dictate.

27.11. AUTHORITY TO CHANGE MOORING CONDITION – If, in the opinion of the Port Director, any vessel or other watercraft, arriving, anchoring, moored or fastened to any wharf, pier, bulkhead, or another vessel in the Port of Homer, is so moored or placed in an unsafe or dangerous manner or impeding the proper operation of the facility, the Port Director is hereby authorized to order and direct the vessel or other watercraft to be moved or moored in an acceptable manner to prevent damage to City facilities. The Master or any other person having charge of such vessel or other watercraft shall immediately comply with such orders or directions as may be issued by the Port Director.

27.12. LIVE ABOARDS – No live aboard situations longer than three months in any one year is permitted in the Homer small boat harbor without the Port Director’s approval in writing after an evaluation of the sanitary, service and congestion problems that may be a result of such an arrangement. No live aboard situation exceeding one year will be allowed in the Homer small boat harbor.

27.13. BUSINESSES ON VESSELS IN HOMER SMALL BOAT HARBOR – No Bed & Breakfast, Air B&Bs, lodging business, coffee shops or sandwich shops, cafes or similar types of businesses are allowed on boats in the Homer small boat harbor. Vessels that conduct their business elsewhere and only use the harbor as a point of loading and offloading are permitted (e.g. fishing vessels when selling or distributing fish, crab, or other products of the sea; charter, tour boats, and water taxis, when loading or unloading customers, supplies or gear; etc.)

RULE 28 – SMALL BOAT HARBOR VESSEL MOORAGE

APPLICABLE PERIOD – Mooring charges shall commence when a vessel is made fast to a wharf, pier, harbor float or other facility, or when a vessel is moored to another vessel so berthed (rafting). Charges shall continue until such vessel is completely free from and has vacated the Port and Harbor facilities. A vessel moored in the Harbor at any time between 12:01 A.M. and 10:00 A.M. shall be charged a full day’s moorage. Port Director may, in his sole discretion, waive a daily charge for a vessel provided that: (1) Notice is made in writing prior to mooring in the Homer Boat Harbor, (2) Vessel stay is no more than 4 hours, and (3) Port Director determines that congestion and use of the public facilities by others will not be adversely affected. The City of Homer retains the right, in its sole discretion, to determine whether a vessel berthed at any time will be charged a full day’s charge.

28.01. CALCULATION OF RATES – Mooring charges shall be calculated on the overall length of the vessel, (LOA), or in the case of a reserved stall, the length of the float stall assigned, whichever is greater. LOA shall be construed to mean the distance in feet from the most forward point at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel. The length shall include all hull attachments such as bowsprits, dinghies, davits, etc. For billing purposes, the LOA



shall be obtained from the vessel's Moorage Agreement or from another published reliable source, or actual measurement at the discretion of the Port Director.

~~28.02. APPLICATION OF RATES/WORK SKIFFS— All vessels in the Small Boat Harbor are subject to these moorage rates, except properly registered seine skiffs or work skiffs attached to the mother vessel. Work skiff is defined as a boat that is usually carried on the deck or super structure of the mother vessel and is regularly used in the commercial enterprise of the mother vessel. When work /seine skiffs are moored with the mothership, the combined length overall or beam may not exceed the allowed criteria for the size of stall. If it does exceed, the skiff must be moved to a transient area and moorage fees will apply.~~

28.03. MOORAGE RATES

- a. The annual moorage fee for reserved moorage and transient moorage privileges is based on the overall length of the vessel (LOA), including all hull attachments such as bowsprits, davits, dinghies, swim steps, etc. and is calculated as follows:

~~Annual Moorage Rate = [Commodity Rate + (LOA x \$0.05)] x LOA~~, plus an administration fee and subject to sales tax. The (\$0.05 per foot) increase is capped at the eighty six (86) foot vessel size. For a reserved stall, the length of the finger float stall assigned, or the overall length of the vessel, whichever is greater plus an administration fee.

Commodity Rate shall be adjusted annually by the percentage of increase (between the first 6 months of the current year and the first 6 months of the previous year) in the Consumer Price Index Urban Alaska/Anchorage section. Changes in moorage rates will be effective on January 1 of each year.

- b. All reserved stall assignments are on an annual basis beginning October 1 and ending September 30 of the following year. Prepayment of a full year's moorage is due on or before October 1 of each year. Payment for reserved moorage will only be accepted from the individual assigned the reserved stall. The reserved stall payment as well as all other harbor fees owed by the reserved stall permittee shall be paid in full at the time the reserved stall/moorage agreement is executed to the satisfaction of the Port Director.
- c. A semi-annual transient rate is available on a prepaid basis only for transient vessels mooring in the Small Boat Harbor for a period of six consecutive months. The transient semiannual rate is 67% of the annual rate plus an administration fee. Vessels that do not renew will automatically be charged the monthly rate if not removed after five days.
- d. The monthly transient rate will be 17% of the annual rate plus an administration fee. Vessels that are properly registered and pay all moorage fees in advance may receive a deduction calculated per foot per month.



- e. The daily transient rates are: 3% of the annual rate plus an administration fee. Vessels that properly register and pay all moorage fees in advance may receive a deduction calculated per day from the daily rate.
- f. Any moorage fee that expires for a registered vessel that has a Moorage Agreement on file or an unregistered vessel will, after five days, automatically be charged a monthly rate retroactive to the expiration date.
- g. Refunds for cancellations of reserved stalls and annual prepaid moorage are calculated using the number of months used times the monthly prepaid rate.
- h. Current Moorage rates and fees can be found in Appendix A Fee Schedule

RULE 29 – RESERVE STALL ASSIGNMENTS IN HOMER PORT AND HARBOR

29.01 PREFERENTIAL USE, NOT EXCLUSIVE USE – A Reserve stall assignment provides the reserved stall permittee the preferential use of the stall. To maximize the public's use/benefit of existing facilities the Port Director has the authority to temporarily (hot berth) vessels to reserved stalls issued to another vessel when that vessel is out of the Harbor.

No person or entity shall sell, lease, transfer or assign a moorage agreement for the use or control of the stall to any other person or entity, or otherwise charge another person for the use of a stall. The City has the sole control of the assignment, transfer and use of the municipally owned vessel moorage slips at the Port of Homer. Upon issuance of a reserved stall in the Homer harbor the reserved stall permittee shall have one moorage year to occupy with a vessel they can document that they own or lease. In the case that a reserved stall permittee loses possession of their vessel for whatever reason, they shall have one moorage year to replace the vessel in their reserved stall with a vessel of appropriate size that they can prove they own or lease. Except as provided in 29.04 it is the policy of the Port of Homer to prohibit the transfer of a reserved moorage slip or space assignment if the assignee no longer has ownership control of the vessel occupying the slip or space.

29.02. CHANGE BOAT IN RESERVE STALL Reserve stall assignments are made by the City to a specific combination of vessel and vessel owner and are not assignable by the vessel owner. A Reserved stall permittee may exchange another vessel of qualifying/appropriate size that they own or lease in their reserved stall with permission of the Port Director and upon payment of the Change Boat fee contained in Appendix A Fee Schedule In order to change or exchange the named vessel to a reserved stall the reserved stall permittee must complete a new Moorage Agreement and submit proof of ownership (bill of sale, title, USCG Documentation, and or state of Alaska DMV registration in the reserved stall permittee's name. A reserved stall permittee may occupy their assigned stall with a leased vessel provided that the ownership, Current USCG Documentation, or State of Alaska DMV registration, and or title are provided to the Port Director along with a legal lease document for the new vessel.

29.03. SALE OR ASSIGNMENT OF MOORAGE CONTRACT– If it is determined that the reserve stall permittee has violated the terms of the reserve stall moorage agreement contract, the Port Director shall revoke the moorage agreement after 10 days' written notice to the reserved stall permittee



29.04 SURVIVORSHIP - Upon the death of any reserve stall holder, the reserved moorage permit may be transferred (one time) to the surviving spouse, or child of original permittee upon written application to the Port Director. The following survivorship transfer/changes to the individual named as the-reserved stall permittee will not cause the loss of a reserve stall:

- A. A transfer, to surviving spouse, or child as listed above;
- B. For a partnership or corporation, a (One Time) change where the new assignee
 - 1. Was a partner or corporate member of the original corporation at the time the wait list application was submitted to the harbor office. OR
 - 2. Has applied for a reserved moorage and receives an assignment for the vessel in their own name. OR
 - 3. Is a privately owned and managed corporation whose sole business is fulfilling Government required pilot boat services that are critical and essential to Port and harbor operations and whose reserved stalls are specifically for the vessels that are actively engaged in providing those services.

29.05. NOTIFICATION OF DEPARTURE/ARRIVAL – A reserved stall permittee shall notify the Port Director when departing for more than 5 days. With 24 hour advance notice, reserve stall permittee shall notify the Port Director when vessel is returning to allow the harbor staff to clear the stall. If, despite reasonable efforts, the Port Director is unable to clear a stall due to congestion, high winds, or safety considerations, a reserved stall vessel may be required to temporarily use another moorage space as directed by the Port Director.

RULE 30 – SMALL BOAT HARBOR RESERVE STALL WAITING LIST

30.01. WAITING LIST FOR RESERVED STALL ASSIGNMENT – Reserved stall permittees will be assigned a reserved stall based on seniority position on waiting lists maintained by the Port Director's office. Any individual, corporate entity or governmental agency may apply for a reserved stall at the Port of Homer for the purposes of mooring a vessel owned by the individual, entity or agency. All applicants (either individuals or entities), except government agencies, shall designate a single individual whose name shall appear on the waiting list and who shall be responsible for payment of all fees. Any change in the individual designated may result in the applicant's loss of priority on the waiting list. Separate waiting lists shall be maintained for the following size stalls:

20 Feet	24 Feet	32 Feet	40 Feet	50 Feet	60 Feet	75 Feet
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30.02. APPLICANT RANKING – The Port Director shall place applicants on the waiting list on a first-come, first-serve basis only upon receipt of all requested information and payment of the annual waiting list fee. There is an annual fee per listing to remain on the stall wait list. An applicant may sign up at any time during the year and pay a prorated fee to the May 1 Stall Wait List due date. Nonpayment of the fee by the May 1 due date means automatic cancellation from the waiting list. The annual waiting list fee will be accepted only from the individual whose name appears on the waiting list. The fee is neither refundable nor creditable to stall applicant. An applicant or existing reserved stall assignee may be placed on one or more of these lists. An applicant need not own or operate a vessel to be placed on the waiting list.

30.03. NEW RESERVED STALL ISSUES – In mid-October of each year, after all Reserve stalls are



renewed and any SWAP requests have been satisfied, new stall offers to those on the stall wait lists are issued in the order they were received. New reserved stall permittees must complete and sign a Reserve Stall Moorage Agreement, pay the annual moorage, provide proof of insurance, and provide proof of ownership or a written lease agreement ~~on~~ for the vessel. New reserved stall permittees have one year to occupy the stall.

30.04. DECLINING STALL OFFER – If applicant does not want to accept the stall offer, it can be declined and the applicants name will be placed at the bottom of the stall wait list.

30.05 SURVIORSHIP In the case of the death of a Stall Wait List applicant, the applicant's rank on the waiting list may be transferred to the surviving spouse or child. In the case of an entity, and the death of the entity member who was designated as the representative individual on the waitlist, a corporate member who was a partner at the time the wait list application was filed with the harbor office may request a transfer. The transfer may be allowed upon written request to the Port Director.

30.06 CHANGE OF CONTACT INFORMATION – An applicant shall notify the Port Director in writing of any change of address or telephone number(s) immediately.

RULE 31-SMALL BOAT HARBOR FLOAT PLANE MOORAGE / FEES

31.01. APPLICATION – With proper registration and specific permission from the Port Director, float planes may arrange for short-term moorage in the Homer Small Boat Harbor providing space is available. This is only allowed when ice and weather conditions prevent float planes from landing on Beluga Lake.

31.02. FEES – A fee in the amount equal to the daily rate for moorage of two (2) 24' vessels shall be assessed on a daily basis for float planes mooring within the confines of the Homer Small Boat Harbor. A monthly rate in the amount equal to the monthly rate for two (2) 24' vessels shall be assessed for float plane moorage for longer periods

RULE 32 – SMALL BOAT HARBOR ELECTRICITY

32.01. RESERVE STALL ELECTRICITY (per kilowatt) – Reserved stalls having a meter base at the berth shall be charged a meter availability fee.

- a. There will be a meter availability fee charged per month.
- b. There will be an electrical usage charge cost per kilowatt determined by the Local public utility.
- c. Reserve stall assignees shall notify the Port Director of any period when the assigned vessel will not occupy the stall. The Port Director, upon payment of a connect/disconnect fee, shall discontinue charging the meter availability fee until the vessel returns.
- d. Current reserve stall electric rates and fees can be found in Appendix A Fee Schedule



32.02. TRANSIENT VESSEL WINTER POWER

- a. Transient Vessel Winter Power -Subject to availability, transient vessel may buy electrical power on a metered basis from October 15 to April 15. There will be a connect/disconnect fee.
- b. Metered transient vessels will be charged a meter availability fee per month.
- c. There will be an electrical usage charge per kilowatt as determined by the Local public utility.
- d. Current transient vessel winter power rates and fees can be found in Appendix A Fee Schedule

32.03. TRANSIENT VESSEL SUMMER POWER – Transient vessels shall be charged rates as listed in Appendix A Fee Schedule.(where metered power is unavailable) from April 16 to October 14. The provided service is 110 volt, 220 volt, 208 volt 1 phase, 208 volt 3 phase & 480 volt 3 phase.

- a. Actual Consumption Charge-If a transient vessel consumes more electricity than would be covered by these flat rates, then such transient vessel shall be charged for the actual consumption.
- b. Vessels requiring conversion plugs may purchase them from at the Port Director's office for a nominal fee.

32.04. SYSTEM 5 ELECTRICAL SERVICE – 208 volt/3 phase & 480 volt electrical power is available at System 5 on a first come-first serve basis, for which the vessel will be charged the following rates:

- a. There will be an electrical usage charge per kilowatt hour as determined by the Local public utility.
- b. Vessels will be charged a meter availability fee
- c. Vessels plugged in less than seven (7) consecutive days will be charged the daily rate.

RULE 33 – SMALL BOAT HARBOR TIDAL GRIDS

33.01. USE OF TIDAL GRIDS – The City of Homer operates two tidal grids. The wooden grid is for vessels less than 60 feet in length. The steel grid is generally for use by vessels 60 feet or greater in length. Vessels over 60' may not use the wooden grid without specific approval of the Port Director. Vessels over 300 displacement tons or over 120' may not use the steel grid without specific approval of the Port Director. Vessels that remain on either grid after their scheduled tide may be assessed a 50% surcharge for each unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a 60' boat if a boat of less length is allowed to use this grid.



33.02. SANDBLASTING PROHIBITED – Sandblasting of vessel is not permitted on tidal grids; water blasting of vessel to remove barnacles or other marine growth is permitted provided that the water pressure used does not result in removal of paints onto the grid work platform or into the water of the Harbor.

33.03. RATES – Current rates and fees for use of the tidal grids can be found in Appendix A Fee Schedule

33.04. USE OF TIDAL GRIDS – Use of the tidal grids must be scheduled in advance. For Steel Grid use, upon the discretion of the Port Director, prepayment is required. Prepayment may be refunded if cancellation of reservation is at least seven days prior to scheduled use. A working tide on the Steel Grid is defined as +1 and below.

33.05. WRITTEN PERMISSION FOR USE OF GRIDS – No vessel shall be moored onto the tidal grids until permission has been granted by the Port Director and the appropriate Utilization Agreement/Waiver and Release forms completed by User.

33.06. NO UNATTENDED VESSELS ON GRID – No vessels will be unattended while on the grids.

RULE 34 – SMALL BOAT HARBOR PUBLIC LAUNCH RAMP

34.01. BOAT PUBLIC LAUNCH RAMP – The City owns and provides access to public launch ramps. The principal intended use of the LAUNCH RAMP is the launch and recovery of small, boats on trailers. An authorized subsidiary use is the incidental, commercial and noncommercial, loading or unloading of goods, supplies or materials. Fueling vessels (either as a private vessel owner or commercial fuel distribution company) at the Load and Launch Ramp is prohibited. Rates for use of the load and launch ramp and season passes can be found in Appendix A Fee Schedule. A season pass covers from April 1 to October 15. The person who is obligated to pay the fee for using the load and launch ramp must make the receipt verifying payment available upon request, or display the seasonal permit on the port side of the permit holder's vessel. There is a per hour fee for vessels that are left unattended on the Launch Ramp and are blocking ramps (per hour fee located in Appendix A Fee Schedule). Reserved stall holders and vessels paying transit annual moorage in the harbor are exempt from launch fees for the vessel assigned to and registered to the stall or has a transit annual sticker displayed on the vessel only, not for other boats owned by the same individual. At the Port Director's discretion, reasonable restrictions may be placed on the use of the public launch ramp.



34.02. **COMMERCIAL LOADING** - Commercial loading shall be defined as loading any amount of materials that exceed a total weight of 500 lbs. Commercial Loading at the Load and Launch Ramp shall be subject to the same use, application of fees, and charges as the Beaches and Barge Ramp. See Rule 37 Beaches and Barge Ramp Section 37.01 Use, 37.02 Application of Fees, and Section 37.03 Charges.

To avoid congestion at the Load and Launch Ramp during peak months, load and launch activities will be prioritized and commercial loading at the load and launch ramp will be restricted to the evening hours of 6pm to 6am from Memorial Day to Labor Day. Any commercial loading, not pre-approved by the Port Director that occurs during the hours of 6am to 6pm from Memorial Day to Labor Day will be prohibited and violators will be charged a penalty per occurrence. (for fee reference Appendix A Fee Schedule)

RULE 35 – UPLAND STORAGE

35.01. **APPLICATION** – Upland storage area is primarily for fishing related gear and cargo laydown. No vehicle or boat trailers may be placed on the upland storage area without prior permission of the Port Director.

35.02. **AVAILABLE SPACE** – The City of Homer may make available a limited area of land for gear storage on a first-come, first-serve basis. All storage assignments must be approved by the Port Director or their designee. Storage lots are a minimum of 1,000 square feet

35.03. **RATE PERIODS** – Charges shall be based on type of storage required, gear or equipment. Provided wharfage fees have been generated, No charge for storage shall be ~~generated~~ implemented for free time of 3 days or less. Storage time beyond 7 days shall generate a full, one month charge. There are no prorated daily fees for storage. A storage month shall extend from a date in one calendar month to, but not including, the same date of the next and all succeeding calendar months. Less than one month's storage will be charged for the full month. The Port Director may negotiate storage contracts for six months or longer.

35.04. **RATES** – Fees for general storage can be found in Appendix A Fee Schedule.

35.05. **ARRANGEMENTS FOR STORAGE** – Arrangements must be made in advance for the use of storage lots with the Port Director. Use of storage lots will be on a month to month basis. No prorated daily rates are allowed. Storage lot fees will be billed out to the renter until agreement is cancelled and lot is returned clean with all personal items removed. Unauthorized storage of gear is prohibited. Unauthorized stored gear or equipment may be removed by the Port Director at the owner's expense, may be subject to fines or may be billed out at the daily demurrage rate set by the Port Director.



35.06. IMPROPER ARRANGEMENTS – Equipment and materials stored without proper registration and advance payment will be charged according to storage fees or at demurrage rates at the Port Director's discretion.

RULE 36 – BOAT TRAILER STORAGE

36.01. SHORT TERM STORAGE – Short term storage of boat trailers not to exceed 7 days will be provided on a space available basis at no charge.

36.02. LONG TERM STORAGE – Long term storage rates for boat trailers (8 or more days) is available in a designated lot on a per month basis. Current rates for long term trailer storage can be found in Appendix A Fee Schedule. This storage is for trailers only, no boats on trailers or attached vehicles.

RULE 37 –

37.01. USE – The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Port Director. At the Port Director's discretion, reasonable restrictions may be placed on the use of the beach and barge ramp. Congestion, risk of loss of public or private property and public safety and/or response may result in restrictions. A beach use agreement will be filled out and signed by the user and Port Director prior to each use of the beach. BEACHES AND BARGE RAMP The city of Homer is the titled owner of the tidelands immediately adjacent to the Homer Spit and extending to the city boundaries.

37.01 (b) Any vessel over 50' in length will have priority use of the small boat harbor barge ramp facility and, depending on need, may be required to schedule use in order to avoid conflicts. All other users must work around the priority vessel use and schedule.

Any vessel going dry on the barge ramp, and thereby causing blockage or restricted access to the ramp, without permission/approval of the Port Director's office, shall be charged a penalty per tide cycle.

37.02. APPLICATION OF FEES – The Port Director shall charge a fee per foot based on length overall of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp. The rate per linear foot for all vessels is per day and can be found in Appendix A Fee Schedule. Charges for extended beach or barge ramp use may be adjusted by the Port Director under appropriate circumstance. Additionally, an annual pass covering from January 1 to December 31 of each year is available for vessels less than or equal to 50' at the following rate:

Annual Pass for vessels $\leq 50'$ = (single landing + wharfage) x10



37.03. CHARGES – Wharfage rates shall ~~also~~ apply for the beaches and barge ramp. Charges for extended beach or barge ramp use may be adjusted by the Port Director under appropriate circumstances. A flat rate fee of one ton wharfage per landing will be applied to vessels under or equal to 36' using the beaches or barge ramp. Vessels from 37' to 50' using the beaches or barge ramp will be charged a flat rate of two tons wharfage per landing. Vessels over 50' are required to report and pay for wharfage monthly at the tariffed rate. See Wharfage, Section I, Rule 13.

37.04. DAMAGE – The user of any beach area or barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by Harbor staff. The costs incurred by the Harbor staff will be fully charged to the beach user at the current Labor rate for the Harbor staff on a per hour basis.

RULE 38 – MARINE REPAIR FACILITY

38.01. HOMER MARINE REPAIR FACILITY – Facility can be utilized by vessels after approval by the Port Director. **This facility is dedicated to large shallow draft vessels that, because of either overall size or displacement tonnage, are unable to utilize other local commercial haul-out facilities. No small boats, trailered boats, or unauthorized vessels are allowed at the Marine Repair facility.** A completed User Agreement, **Beach Use Agreement**, an approved Work Plan, proof of insurance and proof of ownership are all required before facility use. **The Port Director or their designee must approve all vessel haul-out and beach landings prior to arrival. Failure to comply with the rules and best management practices or the vessel's approved haul-out plan will constitute an immediate stop work order by the Port Director. A Stop Work order means: all vessel and vendor personnel and all related work will cease until the condition for the stop work order is remedied and the Port Director or their designee has removed the Stop Work directive.**

The season for use of the Homer Marine Repair Facility is from September to May. Permission for use in June, July, or August may be granted by the Port Director under special circumstances. Complete information can be found in the City of Homer Marine Repair Facility Policies and Best Management Practices document.

38.02. FEES

- a. UPLAND DRY DOCKAGE FOOTPRINT CALCULATION – Charges are calculated as square feet, and are based on the overall length and beam of the vessel, plus a ten foot perimeter on all sides. If additional equipment is on site, it will be added to the total square footage.
- b. UPLAND DRY DOCKAGE USE FEE PER MONTH will be rated with consideration to whether annual moorage, transient moorage, or no moorage is currently in effect for the vessel being hauled out/stored.
- c. c. ADMINISTRATION FEE – per month of Dry Dockage uplands usage
- d. d. BEACH LANDING FEE – per calendar day
- e. e. VENDOR FEE – per calendar year
- f. f. HARBOR LABOR FEE per hour
- g. g. Current rates and fee costs can be found listed in Appendix A Fee Schedule.



RULE 39 – FISH DISPOSAL / GRINDING AND FEES

39.01. FISH GRINDING AND FEE – The City owns a regulated fish disposal system that grinds and flushes fish waste through an outfall line. In addition to grinding sport caught fish carcasses collected at the fish cleaning tables, the City's fish disposal system can facilitate disposal of fish waste generated from commercial enterprises who shall self-report their fish carcasses brought to the facility.

a. The rates for commercial enterprises are calculated per tote (approximately 1,000 lbs.) and per tub (approximately 100 lbs.). Current Rates can be found listed in Appendix A Fee Schedule.

b. For off-site Fish Processers discharging effluent using the City's Outfall Line connection directly from the fish disposal system at their processing facility there is a one-time connection fee. Processor has the option to pay the connection charge in five equal annual installments plus 7.5% interest. Additionally, there shall be an annual operation and maintenance fee. Rates and fees for connection to the outfall line can be found in Appendix A Fee Schedule.



APPENDIX A- FEE SCHEDULE

The Port Director has authority to protect rates against inflation, raising them by a calculated percentage using the Consumer Price Index –Urban Alaska/Anchorage table, at the Port Director's discretion and with City Council's approval.

PORT & HARBOR FEES

Effective 1/1/2023

Please add 7.85% sales tax to fees unless otherwise noted

FISH DOCK

Note: Vessels left unattended at Fish Dock or obstructing access will be charged \$150.00 per hour

- Fish Dock use permit: \$5.00 per issuance
- Special Terminal use permit: \$200 per issuance
- Annual Crane Card: \$52.00 w/signed Authorization Agreement
- Crane Card Replacement: \$5.00 per card replaced
- Cranes:

0 - 15 minutes	\$22.66	<u>Crane Capacity</u> :
16 - 30 minutes	\$45.32	2½ ton #1, #3, #4, #5, #6, #8
31 - 45 minutes	\$67.98	5 ton #2, #7
46 - 60 minutes	\$90.64	

- Ice:

Accumulated throughout year. Accounts reviewed each December for rate adjustment based on previous year's actual tons of ice purchased.)	
0>100 tons	\$130.90 per ton
101>300 tons	\$128.00 per ton
301>500 tons	\$124.00 per ton
501>700 tons	\$121.00 per ton
701>1000 tons	\$118.00 per ton
Over 1001 tons	\$115.00 per ton

After hours call out for Ice delivery = \$250.00 fee per call out

- Seafood Wharfage: \$4.76 per ton of seafood/fish product across the dock, regardless of species
- Ice/Non Fish Wharfage: \$14.50/ton, Includes ice not purchased from City & transferred Freight NOS over Fish Dock
- Community Fish Grinder: \$5 per tub (approx. 100lbs), \$30 per tote (approx. 1,000lbs); processing plant connection fee to outfall line \$7,000 (can be in 5 annual installments plus 7.5% interest); Annual outfall connection maintenance fee \$2,400.
- Cold Storage:
 - Lockers #2 – 8 (8' x 10') \$334.75 per month
 - Locker #9 (10' x 22') \$920.90 per month
 - Inspections \$50.00 per hour

**HARBOR**

- Harbor Labor: ~~\$102.00~~ per hour, plus equipment and direct costs (towing)
\$51.00/half hour minimum
- Pumps: \$40.79/day for electric pump
\$69.97/hour for gas pump, minimum charge of one hour. Includes attendant time
- Tow: Skiff with operator ½ hour ~~\$68.00~~; skiff with operator 1 hour ~~\$102.00~~
- Load & Launch Ramp: (Fees are inclusive of sales tax)
\$20 per day - (\$13.00 launch fee plus a \$7 parking impact levy for a total of \$20)
\$200 per season (April 1 – Oct. 15) - (\$130.00 launch fee plus a \$70 parking impact levy = \$200)
\$20.00 per hour for unattended vessel/blocking ramps
\$100 penalty for commercial loading @ L&L ramp during peak hours between 6am-6pm
- Insufficient Funds: **\$50 insufficient funds check fee**

GRIDS

first tide

Required: moorage agreement, grid utilization form, schedule, & pay in advance for

- Wood: Max. 59 feet
0-59 feet \$1.05/ft/tide
- Steel: Max. 200 displacement tons - vessels 60 ft. to 120 ft

60-80 feet	\$2.55/ft/tide	101-120 feet	\$3.82/ft/tide
81-100 feet	\$3.25/ft/tide	121-140 feet	\$4.24/ft/tide

STALL WAIT LIST

Stalls are offered once a year, mid-October

- Stall Wait List: \$30.00 per year per listing; prorated fee to the May Stall Wait List due date
- Stall Swap Request: \$25.00 per request

ELECTRICITY

public utility

Billing cycle is the 16th to the 15th of each month; Kilowatt cost determined by

- Daily/Flat Rate:

110v	\$10.20/calendar day (monthly rate after 15 days)
208v/single phase	\$20.12/calendar day (monthly rate after 17 days)
208v/3 phase	\$45.20/calendar day (monthly rate after 7 consecutive days)
- Monthly Rate:

110v	\$152.67
208v/single phase	\$341.70
208v/3 phase & 480v	\$28.80 + electrical usage charge per kilowatt
- Metered Reserved Stalls: \$23.95/month + electrical usage charge per kilowatt
Vacancy notification waiver available w/ ~~\$28.80 connect/disconnect fee~~
- Winter Power: \$28.80 connect/disconnect fee + \$28.80/month + electrical usage charge per kilowatt

Available October 16 – April 15 with signed application

Note: A transient vessel connected to power April 16 - October 15 will be charged the daily rate. If a transient vessel



consumes more electricity than would be covered by these flat rates, then such transient vessel shall be charged for the actual consumption. Charges for kilowatts may be adjusted without advance notice.

PORT

- Barge Ramp/Beach Use: 01' - 36' = \$1.50 per ft based on length overall of vessel + 1 ton wharfage (\$5.14)
37' - 49' = \$1.50 per ft based on length overall of vessel + 2 tons wharfage (\$10.28)
50'± = \$1.50 per ft based on length overall of vessel (+ wharfage as reported)
Annual Pass (Jan 1-Dec 31) for vessels ≤ 36' = (landing + 1 ton wharfage) x 10
Annual Pass (Jan 1-Dec 31) for vessels 37' to 49' = (landing + 2 tons wharfage) x 10
Penalty for going dry on barge ramp/causing restricted access- \$150 per tide

0' to 100'	\$338.00	451' to 475'	\$1,604.00	651' to 675'	\$3,917.00	cycle
101' to 200'	\$506.00	476' to 500'	\$1,762.00	676' to 700'	\$4,420.00	• -
201' to 300'	\$788.00	501' to 525'	\$1,996.00	701' to 725'	\$5,119.00	
301' to 350'	\$1,005.00	526' to 550'	\$2,154.00	726' to 750'	\$5,858.00	
351' to 375'	\$1,098.00	551' to 575'	\$2,334.00	751' to 775'	\$6,644.00	
376' to 400'	\$1,206.00	576' to 600'	\$2,582.00	776' to 800'	\$7,459.00	
401' to 425'	\$1,337.00	601' to 625'	\$2,957.00			
426' to 450'	\$1,490.00	626' to 650'	\$3,443.00			

Dockage:

Note: These charges are applicable to all berthing locations on the Deep Water Dock and Pioneer Dock

- \$ 963.06 Cruise Ship Service Charge

- \$52.00 Dockage Service Charge
- Lightering Fee \$1,500, plus \$6.00 per passenger
- Passenger wharfage fee (non-regulated) \$0.00 per passenger
- Passenger wharfage fee (regulated) \$0.00 per passenger

(lightering fees and passenger wharfage fees shall be calculated by full passenger manifest regardless of how many passengers disembark)

- Storage: Open areas, fishing gear \$.12 per square foot/month
Open areas, non-fishing gear \$.17 square foot/month
Fenced storage yard \$0.22/sq ft/month
Deck Shelter Storage- prearranged \$35/per month
Demurrage - \$.09 per sq ft per day

(Haul- Out Facility)

Upland Dry Dockage for vessel w/annual moorage=\$.17 per sq ft/month
Upland Dry Dockage for vessel w/transient moorage = \$.20 per sq ft/month



Port of Homer Terminal Tariff No. 1

Section IV: Small Boat Harbor & Upland Facilities

Upland Dry Dockage for vessel w/ no moorage= \$.25 per sq ft/month

Dry Dockage admin fee \$50

Haul Out facility Vendor Fee \$150

- Water: \$38.81 per 1,000 gal. – minimum 5,000 gals
Scheduled delivery – \$102.00 connect/disconnect
Unscheduled delivery – \$139.32 connect/disconnect
- Wharfage: \$5.14/ton wharfage on N.O.S. Freight (Not Otherwise Specified) for the Barge Ramp
& Beach
\$7.96/ton wharfage on N.O.S. Freight for the Deep Water Dock & Pioneer Dock

Except as otherwise specifically provided, rates are in U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Short ton =0.907185 metric tons (mt)

COMMODITY	WHARFAGE RATE (\$USD)
Aggregate (Gravel, stone, minerals)	\$1.00 per short ton/\$1.10 per mt
Agricultural Products (Grains, corn, legumes, etc.)	\$3.50 per short ton/\$3.86 per mt
Containerized Cargo	\$8.00 per short ton/\$8.82 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1 ≥100 Short tons	\$7.96 per short ton/\$8.77 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 101 ≥ 1,000 Short Tons	\$6.00 per short ton/\$6.61 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1,001 ≥ 10,000 Short Tons 10,000 + Short Tons	\$5.00 per short ton/\$5.51 per mt \$4.50 per short ton/\$4.96 per mt
Freight N.O.S. (Barge Ramp and Beach)	\$5.14 per short ton/ \$5.67 per mt
Freight N.O.S. (Fish Dock) ICE Fish Dock	\$14.50 per short ton/ 15.98 per mt \$14.50 per short ton/ 15.98 per mt
Hazardous materials, as established by Dept of Transportation materials commodity List. At location designated for loading, unloading or staging by USCG permit	\$8.00 per ton /Min. 1 ton
Livestock (horses, mules, cattle, hogs, sheep, goats, fowl)	\$10.12 per head
Petroleum	\$0.84 per barrel/\$0.02 per gallon
Poles, Logs, cant or cut	\$3.95 per thousand board feet
Seafood/Fish Products (regardless of species) (all docks)	\$4.76 per short ton/\$5.24 per mt



• <u>Disposal</u>	Oil	\$3.35 \$5.00/gallon
	Used Antifreeze	\$8.00/gallon
	Oily Water/Bilge Slop	\$5.00 \$6.00/gal delivered in drums

PARKING

- Fee pay day use parking:

Day Use Fee Parking	\$10 per calendar day
Seasonal permits for day use parking	\$250. \$150
Monthly permits for day use parking	\$100.
- Long term parking:

Annual parking permit	\$200 \$150
Monthly parking permit >20ft	\$70
Monthly parking permit <20ft	\$85
Weekly parking permit >20ft	\$25
Weekly parking permit <20ft	\$35
Trailer parking (no boat)	\$7 per linear ft./month
Parking Citation	\$25 per citation
Failure to pay parking citation	\$25 for each month past due

* Parking permits refer to vehicles unless otherwise specified as “trailer”. Citations specific to long term parking overstay shall be limited to \$250 per calendar year, with \$200 of the fine credited toward an annual permit if applicable

MOORAGE

Note: Mooring charges commence when a vessel is made fast to a wharf, pier, harbor float or other facility. A vessel moored between 12:01 a.m. and 10:00 a.m. shall be charged a full day’s moorage.

- Reserved: $[\$63.41 + (\text{LOA} \times \$0.05)] \times \text{LOA}$, plus a \$50.00 administrative fee. (\$.05/ft caps at 86’)
 - Annual Transient: $[\$63.41 + (\text{LOA} \times \$0.05)] \times \text{LOA}$, plus a \$50.00 administrative fee. (\$.05/ft caps at 86’)
 - Semi-Annual Transient: $[\$42.48 + (\text{LOA} \times \$0.05)] \times \text{LOA}$, plus \$33.50 administrative fee (\$.05/ft caps at 86’)
 - Monthly Transient: $[\$10.78 + (\text{LOA} \times \$0.05)] \times \text{LOA}$, plus \$8.50 administrative fee (\$.05/ft caps at 86’)
- *Vessels that properly register and prepay moorage may deduct \$0.50/foot/month**
- Daily: $[\$1.90 + (\text{LOA} \times \$0.05)] \times \text{LOA}$, plus \$1.50 administrative fee (\$.05/ft caps at 86’)
- *Vessels that properly register and prepay moorage may deduct \$5.00/day**



MEMORANDUM

Homer Port & Harbor Communications Template

Item Type: Informational Memorandum

Prepared For: Chair Matthews and the Port & Harbor Advisory Commission

Date: 15 August 2023

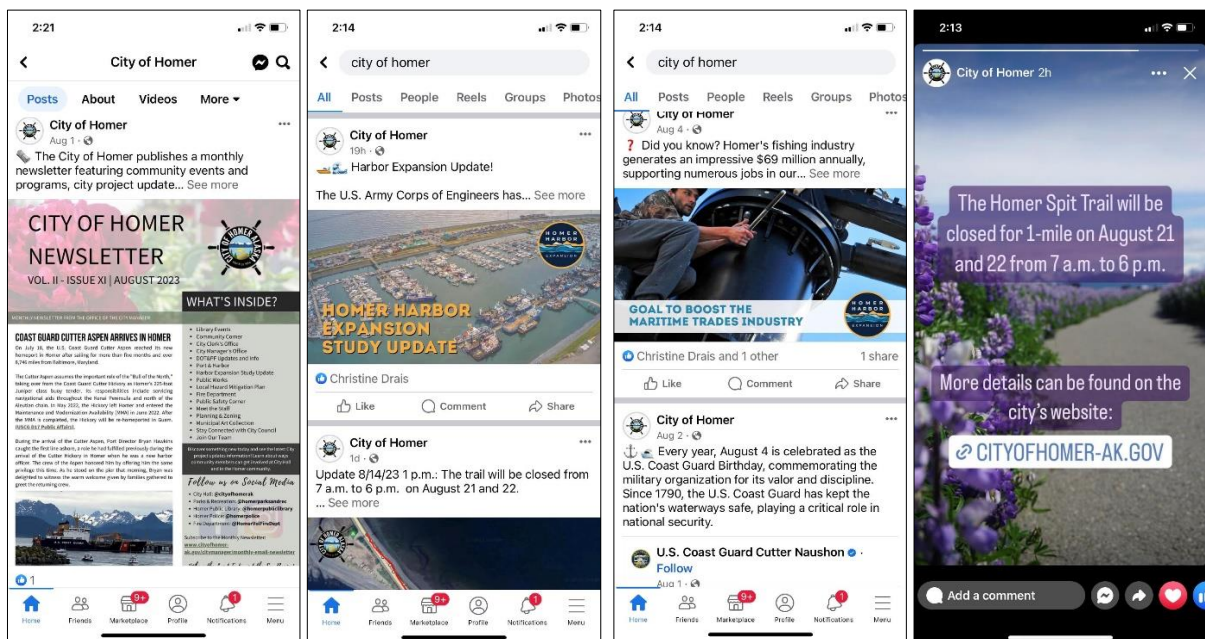
From: Melissa Jacobsen, MMC, City Clerk

Through: Port Director Hawkins and Port Administrative Supervisor Woodruff

While considering the Commission's strategic plan updates at the June 28th Port & Harbor Advisory Commission meeting, Commissioner Shavelson suggested developing a Port & Harbor Communications Plan. Following the meeting he submitted a draft plan to staff.

To touch on some of the items included in the template-

- The City of Homer has a Facebook page and information is pushed out regularly by the Special Projects and Communications Coordinator and other administrative staff at her direction. A variety of items go out on the page, including the City's monthly newsletter and featured content items from the City's website <https://www.cityofhomer-ak.gov/>. Here are a few examples:



- Public service announcements are handled by the City's Special Projects and Communications Coordinator who disseminates information to local radio stations and newspapers, posts the PSA on the City's website and pushes it out on the City's Facebook page.
- KBBI contacts the City periodically to speak on their Coffee Table program and radio interviews and the Port Director has participated when invited.
- Chamber and Rotary events are also by invitation and the Port Director attends at least annually to report on Harbor capital projects and Port expansion efforts.

Port Director Hawkins has presented to Cook Inlet Regional Citizens Advisory Council, and the Kenai Peninsula Borough Assembly. He and his team also attend the Pacific Marine Expo, Seattle Boat Show and the Alaska Boat Show each year to promote the Homer Port and Harbor and Homer Marine Trades. He is the president of the Board of Directors of the Alaska Association of Harbormasters and Port Administrators.

In his role as Port Director, it's his responsibility to promote Homer Port and Harbor on a state and federal level, and his involvement on boards and committees with Ports regionally has brought recognition to the Homer Port and Harbor related to transportation.

This goes a bit beyond the communication template goal of enhancing community support for the Homer Harbor using simple messages on a regular basis, but it helps establish the expanse of outreach the Homer Port and Harbor team is able to accomplish to help make our Port and Harbor sustainable.

Regarding social media, the City has a social media policy that was adopted by resolution of Council and is included on the City Manager's webpage that guides departments in the management of Facebook pages.

Something the Commission could be directly involved in to support the goal of the Homer Port & Harbor Communications Template, is periodically submitting opinion pieces to the Homer News. This is something the Parks Art Recreation and Culture Advisory Commission has done from time to time. How it works is a Commissioner volunteers or is selected to prepare a piece that's 250 words or less. The piece is submitted to the Clerk and Staff Liaison for review and inclusion in the meeting packet for Commission approval. After it's approved, the Clerk's will submit it to the Homer News.

Attachments:

Attachment A - Draft Communications Template Created by Commissioner Shavelson

Recommendation:

Move to approve the Homer Port & Harbor Communications Template provided by Commissioner Shavelson and forward it to the Special Projects and Communications Coordinator for implementation.

Homer Port & Harbor Communications Template

GOAL: Enhance community support for the Homer Harbor using simple messages delivered on a regular basis.

TARGETS: Homer residents, businesses & groups.

MESSENGERS: Designated Port & Harbor and City staff, Port & Harbor Commissioners

MESSAGES:

- The Homer Harbor plays a vital role in our social, cultural and economic vitality.
- The Homer Harbor is our gateway to Kachemak Bay and beyond.
- Harbor staff and volunteers work hard to make Homer a better place to live, work & play.
- Create a series of “Did you know” messages highlighting Homer harbor numbers (e.g., number of boats, number of people, etc.).

OUTLETS & VEHICLES

Radio (KBBI, KWAVE, etc.)

Public Service Announcements

Call-in shows

Earned media (i.e., newsworthy items pitched to reporters for stories)

Print (Homer News, Peninsula Clarion)

Earned media

Opinion pieces

Social Media (Facebook, Instagram, etc).

News Letter

Community Presentations (Rotary, Chamber of Commerce)

FREQUENCY

TBD



ACTION ITEM REPORT

Draft Homer Harbor Expansion Communications Plan

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Meeting Date: May 24, 2023

Summary Statement:

City staff and HDR, Inc Communications personnel worked together to refine the communications plan for the Homer Harbor Expansion. It is included for your review and will be provided next to Council along with any motion from the commission.

Staff Recommendation:

Review the draft Homer Harbor Expansion Communications Plan and make a motion to council expressing support for the draft plan.

Attachments:

Draft Homer Harbor Expansion Communications Plan



City of Homer

Communications Plan - DRAFT

Introduction and Overview

The US Army Corps of Engineers (USACE) has launched a study for the Homer Harbor Expansion (HHE) to assess the feasibility of building a new harbor basin for large vessels adjacent to the existing small boat harbor. The three-year study will address environmental considerations in addition to economics and engineering feasibility. The City of Homer (the City) will simultaneously identify and evaluate additional criteria needed to support an expansion of the harbor, if an expansion is recommended by the study. The goal is to identify a realistic, and right-sized solution to meet the needs of the large vessel industry in Alaska and thoughtfully plan for future flexibility.

The communications plan is drafted in a manner that is relative to the needs of the study and the public. The plan is a living document and will be modified as the Study advances into subsequent phases. Effective public outreach ensures that the communication plan takes into consideration potential barriers to participation by stakeholders and residents who may not traditionally participate in community planning activities, especially those who have Limited English Proficiency (LEP), or who are considered economically and socially vulnerable. The plan and the proposed public outreach tactics will adhere to federal requirements including Title VI of the Civil Rights Act of 1964, Environmental Justice (EJ), Americans with Disabilities Act (ADA), and Limited English Proficiency (LEP). Homer Harbor Expansion Front End Planning Process timeline can be found via the website: [What's Next?](#)

Process and Communication

The feasibility study, led by the USACE, will help determine whether it is technically feasible and financially viable to expand the harbor. This involves developing and analyzing design alternatives, evaluating economic and environmental impacts, and encouraging community input to address benefits, risk, and concerns. The planning process advances along two coordinated tracks: City of Homer HHE Execution and USACE. The scoping and opportunity appraisal phases began in May 2023. During these phases, public input and data collection are a key focus. The subsequent alternatives evaluation and analysis phase is expected to last approximately nine months; public engagement will continue throughout this phase, ensuring that the alternatives are developed and evolve in a manner that considers and reflects community needs. Feedback from the community and stakeholders is central to the development of design concepts. The goal is to complete the evaluation of selected alternative design solutions and arrive at a tentatively selected plan (TSP) by the end of the first year of the study. Selecting a TSP for further in-depth study is the milestone capping the USACE's first year of planning activities.

Communication Plan Overview

HDR developed this Communications Plan for the City to summarize the public outreach recommended in support of the HHE. The HHE activities and analyses will affect a significant percentage of the City's residents and business owners.

This Communications Plan outlines the approach to and objectives for public and agency engagement throughout the feasibility study. Communication aligned with this plan began at the onset of the Study, and the plan will continue to guide communication through the publication of the final Feasibility Study Report. This Communications Plan is a living document that will be amended or updated throughout the Study. The first modification will be made once the Alternatives Evaluation Analysis is completed, to reflect study direction.



City of Homer

Communications Plan - DRAFT

Outreach will be done through a variety of methods and techniques, including:

- Conducting stakeholder interviews
- Using visual and hearing-impaired accessible materials and methods
- Advertising the public meetings in a manner that ensures broad participation
- Achieving inclusivity on the mailing list (i.e., adding individuals to the mailing list who are traditionally underrepresented)
- Verifying that Study outreach is exhaustive and inclusive in part by requesting that the Port and Harbor Commission members and Community Advisory Committee members assist with outreach to improve connections with underserved populations
- Holding public meetings at convenient and accessible locations and times

Goals

This section lists the Study's overarching external communication goals. The Homer City Council and Port & Harbor Advisory Commission have drafted a [Charter Document](#) that defines a shared vision, collective goals and objectives, and success factors for the City's role in the Homer Harbor Expansion. As follows, communication plays a key role in the Charter's identified "success factors" for the Study:

- Proactively engage and work collaboratively with the community and port & harbor stakeholders, and provide meaningful community and stakeholder engagement opportunities
- Provide transparency of decision process and design development
- Promote educational, research, and scientific opportunities
- Foster collaborative relationship with Department of Transportation and Public Facilities and other stakeholder Agencies
- Create and sustain a safe, respectful, collaborative, and enjoyable work environment for all City, Consultant, and Contractor staff

Stakeholder expectations are managed through an open and transparent outreach process. To support the above success factors, the communications plan will focus on delivering strategies and tactics that:

- Raise awareness, build support, and gain trust for the Homer Harbor Expansion study, and subsequently for a Harbor expansion should expansion be recommended by the study
- Educate about the goals of and need for the harbor expansion study as well as an expanded harbor in Homer (economy, safety and connectivity); focus on facts
- Maintain transparency for the Homer Harbor expansion study, concurrent and subsequent efforts
- Generate community engagement and feedback, to help ensure:
 - the community members know they are being heard regarding the expansion efforts
 - community feedback is generated with intent to deliver an outcome that reflects the overall sentiment and needs of the community
- Maintain positive to neutral news coverage and overall sentiment regarding the Study

Messaging

This section includes core messages for the overarching Study. Additional messaging guidance can be added to this section upon further deliberation. **Talking points, Messaging Document, and FAQs** will be added to the Appendix of this plan for additional reference. Much of this material is already available at homerharboorexansion.com.



City of Homer

Communications Plan - DRAFT

Some key message that will support delivery of our communication goals include:

- The key goals of the study are to relieve existing transportation congestion and improve safety and efficiency within the harbor
- The City has considered a harbor expansion for many years as an expanded harbor will stimulate regional economic growth by meeting today's needs while expanding for future commerce.
 - Without it, the harbor in Homer will be overlooked for maritime trade opportunities and shippers will turn to other ports to accommodate their needs — taking with them jobs and business opportunities.
- We are committed to coordinating robust opportunities for the public to engage and provide input during the study.
 - The public will have the opportunity to share their input throughout the process to help us determine the needs and concerns of the community.
 - We want your input to help advance the study in a way that best serves the entire Homer community.
 - Visit www.homerharborexansion.com to sign up for email communications, leave comments, and learn about the Study
- This is our community, and the City of Homer (City) shares the community's strong commitment to protecting the environment and preserving the area's natural beauty.
 - With a commitment to preserving the natural beauty of Kachemak Bay and fostering a sustainable environment for future generations, we can work together to assess the opportunity to right-size and modernize our harbor while minimizing environmental impacts.
 - We need to plan today for Homer's future.
 - We are all vested in allowing Homer to remain a thriving, economically viable, and eco conscious community.
- The National Environmental Policy Act (NEPA) is a key driver in the study. NEPA requires that planning for studies like the Homer Harbor Expansion study consider the potential impacts to the social and natural environments.
 - You can learn more about NEPA and the environmental process by typing "a citizen's guide to NEPA" in your favorite search engine

NOTE: Key messages will evolve with the evolution/status of the Study.

Key Audiences/Stakeholder

This section includes important information regarding the study's audiences. Stakeholders are identified as any person or group that may be interested in the study and the proposed alternatives. Within this broadly defined category are target groups made up of individuals and organizations that are directly impacted by the potential recommendations, those who are indirectly affected, and those with a related special interest such as environmental groups.

Stakeholders will play an integral role in informing the study. The Communication Team will seek feedback as it relates to the following topics, understanding some items that the community may object to are non-negotiable:

- Identify Port and Harbor Needs
- Identify key economic impacts and potential barriers
- Identify key social concerns (impact on overall community)
- Identify major environmental concerns
- Identify potential solutions



City of Homer

Communications Plan - DRAFT

Homer Residents & Residents of Surrounding Communities

This group includes not only individual residents but also residential “groups” such as:

- Multi-family units (apartments, condos)
- Homeowners’ associations (HOAs)
- Neighborhood associations
- Seldovia
- Halibut Cove
- Rural communities that do or may rely on Homer as a base for delivery of key supplies
 - Nanwalek
 - Port Graham
 - Lake Iliamna communities

This background data on the community of Homer will help drive communications planning and messaging:

- Age distribution: Homer has seen an increase in the population aged 65 and older, from 7% in 1990 to 13% in 2014. This can be attributed to the aging of the existing population and the in-migration of retirees. The population between the ages of 20 and 34 has also shown an increase.
- Population growth: Homer's population has experienced slow to moderate growth, with fluctuations due to seasonal factors such as tourists, seasonal workers, and part-time residents. The population growth rate declined after the incorporation of the city in 1964, but annexation in 2002 enlarged the population.
- Housing characteristics: Residential use remains the predominant function of developed land in Homer, with 68% of residents living in single-family detached homes. Housing prices remain high relative to income, and there has been an increase in redevelopment, replacing old cabins and mobile homes with new energy-efficient residences.
- Economic sectors: The economy of Homer is based on education, health care, commercial fishing, and tourism. Large employers include the Kenai Peninsula Borough School District, University of Alaska Kachemak Bay Campus, and South Peninsula Hospital. Educational services, health care, and social assistance account for more than 26% of jobs, while arts, entertainment, recreation, accommodation, and food services provide another 13% of local jobs.
- Tourism: Homer is a popular tourist destination, attracting visitors as the gateway to Kachemak Bay State Park, the "halibut capital of the world," and for its natural habitat and wildlife areas. The tourism industry contributes to the support of local cottage industries, bed and breakfasts, arts, and crafts.
- Income and tax base: Homer has seen a decline in median income levels when adjusted to 2015 dollars. High housing prices and rental costs impact residents' ability to pay increased taxes and fees. Tax revenues from property and sales taxes have increased gradually, but reductions in state spending may increase the city's costs.

General Public

This group includes:

- Individuals more indirectly affected by the potential alternatives than stakeholders, for example, those who may travel in and out of Homer for work but would not be directly impacted by an expansion of the harbor.
- People with a general interest in the study and the overall process.



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- People concerned about the environmental impacts (birders, sport fishermen, environmentalists), the cost of the Study and who will pay (financial conservatives), traffic impact, right of way impact, and the potential for increased traffic that will ultimately change their way of life.

City of Homer Port and Harbor Advisory Commission (PHC)

The PHC operates to act in an advisory capacity to the City Manager and the City Council on problems and development of City port and harbor facilities, directs operation and maintenance recommendations to the City Manager, and considered specific proposals, problems, or Studys. This commission consists of twelve members: seven voting members (commissioners), one staff member, one student representative, and three consulting members. The following is the PHC's regularly scheduled meetings at 5:30 p.m.:

- The fourth Wednesday
 - January, February, March, April, September, and October
- The fourth Wednesday
 - May, June, July, and August
- The second Wednesday
 - December

Likely Study Champions

These stakeholders may serve as key partners in our communications efforts. They may serve as Study ambassadors, helping to maximize our communication efforts through their collaboration.

1. Alaska Industrial Services - Zech Bennett, owner
2. Alaska Marine Excavation - Dibble Creek Rock (owners)
3. Alaska Marine Lines
4. Amak
5. Aleutian Pribilof Island Community Development Association (APICDA)
6. Brice Inc.
7. Catcher/Processor boats, draggers
8. City of Homer Economic Development Advisory Commission
9. City of Homer Port & Harbor Advisory Commission
10. Coastal Villages Region Fund (and other CDQ organizations?)
11. Cook Inlet Regional Citizen's Advisory Council
12. Cook Inlet Spill Prevention & Response Incorporated (CISPRI)
13. Cook Inlet Tug & Barge
14. Fish Processors – Trident, American
15. Harley Marine
16. Homer Chamber of Commerce
17. Homer City Council
18. Homer Marine Trades Association
19. Indigenous Communities
20. Kachemak Bay Conservation Society
21. Kenai Peninsula Economic Development District
22. Kirby Offshore
23. Luxury travel vessels for hire
24. Lynden
25. Ocean Marine Services



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- 26. Tote Maritime
- 27. Tugboat Bob Franco
- 28. US Coast Guard
- 29. US Military

Elected Officials

This section includes a short list of elected officials who play a critical role in the study and will serve as an authoritative voice to the Homer community. To ensure they are appropriately informed and engaged, the Communication Team will include these individuals and/or their offices in email and other broad communications. The communications team will collaborate with the broader Study team to identify and deliver additional meaningful opportunities to engage as the study progresses.

- Mayor Ken Castner
- Alaska Governor Mike Dunleavy
- Alaska Senator Gary Stevens
- U.S. Senator Lisa Murkowski
- U.S. Senator Dan Sullivan
- Alaska House Representative Sarah Vance
- U.S. State Representative Mary Peltola
- Borough Assemblymember Lane Chesley
- Borough Assemblymember Mike Tupper

News Media Outlets

In addition to sharing Study milestones through Study emails, news releases, and PSAs, the team will work with key local radio personalities to deliver interviews and participate in talk radio in which the public can engage.

- HomerNews.com
- NBC
- ABC
- CBS
- FOX
- Radio: Mix 98.2
- Chris Story, On Top of the World Radio Show
- KBBI AM 890

Media inquiries will be handled by the City with HDR support as requested.

Stakeholder database: The team will create and maintain a database that includes a diverse group of regional and local stakeholders, including government officials, business owners, local environmental organizations, and study partners. The database will be updated as needed throughout the lifecycle of the Study.

Roles and Responsibilities

This section defines study-specific contact information to be provided on all outreach materials so that the public has multiple ways to engage and submit feedback, providing easily accessible manners in which to communicate. The Communications Team supports the Study through the development and implementation of effective messaging and strategic stakeholder engagement. This team consists of the City of Homer, Port and



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Harbor Office, and whereas HDR serves as a strategic advisor to both the City of Homer and Port and Harbor Office:

- Jenny Carroll, Special Studys & Communications Coordinator
City of Homer
- Amy Woodruff, Port Admin Supervisor
Port & Harbor, City of Homer
- Amy Burnett, Strategic Communications Business Class Lead
HDR
- Pearl-Grace Pantaleone, Senior Communications Strategist, HDR

Contact information for general inquiries:

- Study Email: Info@HomerHarborExpansion.com
- Study Hotline: (907) 268-2909
- USPS Mailing Address: 4311 Freight Dock Road, Homer, AK 99603
- ADA Disclaimer: Reasonable requests to receive study information in a printed format, a different language, larger print, or any other accessible format, by contacting the study email above.

Task	HDR Role	City of Homer Role	Contact
Media Request Correspondence	Develop informational materials	Coordinate and facilitate media interviews and questions	Jenny Carroll
Social Media and Advertisement Management	Develop social media plan and advise on content calendar and advertisement	Create, monitor, and manage all social platforms including coordination with advertisers	Jenny Carroll/Pearl-Grace Pantaleone
Meeting and Event Management	Develop information materials and facilitate meeting/event	Staff meeting/event and lead presentation/discussion	Amy Woodruff
Website Maintenance	Develop information materials, update, and manage	Review and provide feedback	Amy Burnett/Pearl Grace Pantaleone

Communication Approach & Activities

This section will define the tools and tactics used to address the diversity of the communities and their needs and combine traditional media with newer digital technologies to ensure a broad reach. Public education, engagement, and communications will be critical components of the overall process and will remain focal points moving forward throughout each study milestone. The goal is to facilitate education and solicit feedback from the community, key stakeholders, and participating agencies listed above.

Public Outreach Phases

1. **Education** – This stage is expected to happen early in the process to dispel any rumors and to provide data-driven materials and facts to the community. At this stage, the team will conduct scoping meetings to provide the public an opportunity to hear from the USACE team, learn about the process and history of the study, and allow for public questions and comments.



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2. **Discovery** – At this stage, the team will continue to engage the public both in-person and virtually to explain the study, why it is being conducted, what the community can expect, and what type of feedback we are seeking. Educational pop-up events are recommended at this stage.
3. **Recommendations** – This stage is expected to happen once the study is finalized and alternatives have been identified. The Communication Team will facilitate feedback on the proposed alternatives. At this stage, we will request additional feedback in order to inform the study and finalize the recommendations.

Study Milestones

Assuming the milestone have deliverables or information that can be shared publicly, the team will deliver fit-for-purpose strategic communications to support milestone delivery.

Activity	Date	Month
FCSA (CW 130)	29-Mar-23	0
Charrette	18-May-23	2
Alternatives Milestone (CW 261)	Q3 2023	4-6
District Quality Control Draft Report	Mar-24	
Tentatively Selected Plan Milestone (CW 262)	Apr-24	12
Release Draft rep (CW 250)	Jun-24	14
1st Agency Technical Review	Jun-24	
Agency Decision Milestone	Sep-24	18
2nd Agency Technical Review	Oct-24	
Policy Review	Oct-24	
Final District transmittal (CW 170)	Sep-25	30
Chiefs Report (CW 270)	Mar-26	36

Public Comment Period

Example Milestone Communications: at the alternative's milestone in June 2023, planned communications will focus on creating awareness and encouraging community input, with the recognition that due to summer schedules virtual review and feedback will allow higher participation:

- Alternatives web page
 - A web page will be added to homerharborexansion.com detailing the alternatives and encouraging feedback
- Flyers
 - Pre-council meeting-Notification of alternatives rollout to City Council
 - Post-council meeting – flyer with QR code directing people to the web page for review and comment
- Handouts
 - A double-sided single page graphic summary of the alternatives and status of the USACE assessment

DRAFT Calendar of Events

March 2023	3/29/23, FCSA (CW 130)
April 2023	



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May 2023	5/28/23, Charrette
June 2023	6/30/23, Alternatives Milestone Launch (CW 261)
July 2023	7/24/23, City Council Committee of the Whole
August 2023	8/14/23, City Council Committee of the Whole/City Council Regular Meeting 8/28/23, City Council Committee of the Whole/City Council Regular Meeting
September 2023	9/11/23, City Council Committee of the Whole/City Council Regular Meeting 9/25/23, City Council Committee of the Whole/City Council Regular Meeting
October 2023	10/9/23, City Council Committee of the Whole/City Council Regular Meeting 10/23/23, City Council Committee of the Whole/City Council Regular Meeting
November 2023	11/28/23, City Council Committee of the Whole/City Council Regular Meeting
December 2023	12/11/23, City Council Committee of the Whole/City Council Regular Meeting 12/18/23, City Council Committee of the Whole/City Council Regular Meeting
January 2024	1/8/24, City Council Committee of the Whole/City Council Regular Meeting 1/22/24, City Council Committee of the Whole/City Council Regular Meeting
February 2024	2/12/24, City Council Committee of the Whole/City Council Regular Meeting 2/26/24, City Council Committee of the Whole/City Council Regular Meeting
March 2024	3/7/24, District Quality Control Draft Report 3/11/24, City Council Committee of the Whole/City Council Regular Meeting 3/25/24, City Council Committee of the Whole/City Council Regular Meeting
April 2024	4/8/24, Tentatively Selected Plan Milestone (CW 262) 4/8/24, City Council Committee of the Whole/City Council Regular Meeting 4/22/24, City Council Committee of the Whole/City Council Regular Meeting
May 2024	5/13/24, City Council Committee of the Whole/City Council Regular Meeting 5/27/24, City Council Committee of the Whole/City Council Regular Meeting
June 2024	6/3/24, Release Draft Rep (CW 250) – Begin Public Comments 6/3/24, First Agency Technical review 6/3/24 Public Meeting 6/10/24, City Council Committee of the Whole/City Council Regular Meeting 6/24/24, City Council Committee of the Whole/City Council Regular Meeting
July 2024	7/8/24, City Council Committee of the Whole/City Council Regular Meeting 7/22/24, City Council Committee of the Whole/City Council Regular Meeting
August 2024	8/12/24, City Council Committee of the Whole/City Council Regular Meeting 8/26/24, City Council Committee of the Whole/City Council Regular Meeting
September 2024	9/3/24, Agency Decision Milestone 9/9/24, City Council Committee of the Whole/City Council Regular Meeting 9/23/24, City Council Committee of the Whole/City Council Regular Meeting
October 2024	10/7/24, Second Agency Review 10/7/24, Policy Review



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	10/14/24, City Council Committee of the Whole/City Council Regular Meeting 10/28/24, City Council Committee of the Whole/City Council Regular Meeting
November 2024	11/25/24, City Council Committee of the Whole/City Council Regular Meeting
December 2024	12/9/24, City Council Committee of the Whole/City Council Regular Meeting 12/23/24, City Council Committee of the Whole/City Council Regular Meeting
September 2025	9/8/25, Final District Transmittal (CW 170) 9/8/25, City Council Committee of the Whole/City Council Regular Meeting 9/22/25, City Council Committee of the Whole/City Council Regular Meeting
March 2026	3/8/26, Chief's Report (CW 270) 3/10/26, City Council Committee of the Whole/City Council Regular Meeting 3/24/26, City Council Committee of the Whole/City Council Regular Meeting

Tactics Toolbox

Public Meeting

A public meeting will be held during the public comment period in June 2024.

Pop-Up Events/Listening Posts

The team will plan and coordinate two to three pop-up events at highly trafficked locations within the Study area. The goal of the pop-up events is to connect face-to-face with the Homer community as this method is well-received in communities like Homer. The goal will be to target those in the marine trades and related fields to ensure we are reaching this major stakeholder in the outreach process. The dates for these events may align with other outreach events such as Design Charettes, alternatives updates, etc. or they may reinforce the goal of ensuring the Study collects meaningful public feedback and that community members understand the Study's commitment to keeping them informed. These pop-up events will be used to share information about the study and answer questions. Data may be collected through the use of an optional digital survey. Below is a list of a few community events to consider having a presence at:

- Kachemak Bay Wooden Boat Festival (Kachemak Bay Wooden Boat Society), Annual in September
- Kachemak Bay Shorebird Festival (Alaska Maritime National Wildlife Refuge Island & Oceans Visitor Center and Friends of Alaska National Wildlife Refuge), Annual in May
- Homer Spit Run Half Marathon (Kachemak Bay Running Club), Annual in June
- Homer Farmers Market, May – September, Saturdays 10am-3pm; Wednesdays 2pm-5pm

Community Meetings

1-hour one-on-one or group meetings (in person, telephonic, or virtual) with the following groups to foster collaboration:

- 1:1 or group meetings (CWG) with Cook Inlet Regional Citizen's Advisory Council, Kachemak Bay National Estuarine Research Reserve, and legislators from key communities could be warranted to help garner support.
- 1:1 meetings with the Kachemak Bay Conservation Society, Cook Inlet keeper, and Kachemak Heritage Land Trust are recommended as part of the plan to help build awareness.



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City Council

The Homer City Council is a body of six elected officials empowered by State Statute and Homer City Code to represent the citizenry in decisions on their behalf, whereas four members constitute a majority for a quorum and voting purposes. The City Council meets twice a month, on the second and fourth Mondays of the month in two consecutive meetings: City Council Committee of the Whole at 5:00 pm and City Council Regular Meeting at 6:00 pm. HDR and the City will participate in these meetings for study updates as necessary.

Digital Survey

Surveying will be a highly recommended component in the public involvement process to be promoted at in-person events, through social media, and possibly other mediums. The primary goal of a survey is to engage with stakeholders. The secondary goal is to obtain information from the public such as input on alternatives, to gather open-ended feedback, to solicit communication preferences, and to obtain other data. Surveys provide an efficient manner in which to collect and report quantitative data. Example survey questions might include:

1. Are you a current Homer resident, Homer Business owner, or employed near or around Homer?
2. How are you impacted by the Homer Harbor Expansion?
3. What are you most concerned about with the Homer Harbor Expansion?
4. Describe what success looks like for the Homer Harbor Expansion?
5. What is your level of satisfaction on the information given about the study?

E-Blasts

In addition to direct stakeholder and community engagement, HDR can provide content for up to six email updates on the progress and status of the study that can be created by HDR. City staff will be encouraged to share the emails with interested stakeholders and the general public. We recommend eblasts to be sent in the weeks leading up to each outreach phase to garner high participation rates.

Social Media

A social media plan has been developed by HDR's Communication Team in partnership with the City. The posts will include the promotion of outreach events, sharing relevant media (FAQs, infographics, timelines, etc.) and will create a digital space for open communication and comments. Full Social Media Strategy can be reviewed within Appendix A.

Advertising

Limited advertising will be implemented to help raise awareness of key public meetings and/or public comment periods. A media plan may be developed based on city budget.

Media

Prior to key public outreach opportunities, a media advisory may be disseminated to local media in an effort to deliver earned media. HDR may draft the releases/advisories; the City will distribute.

Study-Specific Interactive Website

A study-specific website has been created as the main repository of information for the public to boost education and awareness. The website will be updated regularly to reflect public outreach opportunities and updates as the study progresses. Key pages will include:



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- About
- The Environment
- Resources
- News
- Get Involved
- Contact Us

Visual Simulation and Mapping

Once the alternatives are suitably progressed, HDR will create a digital model to showcase each proposed design, therefore encouraging accurate public visualization to change. This model will be publicized to maximize awareness and engagement.

Outreach Collateral and Educational Materials

This section identifies the collateral that will be created to support the study, promote education and factual information, and encourage the public to engage regularly as the study progresses.

RECOMMENDED / OPTIONAL MATERIALS

Graphics and Visual Elements: The HDR team has already created a brand for the study including a Study logo that will be incorporated on all study-related materials. Additional graphics may be created to help convey technical information in a way that is easy to understand. Materials will be posted on the website and can be emailed to key stakeholder groups to facilitate discussion. Our visuals may include:

- Facts sheets and FAQs
- Presentations
- Newspaper Advertisements (for print and digital purposes)
- Social media graphics
- Timelines, maps, and other elements

Comment Management

This section provides a summary of team's processes for public comment receipt and response. A more detailed process is in development and will be provided as an appendix to this document

Channels Monitored and Responsible Party:

- Facebook: City of Homer
- USPS Mail: City of Homer
- Email: HDR hosts; City of Homer takes the lead on responses
- Hotline: HDR hosts; city of Homer takes the lead on response

Tasks and Responsible Party:

- Auto-response – HDR crafts/City of Homer approves
- Individual responses: City of Homer Crafts/HDR assists
- Approving Responses: City of Homer
- Delivering and Recording Responses: HDR unless otherwise determined that a specific person within the City should respond based on the nature of the response



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Comments received on the Study will be collected and collated in a summarized narrative format. Comments will be tracked verbatim into the HDR SOAR stakeholder management system. The system will comment sources, response status and responses.

Comment Protocol:

- A protocol will be developed to streamline tracking, integration, and response to comments received from the public. This protocol will be managed by the HDR communications team and implemented by all Study Team representatives. Compliance will be monitored, and the protocol can be adjusted as necessary throughout the Study.
- The City will be responsible for identifying comments that require immediate responses and for soliciting information and feedback from Study Team members to prepare responses. HDR comms is available to support this effort and collaborate to develop and deliver responses.

Webpage and Email Inquiries:

- The web comment form and email system will be programmed to submit directly to the SOAR database.

Inquiries Mailed to City of Homer:

- Mail delivered to City of Homer will be date stamped, scanned, and emailed to the Study email for entry into the SOAR database.

Comment Forms

- Comment forms mailed to the City will be date stamped, scanned, and forwarded to the Study email to be collected in the SOAR database. HDR will enter forms collected at public meetings into the SOAR database.

Telephone Calls

- The project email address will automatically enter calls into the SOAR database. In the case of calls received directly by an individual, the call receiver will summarize the call and email the summary to the Study email.

Face-to-Face Conversations

- Comments received in face-to-face conversations will be summarized on a comment form, on the website contact log, or in an email to the Study email.

Standard Responses

- Standard responses to anticipated or frequently asked questions will be drafted to help facilitate the ease and consistency of responses to standard inquiries. Email queries will receive a generic response, and will be assessed for additional follow-up per the procedures. It is not the intent to respond directly to every single query; themes will be collected and the FAQ will be updated to address themes.

Social Media Posts and Comments

- Comments and questions submitted via social media will not be responded to or included in the comment tracking spreadsheet.

All comments received from various methods will be documented and captured in the comment tracking log and considered in the Study.



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Metrics

The following are potential metrics the Communication Team can utilize to measure the success of this plan and the associated communication efforts.

- Public comments: tone
- Media coverage/mentions
- Social media engagement and sentiment
- Website views, especially viewers by geography (corresponds with targeted outreach locations), average visit duration (two to three minutes indicates effective presentation of information), and device type (i.e., mobile usage)
- Email open rates, click-through rates, etc.
- Event attendance by location
- Optional: Exit surveys distributed to attendees of meetings/events



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APPENDIX

- A Social Media Strategy
- B “Facts First” Talking Points
- C Frequently Asked Questions (FAQs) (on website)
- D Fact Sheet (coming soon)
- E Comment Management Protocols (coming soon)



JULY 2023 PORT OPERATIONS REPORT

1. Administration

Staff met with:

- Curtis Lee, USACE and other USACE staff- Re weekly harbor expansion general investigation study meetings for updates and project planning
- Helen Gales, UPSafety- Re weekly status meetings with rolling out the new parking software, parking enforcement planning
- Rob Dumouchel, City Manager and other Department Heads- Re weekly department head meeting
- City Hall Staff- Re special events meeting for 4th of July events
- James Marks, AKDOT- Re Homer PROTECT Discretionary Grant Discussion
- Curtis Lee, Civil Works Project Manager; Robin Carr, Plan Formulator; Kayla Campbell, NEPA Coordinator; Todd Romine, Real Estate; Brandee Ketchum, Legal Counsel; Lauren Oliver, hydraulics Engineer; Karl Harvey, Cost Engineering; Megan Green, Economics; Tyler Teese, Archaeologist; and Ronny McPherson, HDR Owner Representative- Re Harbor Expansion General Investigation study Project Management Plan roll out meeting.
- Amy Burnett, HDR- Re Harbor Expansion Communications planning check in
- Kayla Campbell, USACE- Re Environmental Stakeholder Working group meetings
- Aurah Landau, HDR- Re meeting about developing homer port M&O/Lifecycle costs
- Rut Perez-Struder, Port of Seattle & Fishermans' terminal staff- Re harbor tour for visiting Seattle staff
- Global Diving- Re anode installation of low water pilings
- Jeffrey Palizzini, USACE AK District Commander, Randy Bouker, USACE, Mayor Castner, and Council and PHC representatives- Introductions, harbor tour, and read- in on Homer projects for the incoming new District Commander
- Curtis Lee and USACE staff- Re technical meeting to discuss current data, data gaps/needs, and upcoming tasks
- Copper River Seafoods- Re lease discussion regarding property improvement plan
- Brian Whilden, Aleutian Airways- Re walk through of the Homer Airport Terminal and lease available spaces
- Rob Dumouchel, City Manager; Melissa Jacobsen, City Clerk; Matt Letzring- Re pre-impoundment hearing for the vessel Champion
- Michael Gatti, JDO- Regarding current homer insurance requirements
- Homer Marine Trades Association members- Re monthly HMTA meeting

- Rob Dumouchel, City Manager- Re airport sublease application review
- Robin Carr, USACE- Re Homer Economic Survey review
- USDA Rural Development staff- Re meeting to discuss grant funding for the float replacement project.
- Fish Factory staff- Re conducting bi-annual fish grinder equipment inspection per permitting requirements
- Salmon Sisters staff- Re conducting bi-annual fish grinder equipment inspection per permitting requirements
- Megan Green, USACE- Re planning for USACE harbor user survey

2. Operations

From mid-June to mid-August we have reached the peak of the summer season. Harbor Officers continue to work with vessel owners for efficient use of stalls and hot-berth assignments. Transient moorage is filling up with the return of the gillnet fleet and tenders.

In addition to their normal duties Operations spent time:

- Assisting disabled vessels with tows to stalls or the launch ramp.
- Towing vessels out of stalls in preparation for end-float rehabilitation.
- Managing heavy usage of the fish cleaning stations due to local dip-net fishing.
- Assisted with Work being done on the KPB Tsunami Warning sirens.

Notable events:

- Harbor staff assisted with several EMS calls on the Spit, and inbound vessels with patients.
- Harbor Officers responded to a boat fire where a vessel had a buoy catch fire from heater exhaust.

We welcome Isiah Nevak as our newest Harbor Officer! He started this summer with us as a seasonal employee in Parking Enforcement.

3. Ice Plant

Fish Dock/Ice Plant has been busy with Salmon, Halibut and Black Cod. Ice sales have been brisk averaging 100 tons a week. Mid-August has us at 1375 tons of ice sold and 1512 hrs. of crane usage. Dockside usage has been very busy this last three months.

In addition to normal duties, Ice Plant personnel have:

- Condenser maintenance (cleaning the condenser pump screens and condenser spray bar nozzles)
- Made emergency repairs to the Ice Bin Door when the lift cable parted.
- Weekly removal of hard ice buildup from rake and evaporators to maintain efficient operation.
- Replaced winch controller and swing controller on crane 5.

- Replace boom extension controller on crane 3.
- Daily dock clean up.
- Maintaining bird deterrent equipment.
- Monthly Crane inspections.

4. Port Maintenance

Port Maintenance has been busy with the following:

- Rehabilitating the ends of K and P floats
- Routine maintenance of Harbor Floats, Water and Electrical
- Maintaining Fish carcass trailers
- Maintaining Fish cleaning stations
- Monthly servicing of Port Rolling stock and equipment
- Rebuilding Dock Carts
- Assisting Operations where needed
- Maintaining Bird Deterrent's on Pioneer, Deep Water Dock.
- We welcome Rick Borland to Port Maintenance and Japheth McGhee to Ice Plant/Fish Dock

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **June 2023**

<u>Moorage Sales</u>			<u>Stall Wait List</u>		
	<u>2023</u>	<u>2022</u>		<u>2023</u>	<u>2022</u>
Daily Transient	605	637	No. on list at Month's End		
Monthly Transient	327	321	20' Stall	0	0
Semi-Annual Transient	11	8	24' Stall	62	57
Annual Transient	6	8	32' Stall	190	200
Annual Reserved	0	0	32'A Stall	14	14
			40' Stall	71	70
			50' Stall	33	30
			60' Stall	4	4
			75' Stall	7	4
<u>Grid Usage</u>			Total:	381	379
1 Unit = 1 Grid Tide Use	<u>2023</u>	<u>2022</u>			
Wood Grid	26	34			
Steel Grid	8	16			
<u>Services & Incidents</u>			<u>Docking & Beach/Barge Use</u>		
	<u>2023</u>	<u>2022</u>		<u>2023</u>	<u>2022</u>
Vessels Towed	5	1	1 Unit = 1 or 1/2 Day Use		
Vessels Moved	39	62	Deep Water Dock	6	22
Vessels Pumped	2	5	Pioneer Dock	22	9
Vessels Sunk	0	0	Beach Landings	4	2
Vessel Accidents	0	3	Barge Ramp	213	283
Vessel Impounds	0	0			
Equipment Impounds	8	0	<u>Marine Repair Facility</u>		
Vehicle Impounds	0	1		<u>2023</u>	<u>2022</u>
Property Damage	2	3	Vessels Hauled-Out	0	0
Pollution Incident	3	4	Year to Date Total	3	3
Fires Reported/Assists	0	0	Vessels using facility uplands	0	0
EMT Assists	6	3			
Police Assists	1	1	<u>Wharfage (in short tons)</u>		
Public Assists	25	24		<u>2023</u>	<u>2022</u>
Thefts Reported	0	1	In Tons, Converted from Lb./Gal.		
			Seafood	162	190
			Cargo/Other	51	837
			Fuel	55,624	56,813
<u>Parking Passes</u>			<u>Ice Sales</u>		
	<u>2023</u>	<u>2022</u>		<u>2023</u>	<u>2022</u>
Long-term Pass	26	26	For the Month of June	224	188
Monthly Long-term Pass	21	21			
Seasonal Pass	15	11	Year to Date Total	687	603
<u>Crane Hours</u>			<u>Difference between</u>		
	<u>2023</u>	<u>2022</u>	<u>2022 YTD and 2023 YTD:</u>		
	238	174.2		84 tons more	

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **July 2023**

Moorage Sales

	<u>2023</u>	<u>2022</u>
Daily Transient	386	428
Monthly Transient	274	256
Semi-Annual Transient	1	1
Annual Transient	8	9
Annual Reserved	0	1

Grid Usage

1 Unit = 1 Grid Tide Use	<u>2023</u>	<u>2022</u>
Wood Grid	13	12
Steel Grid	1	2

Services & Incidents

	<u>2023</u>	<u>2022</u>
Vessels Towed	2	1
Vessels Moved	70	40
Vessels Pumped	15	2
Vessels Sunk	0	0
Vessel Accidents	1	1
Vessel Impounds	1	0
Equipment Impounds	2	2
Vehicle Impounds	0	0
Property Damage	3	1
Pollution Incident	3	0
Fires Reported/Assists	0	1
EMT Assists	6	2
Police Assists	3	2
Public Assists	46	18
Thefts Reported	0	1

Parking Passes

	<u>2023</u>	<u>2022</u>
Long-term Pass	9	3
Monthly Long-term Pass	10	11
Seasonal Pass	0	0

Crane Hours

<u>2023</u>	<u>2022</u>
414.6	200.5

Stall Wait List

No. on list at Month's End	<u>2023</u>	<u>2022</u>
20' Stall	1	0
24' Stall	69	65
32' Stall	195	205
32'A Stall	14	14
40' Stall	73	71
50' Stall	33	31
60' Stall	4	4
75' Stall	7	4
Total:	396	394

Docking & Beach/Barge Use

1 Unit = 1 or 1/2 Day Use	<u>2023</u>	<u>2022</u>
Deep Water Dock	22	21
Pioneer Dock	20	31
Beach Landings	1	6
Barge Ramp	285	286

Marine Repair Facility

	<u>2023</u>	<u>2022</u>
Vessels Hauled-Out	0	0
Year to Date Total	3	3
Vessels using facility uplands	0	0

Wharfage (in short tons)

In Tons, Converted from Lb./Gal.	<u>2023</u>	<u>2022</u>
Seafood	259	249
Cargo/Other	72	4166*
Fuel	37,834	41,780

*Scrap recycling load out

** Not available at time of report

Ice Sales

	<u>2023</u>	<u>2022</u>
For the Month of July	582	433
Year to Date Total	1,269	1,036

Difference between

<u>2022 YTD and 2023 YTD:</u>	<u>233 tons more</u>
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Port & Harbor Water/Sewer Bills									
Service Period : January, 2023				Meter Reading Period: 12/15/22-1/13/23					
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$0.00	\$0.00	\$0.00	5,297,400	5,297,400	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$1,569.33	\$0.00	\$1,569.33	971,200	1,082,500	111,300
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$0.00	\$0.00	\$0.00	5,970,900	5,970,900	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$119.85	\$0.00	\$119.85	314,700	323,200	8,500
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$0.00	\$0.00	\$0.00	434,600	434,600	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$290.46	\$0.00	\$290.46	604,800	625,400	20,600
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$1,198.50	\$44.88	\$1,243.38	-	-	86,700
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$22.68	\$42.24	\$64.80	615,100	616,700	1,600
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$0.00	\$0.00	\$0.00	880,300	880,300	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$19.74	\$36.95	\$56.70	630,400	631,800	1,400
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$23.97	\$44.88	\$68.85	185,400	187,100	1,700
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$12.69	\$23.76	\$36.45	208,700	209,600	900
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$26.79	\$28.69	\$55.48	143,400	145,300	1,900
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$14.10	\$15.10	\$29.20	644,900	645,900	1,000
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$203.04	\$0.00	\$203.04	2,637,300	2,651,700	14,400
Overall Charges:						\$3,737.54	Overall Water Usage:		250,000

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700		
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	174	1	6,010,400	\$101,756.41	6,673,876	\$3,737.54 250,000

Port & Harbor Water/Sewer Bills

Service Period: February , 2023

1/14/23 - 2/15/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$1.41	\$6.64	\$0.00	1,082,500	1,082,600	100
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$32.43	\$0.00	\$32.43	323,200	325,500	2,300
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$446.97	\$0.00	\$446.97	625,400	657,100	31,700
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$1,398.72	\$36.96	\$1,435.68	-	-	100,600
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$25.38	\$47.52	\$72.52	616,700	618,500	1,800
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$31.02	\$58.08	\$89.10	631,800	634,000	2,200
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$35.25	\$66.00	(credit)	187,100	189,600	2,500
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$15.51	\$29.04	(credit)	209,600	210,700	1,100
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$33.84	\$36.24	\$70.08	145,300	147,700	2,400
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$19.74	\$21.14	\$40.88	645,900	647,300	1,400
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$537.21	\$0.00	\$537.21	2,651,700	2,689,800	38,100
Overall Charges:						\$2,724.87	Overall Water Usage:		184,200

Water/Sewer Monthly Comparison										
CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,258.01	6,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

Port & Harbor Water/Sewer Bills

Service Period: March , 2023

Meter Reading Period:2/15/23-3/14/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$0.00	\$0.00	\$0.00	1,082,600	1,082,600	-
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$155.10	\$0.00	\$155.10	325,500	336,500	11,000
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$43.71	\$0.00	\$43.71	434,600	437,700	3,100
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$1,982.46	\$0.00	\$1,982.46	657,100	797,700	140,600
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$0.00	\$42.24	\$42.24	-	-	-
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$29.61	\$55.44	\$85.05	618,500	6,206	2,100
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$39.48	\$73.92	\$113.40	634,000	636,800	2,800
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$29.61	\$55.44	\$85.05	189,600	191,700	2,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$18.33	\$34.32	\$52.65	210,700	212,000	1,300
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$33.84	\$36.24	\$70.08	147,700	150,100	2,400
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$32.43	\$34.73	\$67.16	647,300	649,600	2,300
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$4,145.40	\$0.00	\$4,145.40	4,900	4,900	-
Overall Charges:						\$6,842.30	Overall Water Usage:		167,700

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100	\$6,842.30	167,700
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,258.01	6,010,400	\$101,756.41	6,673,876	\$13,304.71	598,200

Port & Harbor Water/Sewer Bills

Service Period: April, 2023

Meter Reading Period:3/15/23-4/14/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$4.23	\$7.92	(credit)	1,082,600	1,082,900	300
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$172.02	\$0.00	\$172.02	797,700	809,900	12,200
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$1,931.70	\$34.32	\$1,966.02	112,500	112,500	-
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$54.99	\$102.96	\$157.95	620,600	624,500	3,900
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$0.00	\$0.00	\$0.00	-	-	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$47.94	\$89.76	\$137.70	636,800	6,402	3,400
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$31.02	\$58.08	\$89.10	191,700	193,900	2,200
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$26.79	\$50.16	\$76.95	212,000	213,900	1,900
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$40.89	\$43.79	\$84.68	150,100	153,000	2,900
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$36.25	\$37.75	\$73.00	649,600	652,100	2,500
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$373.65	\$0.00	\$373.65	4,900	30,800	25,900
Overall Charges:						<u>\$3,131.07</u>	Overall Water Usage:		<u>55,200</u>

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100	\$6,842.30	167,700
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000	\$3,131.07	55,200
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,258.01	6,010,400	\$101,756.41	6,673,876	\$16,435.78	653,400

Port & Harbor Water/Sewer Bills

Service Period: May, 2023

Meter Reading Period:4/ 14-5/15/2023

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$307.38	\$0.00	\$307.38	1,807,000	1,828,800	21,800
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$60.63	\$0.00	CREDIT	2,087,400	2,091,700	4,300
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$86.01	\$0.00	\$86.01	450,700	456,800	6,100
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$66.27	\$124.08	CREDIT	1,082,900	1,087,600	4,700
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$0.00	\$0.00	\$0.00	5,870,900	5,870,900	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$531.57	\$0.00	\$531.57	336,500	374,200	37,700
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$324.30	\$0.00	\$324.30	437,700	460,700	23,000
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$747.30	\$0.00	\$747.30	809,900	862,900	53,000
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$7.05	\$0.00	\$7.05	-	500	500
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$2,313.81	\$34.32	\$2,348.13	112,500	224,700	112,200
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$87.42	\$163.68	\$251.10	624,500	630,700	6,200
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$0.00	\$0.00	\$0.00	880,300	880,300	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$97.29	\$182.16	\$279.45	640,200	647,100	6,900
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$36.86	\$68.64	\$105.30	193,900	196,500	2,600
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$59.35	\$92.40	\$141.75	213,900	217,400	3,500
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$56.40	\$60.40	\$116.80	153,000	157,000	4,000
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$63.45	\$67.95	\$131.40	652,100	656,600	4,500
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$1,350.78	\$0.00	\$1,350.78	30,800	-	-
Overall Charges:						<u>\$6,728.32</u>	Overall Water Usage:		<u>291,000</u>

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100	\$6,842.30	167,700
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000	\$3,131.07	55,200
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800	\$6,728.32	291,000
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,258.01	6,010,400	\$101,756.41	6,673,876	\$23,164.10	944,400

Port & Harbor Water/Sewer Bills									
Service Period: June, 2023					Meter Reading Period:5/115-6/16/23				
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$775.50	\$0.00	\$775.50	1,828,800	1,883,600	55,000
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$2,456.22	\$0.00	\$2,456.22	2,091,700	2,265,900	174,200
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$1,763.91	\$0.00	\$1,763.91	-	50,000	50,000
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$238.29	\$446.16	\$684.45	1,087,600	1,104,500	16,900
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$912.27	\$0.00	\$912.27	5,870,900	5,935,600	64,700
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$1,036.35	\$0.00	\$1,036.35	374,200	447,700	73,500
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$968.87	\$0.00	\$968.67	460,700	529,400	68,700
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$201.63	\$0.00	\$201.63	862,000	877,200	14,300
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$32.00	\$0.00	\$32.43	500	2,800	2,300
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$2,640.93	\$44.88	\$2,685.81	224,700	352,400	127,700
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$210.09	\$393.36	\$603.45	630,700	645,600	14,900
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$90.24	\$0.00	\$90.24	880,300	886,700	6,400
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$183.30	\$343.20	\$526.50	647,100	860,100	13,000
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$23.97	\$44.88	\$68.85	196,500	198,200	1,700
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$148.05	\$277.20	\$425.25	217,400	227,900	10500
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$67.68	\$72.48	\$140.16	157,000	161,800	4,800
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$195.99	\$209.89	\$405.88	656,600	670,500	13,900
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$3,021.63	\$0.00	\$3,021.63	30,800	0	-
Overall Charges:						\$16,799.20	Overall Water Usage:		712,500

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100	\$6,842.30	167,700
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000	\$3,131.07	55,200
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800	\$6,728.32	291,000
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676	\$16,799.20	712,500
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,179	6,010,400	\$101,756.41	6,673,876	\$39,963.30	1,656,900

Port & Harbor Water/Sewer Bills									
Service Period: July , 2023					Meter Reading Period:6/16-7/14/23				
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$0.00	\$1,591.89	\$0.00	\$1,591.89	1,883,800	1,996,700	112,900
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$0.00	\$9,775.53	\$0.00	\$9,775.53	-	5,736,900	439,500
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$0.00	\$1,696.23	\$0.00	\$1,696.23	50,000	62,700	12,700
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$0.00	\$455.43	\$852.72	\$1,308.15	1,104,500	1,136,800	32,300
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$0.00	\$1,026.48	\$0.00	\$1,026.48	5,935,600	6,008,400	72,800
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$0.00	\$595.02	\$0.00	\$595.02	447,700	489,900	42,200
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$0.00	\$1,242.21	\$0.00	\$1,242.21	529,400	617,500	88,100
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$0.00	\$133.95	\$0.00	\$133.95	877,200	886,700	9,500
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$0.00	\$16.92	\$0.00	\$16.92	2,800	4,000	1,200
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$0.00	\$3,264.15	\$55.44	\$3,319.59	352,400	501,600	149,200
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$0.00	\$263.67	\$493.68	\$757.35	645,600	664,300	18,700
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$0.00	\$414.54	\$0.00	\$414.54	886,700	916,100	29,400
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$0.00	\$305.97	\$572.88	\$878.85	660,100	681,800	21,700
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$0.00	\$29.61	\$55.44	\$85.05	198,200	200,300	2,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$0.00	\$76.14	\$142.56	\$218.70	227,900	233,300	5,400
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$0.00	\$60.63	\$64.93	\$125.56	161,800	166,100	4,300
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$0.00	\$315.84	\$338.24	\$654.08	670,500	692,900	22,400
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$0.00	\$3,802.77	\$0.00	\$3,802.77	30,800	-	-
Overall Charges:						<u>\$27,642.87</u>	Overall Water Usage:		<u>1,064,400</u>

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100	\$6,842.30	167,700
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000	\$3,131.07	55,200
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800	\$6,728.32	291,000
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676	\$16,799.20	712,500
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900	\$27,642.87	1,064,400
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$8,180	6,010,400	\$101,756.41	6,673,876	\$67,606.17	2,721,300

Port & Harbor Water/Sewer Bills

Service Period: August , 2023

Meter Reading Period: 7/14/23-8/15/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129							
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363							
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488							
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734							
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966							
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360							
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362							
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043							
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966							
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512							
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668							
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895							
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713							
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255							
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900							
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984							
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228							
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861							
Overall Charges:						<u>\$0.00</u>	Overall Water Usage:		
							-		

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,181	6,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

Port & Harbor Water/Sewer Bills

Service Period: September, 2023

Meter Reading Period: 8/15/23-9/22/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129							
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363							
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488							
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734							
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966							
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360							
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362							
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043							
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966							
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512							
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668							
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895							
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713							
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255							
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900							
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984							
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228							
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861							

Overall Charges: \$0.00

Overall Water Usage: -

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$8182	6,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

Port & Harbor Water/Sewer Bills

Service Period : October, 2023

Meter Reading Period: 9/15/23-10/14/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129							
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363							
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488							
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734							
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966							
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360							
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362							
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043							
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966							
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512							
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668							
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895							
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713							
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255							
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900							
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984							
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228							
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861							

Overall Charges: \$0.00

Overall Water Usage: -

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,250.00	5,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

Port & Harbor Water/Sewer Bills

Service Period : November, 2023

Meter Reading Period:10/14/23-11/15/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129							
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363							
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488							
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734							
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966							
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360							
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362							
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043							
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966							
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512							
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668							
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895							
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713							
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255							
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900							
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984							
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228							
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861							

Overall Charges: \$0.00

Overall Water Usage: -

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
						184				
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,184	6,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

Port & Harbor Water/Sewer Bills

Service Period : December, 2023

Meter Reading Period:

11/15/23-12/15/23

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129							
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363							
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488							
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734							
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966							
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360							
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362							
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043							
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966							
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512							
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668							
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895							
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713							
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255							
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee						
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900							
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984							
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228							
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861							

Overall Charges: \$0.00

Overall Water Usage: -

Water/Sewer Monthly Comparison CY 2019 to Current										
	2019		2020		2021		2022		2023	
January	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800	\$3,737.54	250,000
February	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700	\$2,724.87	180,500
March	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100		
April	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000		
May	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800		
June	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676		
July	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900		
August	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200		
September	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300	\$13,761.13	808,400		
October	\$16,025.77	744,900	\$8,669.03	589,000	\$6,265.73	366,300	\$10,011.62	920,000		
November	\$7,391.65	338,900	\$2,418.11	139,300	\$1,511.37	93,300	\$3,341.79	254,900		
December	\$2,691.44	170,800	\$1,575.72	87,900	\$2,613.09	193,500	\$6,271.02	408,400		
YTD Total	\$116,632.97	6,871,000	\$97,748.09	6,499,400	\$87,185	6,010,400	\$101,756.41	6,673,876	\$6,462.41	430,500

2023 Ice & Crane Report							
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice	
1/2/2023	0.5			shut down for maintenance			
1/9/2023	28.1			shut down for maintenance			
1/16/2023	25.6			shut down for maintenance			
1/23/2023	21.1			shut down for maintenance			
1/30/2023	11.9			shut down for maintenance			
		87.2	87.2		0	0	
2/6/2023	42.4			shut down for maintenance			
2/13/2023	41.1			shut down for maintenance			
2/20/2023	35.8			shut down for maintenance			
2/27/2023	43.6			12			
		162.9	250.1		12	12	
3/6/2023	38.8			28			
3/13/2023	44.9			44			
3/20/2023	21.3			18			
3/27/2023	22.5			35			
		127.5	377.6		125	137	
4/3/2023	59.7			38			
4/10/2023	40.3			37			
4/17/2023	37.8			12			
4/24/2023	16.8			37			
		154.6	532.2		125	262	
5/1/2023	59			65			
5/8/2023	30.8			25			
5/15/2023	28.1			30			
5/22/2023	39			35			
5/29/2023	40.5			46			
		197.4	729.6		201	463	
6/5/2023	66.7			45			
6/12/2023	64.1			63			
6/19/2023	54.4			40			
6/26/2023	52.8			76			
		238	967.6		224	687	
7/3/2023	87			98			
7/10/2023	157.1			136			
7/17/2023	71.4			112			
7/24/2023	59.1			174			
7/31/2023	40			62			
		414.6	1382.2		582	1269	
8/7/2023	68.1			107			
8/14/2023	62.4						
8/21/2023							
8/28/2023							
		130.5	1512.7		107		
9/4/2023							
9/11/2023							
9/18/2023							
9/25/2023							
		0	1512.7		0		
10/2/2023							
10/9/2023							
10/16/2023							
10/23/2023							
10/30/2023							
		0	1512.7		0		
11/6/2023							
11/13/2023							
11/20/2023				shut down for maintenance			
11/27/2023				shut down for maintenance			
		0	1512.7		0		
12/4/2023				shut down for maintenance			
12/11/2023				shut down for maintenance			
12/18/2023				shut down for maintenance			
12/25/2023				shut down for maintenance			
12/31/2023				shut down for maintenance			
		0	1512.7	186	1375	1375	

CITY OF HOMER NEWSLETTER

VOL. II - ISSUE X | JULY 2023



WHAT'S INSIDE?

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

SEASIDE SERENADES

Celebrate our city as the summer sun illuminates (we hope!!) our coastal haven, and stay informed by reading our latest articles, including the harbor's cathodic protection system, updates on the Homer Harbor expansion study, water system flushing, the Borough's siren project, a swift response to a boat fire, an introduction of new city staff, and more!

PIONEER AVENUE BANNERS

The City's Economic Development Commission collaborated with Homer artist Lucas Elliot and Corvus Design to create new street banners for Pioneer Avenue. After careful attention to detail, the final design was refined, and the banners are now proudly adorning Pioneer Avenue. They showcase characters and natural beauty found in and around Homer.



- Library Events
- Community Corner
- 2024 City Budget Adopted
- Special Event Permits
- Port and Harbor
- Homer Harbor Expansion Study Update
- Public Works
- Hazard Mitigation Plan
- Public Safety Corner
- Fire Department
- Economic Development
- Meet the Staff
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

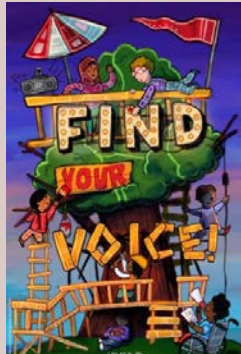
Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to <https://library.org/homerlibrary/upcoming>

- July 15** *Daredevil and She-Hulk* by Charles Soule 10 - 11 a.m.
July 20 *Chatter* by Ethan Kross 9 - 10 a.m.
July 25 *Crying in the Bathroom* by Erika Sánchez 12 - 1 p.m.

END OF SUMMER READING PARTY

End of summer reading party includes music, games, ice cream and hot dogs, with prizes for reading-challenge participants and LEGO contest winners.

Saturday, July 29
5 to 7 p.m.



STORIES AND S'MORES AT BISHOPS BEACH



Join us for an evening story time at Bishop's Beach, featuring talking and singing games, stories and s'mores! We'll meet at the pavilion near the beach. S'mores provided.

Tuesday, July 18
7 to 8 p.m.

LIBRARY EVENTS CONTINUED

- | | | |
|----------------|--|--------------------|
| July 3 | Pre-parade meet-up | 3 - 5 p.m. |
| July 4 | Bookmobile in the 4th of July Parade | 3 p.m. |
| July 7 | Intermediate Readers book club | 4 - 5 p.m. |
| July 11 | Family Storytime in the Boat House Pavilion | 10:30 - 11:15 a.m. |
| July 12 | Leap Into Science | 10:30 - 11:30 a.m. |
| July 18 | Evening Storytime at Bishop's Beach Pavilion | 7 - 8 p.m. |
| July 19 | LEGO contest | 10 - 11 a.m. |
| July 19 | Movie showing at Library | 6 - 7:30 p.m. |
| July 24 | Teens and Tweens Get Crafty! | 4 - 5:30 p.m. |
| July 27 | Science in the Summer | 3:30 - 4:30 p.m. |
| July 28 | Science in the Summer | 3:30 - 5:30 p.m. |

Check out the complete line-up
of library programs



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



COMMUNITY CORNER



4TH OF JULY PARADE

July 4 at 3 p.m., Pioneer Avenue
www.homerak.org/events/annual-events



4TH ANNUAL HOMER PEONY CELEBRATION

July 7-30
www.homerak.org/events/annual-events



FARMERS MARKET

Saturdays 10 a.m. - 3 p.m.
Wednesdays 2 p.m. - 5 p.m.
www.homerfarmersmarket.org



PICKLEBALL CLINICS

July 22-23, HERC Gym
www.worldteampickleball.com/shop/homer

CITY MANAGER'S OFFICE

CITY COUNCIL ADOPTS 2024/25 CITY BUDGET

The City Council adopted the FY24/25 Operating Budget on May 22 and the Capital Budget on June 26. The Operating and Capital budgets create the City's financial foundation for the next two years.

The Operating Budget includes approximately \$26.2 million in operational spending for FY24 and \$26.8 million for FY25. While the City has benefitted from strong revenue growth the last few years, some of those gains have been eroded by the difficult inflationary conditions which have characterized markets around the world. Additionally, the Capital Budget allocates \$6.1 million for new projects during the FY24/25 biennium. One of the most popular capital projects on deck in this budget is the extension of a sidewalk along Ben Walters Lane, plus others that are highlighted at the right. Learn more about the budget on the City's website: www.cityofhomer-ak.gov/finance/operating-capital-budgets

Capital Budget Highlights

1. Ben Walters Lane Sidewalk
2. Homer Volunteer Fire Department replacement of outdated fire hose and fleet upgrades including a ladder truck and an off-road firefighting apparatus
3. ADA family restroom at the airport terminal
4. Improvements to Bayview Park, a Karen Hornaday Park Master Plan update and an extension of water and sewer to support future public restroom facilities
5. Comprehensive Plan update to capture the vision of where the community wants to be going forward and a subsequent zoning code update. The plan will provide guidance for Homer's physical development, with an emphasis on future land use, transportation network and infrastructure capacity.

REFLECTING ON POSITIVE CHANGES: MOBILE FOOD SERVICE AND SPECIAL EVENTS PERMITS

Since the adoption of [Ordinances 22-15\(S\)\(A\)](#) and [22-14](#) in March 2022, the City's processes for mobile food service and special events have improved. Mobile food service permitting has shifted smoothly to the Planning department, making it more accessible and user-friendly. Most permits are now conveniently handled online. Food truck operators and the Chamber of Commerce have praised the changes, including the allowance of food trucks in parks for special events. Special event permitting is running smoothly under the City Manager's office. Pre-event meetings have been introduced to ensure seamless implementation and minimize surprises. Though fines for code violations were added, we haven't had to impose any punitive fees for public health and safety. We're preparing to discuss further improvements internally. These updates have had a positive impact, fostering growth and enjoyable experiences for our community. We're committed to continuous refinement and improvement.

Hosting a special event?

CHECK TO SEE IF A PERMIT IS REQUIRED

www.cityofhomer-ak.gov

Special Event Permits: www.cityofhomer-ak.gov/citymanager/special-event-permit-information

Mobile Food Service Vendor Permit: www.cityofhomer-ak.gov/economicdevelopment/mobile-food-service-permits

HOMER HARBOR COMPLETES CATHODIC PROTECTION SYSTEM PROJECT

The City is pleased to announce the successful completion of a project in Homer Harbor that was made possible through the collaborative efforts of the City, R&M Consulting, Global Diving, and Coffman Engineering. The project installed a passive cathodic protection system to protect the float system steel pile from corrosion due to electrolysis.

The Harbor's float system, comprised of 161,000 square feet of concrete and wood floats is supported by 511 pile, of which 475 are made of steel. Over time, electrolysis had depleted the original protective coating on the steel pile. The City has been restoring cathodic protection to the pile through a multi-year endeavor that began in 2018. The initial phase placed protective anodes on sections of the B, C, D, E, and F floats, and a portion of System 5 large vessel moorage.

A FY23 Alaska Municipal Harbor Tier II grant of \$366,000, matched by Port and Harbor maintenance reserves, provided the necessary funding to furnish and install anodes on the remaining steel piling to provide electrical continuity to all pile and extend the benefits of the cathodic protection system harbor-wide.

It was no small task. Global Diving welded two 150-pound anodes onto 471 steel pilings for a total of 943 anodes and 141,450 pounds of sacrificial anode material. Coffman Engineering conducted pre and post-installation tests, confirming the system's optimal functionality and sufficient cathodic protection for the submerged dock pilings.



Photos by Global Diving

POWER-GENERATING DEVICE EMBARKS ON ANOTHER SEASON OF TESTING

Port Director Bryan Hawkins recently sent us an email starting with, "Walking around the port, sometimes you'll see something that'll make you ask, 'Wow, *what's that thing*.'" He attached this photo and noted that this is an experimental power-generating device that is being developed and tested in the Kvichak River for the Village of Igiugig. It's the third year that he's seen this device move through the port, and was told that they pull it in the fall because of the ice and because this experimental unit goes back to the shop for more tinkering over the winter.

The device's roundtrip route from Homer to Igiugig demonstrates the Homer Port and Harbor's vital role in statewide transportation:

1. Load onto landing craft Helenka B at the commercial barge ramp
2. Cross the Inlet into Iliamna Bay (Kamishak Bay)
3. Offload at Williams Port
4. Transport overland (16 miles) to Pile Bay Dock in Lake Iliamna
5. Load onto a small tug/barge for transport to Igiugig
6. Offload at Igiugig's barge landing

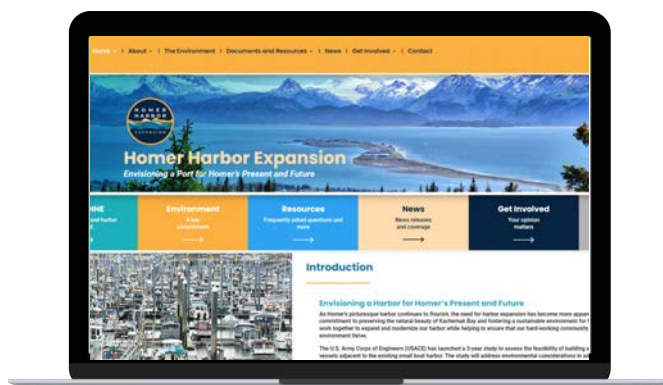


Remarkably, a total of 47 non-road-connected villages and work sites in southcentral and western Alaska rely on essential freight services provided by vessels moored in Homer Harbor. These shipments are a lifeline for these remote communities, ensuring the delivery of crucial supplies and sustaining their daily lives and economic activities. This exemplifies the effectiveness of the Port of Homer as a regional transportation hub.

HOMER HARBOR EXPANSION STUDY UPDATE

Over the past couple of months, the Homer Harbor Expansion study has made significant progress toward its first milestone, identifying a small array of design alternatives to advance to more in-depth study. Here are some of the recent key events and an outline of upcoming steps:

- The [Homer Harbor Expansion Charter](#), encompassing the vision, mission, goals, and factors for success, was drafted in a collaborative involving City Council and the Port and Harbor Advisory Commission and staff. It was adopted via [Resolution 23-058](#).
- The study's website, www.homerharborexansion.com, is fully built out and provides updates as the study progresses. Visit the website for the latest information.
- The U.S. Army Corps of Engineers (USACE) Design Charrette from May 17-19 involved community and industry input, along with environmental stakeholder meetings and produced 14 potential alternative designs.
- USACE is undergoing an internal review of each alternative according to a set of criteria to recommend the most feasible designs for further in-depth study. The "future without a project" alternative will be included in all comparisons.
- At the end of June, USACE will complete a Vertical Team Review where they present a study progress report and their initial alternatives screening to USACE leadership from the Pacific Ocean District and Headquarters for feedback. The USACE will share the selected designs once they have alignment with the USACE Vertical Team.



In July 2023, the study will reach the Alternatives Designs Milestone with the identification of design plans to carry forward. This will launch the alternatives evaluation and analysis phase, which is expected to last about nine months and will culminate in a Tentatively Selected Plan.

As part of the alternatives analysis phase, the study team will host another community scoping meeting, likely in September to collect additional public feedback.

Check back each month here for the latest progress reports on the Homer Harbor Expansion Study, or visit the study website.



WATER SYSTEM FLUSHING

Dates and Schedule

Water system flushing started on June 21 and will continue through August 2023. The Public Works Department will be working between 7 a.m. and 5:30 p.m., Mondays through Thursdays.

Areas Affected

Flushing will be systematically conducted throughout the city, including residential and commercial areas. During this period, please note that your water supply may experience temporary discoloration or a slight drop in pressure.

Impact on Water Supply

While we carry out the flushing process, you may experience brief interruptions in your water supply. However, these disruptions should be minimal and temporary, typically lasting for just a few minutes. We appreciate your understanding during this necessary maintenance activity.

Water Quality

The flushing process plays a vital role in removing sediment and mineral deposits that naturally accumulate in water mains over time. It is possible that the water may appear discolored or contain small particles during flushing. If you notice any unusual or persistent issues with your water quality, please contact the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us to report the matter.

Stay Informed

For updates on the progress of the flushing activities, visit the City of Homer's website at www.cityofhomer.ak.gov/publicworks/water-system-flushing-public-notice. If you have any questions or concerns related to the flushing activities, please feel free to reach out to the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us.



— HAZARD MITIGATION PLAN —

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

② Create a healthy and safe community

The City of Homer's Local Hazard Mitigation Plan (LHMP) prioritizes the creation of a healthy and safe community. This goal focuses on safeguarding public health and safety by implementing proactive measures. Strategies include raising awareness about hazards, establishing emergency response plans, and promoting resilient infrastructure. The LHMP emphasizes inclusivity and equity, ensuring equal access to resources for all community members. By prioritizing a healthy and safe community, Homer aims to enhance resilience and protect the well-being of its residents.



Find the Local Hazard Mitigation Plan on the City's website:
<https://bit.ly/3pdCjKh>



In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

KPB SIREN PROJECT UPDATE

The Kenai Peninsula Borough (KPB) provided an update on the Siren Upgrade Project, part of the Mass Notification System, which will enhance safety and emergency communication in Homer. The upgrades address deficiencies identified in the Borough's All-Hazards Alert and Broadcast System (AHABS) assessment.

The project will:

- Boost current coverage
- Provide clearer warning messages
- Expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point)

Construction is set to begin in July, with completion expected by mid-August. Updates will be posted on the Facebook page [@KPBalerts](#). Thanks to the KPB Office of Emergency Management for working with the cities in the Borough on this important project.



FIRE DEPARTMENT

SWIFT RESPONSE TO BOAT FIRE

On June 20 at 10:15 p.m., the Homer Volunteer Fire Department swiftly responded to a distress call regarding a boat fire on Ocean Drive. With the support of volunteers and neighboring agencies, the fire was contained to the boat, preserving the surrounding structure with only minor damage to the eave. Thankfully, there were no injuries to the public or the crew, and all equipment performed flawlessly. An investigation is underway to determine the cause of the fire. We commend our dedicated firefighters and extend our gratitude to the Kachemak Emergency Service Area and the Anchor Point emergency response team for their invaluable assistance.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Zach and Matthew. We are thrilled to have them join the team!

- **Zach Pettit**, Deputy City Clerk I
- **Matthew Swerdzewski**, Firefighter/ EMT I

JUNE ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

Melissa Jacobson	Clerks	19 Years
Mike Illg	Admin	17 Years
Mike Szocinski	Public Works	11 Years
Jessica Poling	Police	6 Years
Bethany Christman	Public Works	4 Years
Russell Anderson	Public Works	4 Years
James Tingley	Public Works	3 Years
Winifred Shigley	Police	3 Years

MEET CITY STAFF

INTRODUCING NEW CITY PLANNER: RYAN FOSTER TAKES THE HELM

Ryan Foster, previously a Special Project Coordinator in the City Manager's Office, has been appointed as our new City Planner, following the departure of Rick Abboud. Ryan's performance during the busy season led to his permanent appointment, effective July. He brings a deep understanding of planning and dedication to responsible community growth to the organization. Join us in congratulating Ryan on his well-deserved role as our City Planner.



ECONOMIC DEVELOPMENT

2023 LAND ALLOCATION PLAN

The 2023 Land Allocation Plan is now available for public review. In accordance with Homer City Code Title 18, which governs municipal property management, the Council annually adopts a comprehensive plan that outlines the allocation of lands within the city.

This plan serves as a valuable resource, identifying which properties are available for lease, providing details on lease rates and terms, and outlining any specific requirements or preferences. As per HCC 18.08.020, once the plan is adopted by resolution, the City ensures public notice is given regarding the availability of real estate.

For more information and to access the Land Allocation Plan, please visit the City's website at

www.cityofhomer-ak.gov/citymanager/land-allocation-plan.

NEW DEPUTY CITY CLERK



Zach Pettit is a dedicated professional serving as the newly appointed Deputy City Clerk. Originally hailing from the state of Virginia, Zach brings a unique blend of experiences and skills to his new role. Having resided in Alaska for a little over a year now, he has already embraced the breathtaking beauty and vibrant community spirit that the Last Frontier has to offer.

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

- Donna Aderhold (2024)
- Jason Davis (2025)
- Shelley Erickson (2024)
- Storm P. Hansen-Cavasos (2025)
- Rachel Lord (2023)
- Caroline Venuti (2023)

City Staff Leadership

- Rob Dumouchel, City Manager
- Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
- Mark Robl, Chief of Police
- Bill Jirsa, Chief Technology Officer
- Mike Illg, Community Recreation Manager
- Julie Engebretsen, Economic Development Manager
- Elizabeth Walton, Finance Director
- Mark Kirko, Fire Chief
- Dave Berry, Library Director
- Andrea Browning, Personnel Director
- Bryan Hawkins, Port Director
- Jan Keiser, Public Works Director/City Engineer
- Ryan Foster, City Planner

Commissions and Boards

- ADA Advisory Board
- Economic Development Advisory Commission
- Library Advisory Board
- Parks, Art, Recreation and Culture Advisory Commission
- Planning Commission
- Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall



Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

July		
13	5 p.m.	ADA Advisory Board Regular Meeting
19	6 p.m.	Planning Commission and Economic Development Advisory Commission Joint Worksession
24	5 p.m.	City Council Committee of the Whole

JOIN OUR TEAM

The City of Homer has current Job Openings.
Sign up for Job Alerts or Apply Online at:
cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Firefighter/EMT-Basic \(EMT-1\) or Firefighter/EMT-Advanced \(EMT II or III\), Full Time](#)
- [Ice Plant Operator I, Full Time](#)
- [Police Officer, Full Time](#)
- [Port Property Manager, Full Time](#)
- [Temporary Building Custodian, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact Bella Vaz at bvaz@ci.homer.ak.us.

4th of July

**CITY OFFICES CLOSED ON
TUESDAY, JULY 4**

CITY OF HOMER NEWSLETTER

VOL. II - ISSUE XI | AUGUST 2023



MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

COAST GUARD CUTTER ASPEN ARRIVES IN HOMER

On July 18, the U.S. Coast Guard Cutter Aspen reached its new homeport in Homer after sailing for more than five months and over 8,746 miles from Baltimore, Maryland.

The Cutter Aspen assumes the important role of the "Bull of the North," taking over from the Coast Guard Cutter Hickory as Homer's 225-foot Juniper class buoy tender. Its responsibilities include servicing navigational aids throughout the Kenai Peninsula and north of the Aleutian chain. In May 2022, the Hickory left Homer and entered the Maintenance and Modernization Availability (MMA) in June 2022. After the MMA is completed, the Hickory will be re-homeported in Guam. ([USCG D17 Public Affairs](#)).

During the arrival of the Cutter Aspen, Port Director Bryan Hawkins caught the first line ashore, a role he had fulfilled previously during the arrival of the Cutter Hickory in Homer when he was a new harbor officer. The crew of the Aspen honored him by offering him the same privilege this time. As he stood on the pier that morning, Bryan was delighted to witness the warm welcome given by families gathered to greet the returning crew.



WHAT'S INSIDE?

- Library Events
- Community Corner
- City Clerk's Office
- City Manager's Office
- DOT&PF Updates and Info
- Port & Harbor
- Harbor Expansion Study Update
- Public Works
- Local Hazard Mitigation Plan
- Fire Department
- Public Safety Corner
- Meet the Staff
- Planning & Zoning
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to librarycityofhomer.org/upcoming.

Aug 15	<i>The Prophets</i> by Robert Jones, Jr.	12-1 p.m.
Aug 23	<i>Chain of Thorns</i> by Cassandra Claire	4-5 p.m.
Aug 30	<i>Who Gets In and Why: A Year Inside College Admissions</i> by Jeff Selingo	10-11 a.m.

LIBRARY

AUTOMATIC RENEWALS

Avoiding overdue materials is now easier than ever since the library provides automatic renewals! When your item comes due, the computer will renew it automatically unless:

1. The item is on hold for another patron,
2. The renewal limit has been reached, or
3. The card is blocked.

Like always, most items can be renewed twice. Patrons who have an email in the system will receive a notice telling them that the item has (or has not) been renewed. Automatic renewals are turned on for all patrons and no registration is necessary.

For more information, contact Library staff at circ@ci.homer.ak.us or 907-235-3180.



Check out more library programs and events



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer.ak.gov/library



COMMUNITY CORNER

CEREMONIAL RE-PLANTING OF THE PEACE TREE

The planting of a branch from the tree is a gesture of remembrance and peace in honor of the historical significance of the Hiroshima bombing, which occurred on August 6, 1945. Tea and refreshments will be available.

August 6 at 2 p.m., Homer Public Library
cityofhomer.ak.gov/library/programs-and-events

PICKLEBALL TOURNAMENT

September 1-3

City of Homer HERC

<https://bit.ly/3rMMLcB>

Must register by August 25

No late entries!

Register and Pay Online:

www.pickleballbrackets.com

"Cosmic Hamlet Open 2023"

Questions/Contact:

linreid@gmail.com

Hosted by Homer Pickleball Club and Homer Community Recreation

KNITTING CIRCLE

Mondays, 1:30 to 4:30 p.m.

Homer Public Library

cityofhomer.ak.gov/library/knitting-circle-1

CITY CLERK'S OFFICE

HOMER CITY COUNCIL CANDIDACY PERIOD OPEN ON TUESDAY, AUGUST 1

The City Clerk's office is accepting Candidacy Declarations for two City Council seats beginning Tuesday, August 1 through Tuesday, August 15 at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the city for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage www.cityofhomer.ak.gov/cityclerk/regular-city-election-candidate-filing-information or at the City Clerk's office located at 491 E Pioneer Avenue.

Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with any questions.

VOTER REGISTRATION

The City of Homer Election Day is Tuesday, October 3, 2023. Voters must be registered to vote at a residence within the City at least 30 days before the election date. The deadline to register to vote for the October 3 election is Sunday, September 3, 2023. If you need to register to vote or update your voter registration, visit www.elections.alaska.gov to register online or stop by the City Clerk's office or Homer Public Library to register in person during regular business hours. Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with questions.



Peonies at City Hall

CITY MANAGER'S OFFICE

SISTER CITY 40TH YEAR ANNIVERSARY

2024 marks the 40th year anniversary of Homer's Sister City relationship with Teshio, Japan. This journey of cultural exchange and friendship has left a lasting impact on both of our communities.

The City is forming a dedicated planning task force to plan programming and events to celebrate the anniversary year. If you're passionate about fostering international connections and cultural exchange, we need your enthusiasm and ideas!

Interested in joining the task force or learning more about the Sister City program? Contact the City Manager's Office at citymanager@ci.homer.ak.us. Let's celebrate this milestone and strengthen the bond between Homer and Teshio!

Stay tuned for updates on the festivities in 2024!

August is Teshio Sister City Month!

Teshio and Homer have enjoyed a profound camaraderie, sharing of families, student exchanges, ideals and memorabilia since 1985. City of Homer Mayor James C. Hornaday proclaimed August as Teshio - Sister City Month on August 26, 2005.



Teshio's mascot is **Teshio Kamen** (てしお仮面) who is a superhero basket clam. He is given a "te" (天)-shaped badge to symbolize being honored.

TSUNAMI WARNING SIRENS ON JULY 15

Late on July 15, a 7+ magnitude earthquake near Sand Point triggered a tsunami warning for Homer. The warning phone system activated automatically at 10:48 p.m., and Chief Kirko, Chief Robl, and other emergency management members of City staff were on-site by 11 p.m. The NOAA Tsunami Center later excluded Homer and the Kenai Peninsula from the affected area. Unfortunately, at the same time, local sirens were triggered by an external source, causing confusion for residents and visitors. Thankfully, the all-clear was given within an hour.

In response to the incident, Police Chief Robl met with the Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to review and discuss the warning's management.

The City acknowledges the confusion caused by conflicting alerts and is actively reviewing response procedures. Our focus is on improving emergency communication channels to ensure accurate information reaches everyone promptly.

Please sign up for our emergency alerts, stay tuned to reliable news sources, and familiarize yourself with evacuation routes and safety procedures at www.kpb.us/alerts.

VISIT FROM DOT&PF COMMISSIONER

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights.

Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll.

Key topics covered included:

- Addressing safety concerns and managing increased traffic on East End Road.
- Evaluating road conditions and ensuring pedestrian safety on Kachemak Drive.
- Exploring stormwater and groundwater management during road construction and the importance of local knowledge.
- Analyzing Homer's Kachemak Sponge Project and its significance.
- Discussing erosion conditions on Homer Spit.

The City thanks Representative Sarah Vance for bringing this gathering together. Additionally, we appreciate Commissioner Ryan Anderson's sharing his valuable time and his commitment to engaging with local officials and understanding our region's unique challenges.



DOT&PF INVITES PUBLIC COMMENT ON THE DRAFT 2024-2027 STIP

The Alaska Department of Transportation & Public Facilities (DOT&PF) has released the draft of the updated [Statewide Transportation Improvement Program \(STIP\)](#) and is encouraging the public to provide their feedback.



If you have a project that you would like to see completed in Homer, this is your opportunity to tell the DOT&PF!

The STIP is a comprehensive four-year plan that encompasses various surface transportation preservation and development projects. It covers highways, roads, sidewalks, trails, bridges, ferries, and public transportation while excluding aviation-related initiatives.



2024-2027 Statewide Transportation Improvement Program (STIP)

3 ways to comment on the STIP:

-  **ONLINE** at dot.alaska.gov/stip or scan this QR code:
-  **TEXT** STIP to 855-925-2801
-  **CALL** 855-925-2801 & use PIN 2191 to leave a message



Various avenues for submitting comments are available on the [DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage](#). For more information, the DOT&PF is hosting a public open house on Thursday, August 3. Find the virtual meeting link on the webpage linked above.

PORT & HARBOR

STAFF HOSTS U.S. ARMY CORPS OF ENGINEERS PLANNING TEAM



Harbormaster Matt Clarke and Port Director Bryan Hawkins recently hosted Robin Carr, Megan Green, and Alex Ryan with the U.S. Army Corps of Engineers (USACE). Alex's main focus is on programming a model for estimating delay times and costs resulting from overcrowding in small boat harbors. This model is intended for use in USACE small-boat harbor project studies across the United States.

To aid Alex in refining his model, staff hosted him for a two-day visit, during which he had the opportunity to witness the boat harbor in action. The visit also provided a platform to discuss various challenges associated with small boat harbors, thus informing the setup of his model effectively.

Throughout the visit, the group had the privilege to observe the launch ramp and barge ramp in operation, and witnessing multiple boat tows required due to harbor congestion. Additionally, they had the chance to explore unique facilities, including the public-use cranes at the fish dock. This hands-on experience allowed everyone involved to gather valuable insights into boat behavior in the harbor, traffic seasonality, and the key factors influencing the demand for harbor services. The knowledge gained during this visit will undoubtedly contribute to the team's future planning endeavors and support Alex in refining his small boat harbor model.

U.S. ARMY CORPS OF ENGINEERS COMMANDER VISITS HOMER

The City had its first meeting with the new commander of the U.S. Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects Management Division for the U.S. Army Corps of Engineers, Alaska District. Representing Homer was Mayor Ken Castner, Councilmember Donna Aderhold, City Manager Rob Dumouchel, Port Director Bryan Hawkins, Special Projects Coordinator Jenny Carroll, Port Administration Supervisor Amy Woodruff, and Port Commissioners Crisi Matthews and Bruce Friend. Staff oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After the meeting, staff provided a brief tour of the port and harbor. The City looks forward to working with Colonel Palazzini and continuing our strong relationship with USACE leadership in Alaska.



HOMER HARBOR EXPANSION STUDY UPDATE

Study Update

The USACE recently completed the scoping phase of the study, in which they evaluated and screened thirteen different alternative design concepts (developed at the May 17-19 public design charrette) according to a set of criteria. Their screening moved five of the most feasible design solutions onto the Alternative Formulation and Analysis phase of the study. The results of the screening have been presented to the USACE leadership for approval and shared in a City Council Worksession on July 24, 2023.

Mark Your Calendar!



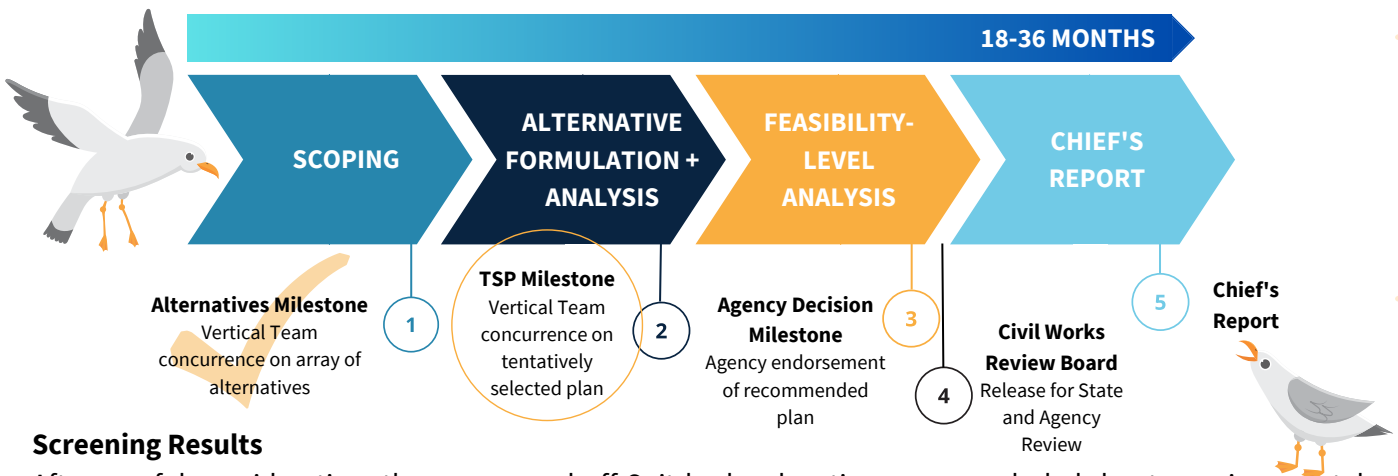
Saturday, September 23 at 11 a.m.



Kenai Peninsula College Campus,
Room P201



www.homerharborexpansion.com



Screening Results

After careful consideration, three proposed off-Spit harbor locations were excluded due to environmental and practical concerns. A location near the existing Homer Harbor has been chosen for further study. The five design concepts moving forward are all enclosed basins with rubble mound breakwaters. Three are single basins that vary according to the amount of uplands they provide. A fourth design features two enclosed basins. The fifth design is also an enclosed basin but is detached from the Spit to create a tranquil environment for moorage. Go to www.homerharborexpansion.com for detailed information about the initial array of designs, the USACE screening criteria, and screening results.

What's Next

In the second phase of the study, the USACE will finalize the fleet to be served, develop more detail for each design (size, orientation, and suggested location), model wave, sediment, and fleet movements for each design, and continue environmental analysis. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

Community Engagement

Your input is vital to this study's success. On September 23, the City is hosting an event for the community to get updated on the study's progress and to review, offer suggestions to improve the developing designs, and provide feedback. Meanwhile, stay engaged at www.homerharborexpansion.com and follow the City of Homer on [Facebook](#) and Instagram ([@cityofhomer](#))

PUBLIC WORKS



WATER SYSTEM EXCELLENCE AWARD

The City has achieved Ursa Major status in Water System Excellence for 2022. Recognized by the Department of Environmental Conservation (DEC), this award acknowledges compliance with the Drinking Water and Operator Certification Programs. The City is committed to the continuing professional development and training of its water system operators. Congratulations to our dedicated Public Works staff for setting a high standard of excellence. We remain dedicated to providing safe drinking water to our community.

TOURS OF WATER AND WASTEWATER TREATMENT FACILITIES

Some newer staff in City Hall were given tours of the Wastewater and Water Treatment facilities on July 19. Guided by Todd Cook and Jim Tingley, the tour showcased the impressive operation levels of both facilities and the unwavering dedication and passion displayed by their operators. Notably, these operations have garnered numerous awards over the years, including a recent recognition from the Alaska Department of Conservation (DEC) as highlighted above.

The City of Homer Public Works Department is committed to delivering top-notch water and sewer services. They are proactive in anticipating future demand and efficiently catering to the city's growth by extending water and sewer services into areas identified in the land use plan.



Membrane Filters at Water Treatment Facility

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

3 Protect critical facilities and infrastructure against hazards

This goal recognizes the importance of safeguarding vital assets such as hospitals, water and wastewater treatment facilities, transportation networks, and communication systems from potential risks. By focusing on this objective, the city aims to ensure the continued functioning of essential services during and after disasters, minimizing disruptions and enabling swift recovery. Through the utilization of the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program, Homer's LHMP will address specific strategies and measures to fortify critical facilities and infrastructure, reinforcing the resilience of the community as a whole.

Find the Local Hazard Mitigation Plan on the City's website: <https://bit.ly/3pdCjKh>

FIRE DEPARTMENT

HVFD'S MUTUAL AID RESPONSE IN FRITZ CREEK GENERAL STORE FIRE

In the early hours of July 6, the Homer Volunteer Fire Department (HVFD) rushed to provide mutual aid to Kachemak Emergency Services Area (KESA) during a structure fire at Fritz Creek General Store. HVFD's Tanker-2, manned by Firefighters Arndt and Harvey, quickly arrived at the scene, supported by Deputy Chief Kahles and Chief Kirko.

Working in collaboration, HVFD and KESA crews swiftly initiated an aggressive attack on the fire. Despite intense interior conditions with temperatures exceeding 900 degrees, they successfully brought the blaze under control, preventing further damage and potential rekindling.

The incident showcased the effectiveness of their partnership and the importance of mutual aid in emergency response situations. HVFD's seamless coordination with KESA demonstrated the power of sharing resources and expertise during critical moments.

However, the response also highlighted some challenges. Tanker-2 faced repairable maintenance issues, underscoring the need for ongoing investment in equipment to enhance operational efficiency and safety. Additionally, the complex building construction posed difficulties during the extensive overhaul process.

Despite the challenges, Chief Kirko praises HVFD's flawless performance, emphasizing their crucial role in the quick extinguishment of the fire. The dedication of both HVFD and KESA personnel exemplifies the spirit of community and support, making our neighborhoods safer and more resilient.

The demonstration of mutual aid from HVFD with KESA during the Fritz Creek General Store fire serves as an inspiring example of effective collaboration between emergency services. By joining forces, these departments exemplify the spirit of community, dedication, and support, ensuring a swift and efficient response to emergencies.





In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

UPGRADED TSUNAMI SIRENS BEING INSTALLED IN AND AROUND HOMER

The Kenai Peninsula Borough Office of Emergency Management began the tsunami siren upgrade and testing project in late July with expected completion by mid-August. This project will enhance safety and emergency communication by addressing deficiencies identified in the Borough's All-Hazards Alert and Broadcast System assessment. The project will improve existing sirens to boost current coverage and provide clearer warning messages. It will also expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point).

Each site is projected to require one day for completion. The Borough anticipates only minimal traffic disruptions, such as reduced lanes at the Anchor Point transfer site. The Kenai Peninsula Borough will coordinate with the Alaska Department of Transportation to ensure efficient traffic management during the installation process. For more information about emergency preparedness, updates on the outdoor warning sirens, and other important information, visit and follow the [@KPBAlerts Facebook page](https://www.facebook.com/KPBAlerts), and go to <https://info.kpb.us> and sign up for KPB Alerts.

The anticipated timeline for work on the siren sites in and around Homer, subject to weather conditions and logistical considerations, is as follows :

- July 24-25: Homer Harbormaster
- July 26-27: Homer Ice Rink
- July 28-29: Homer Mariner Park
- July 31-August 1: Nanwalek
- August 2-3: Port Graham
- August 4-5: Seldovia
- August 7-8: Homer Fish & Game
- August 8-9: Homer Bishops Beach
- August 9-10: Homer Northern Enterprises Boat Yard (New)
- August 10-11: Anchor Point (New)



The KPB's tsunami tower rebuild team installed the new tsunami warning system on the pole next to the Harbormaster's office.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Keith and Tom. We are thrilled to have them join the team!

- **Keith Bohlken**, Custodian
- **Tom Gilbert**, Ice Plant Operator I

JULY ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

Lori Sorrows	Finance	24 Years
Dan Olsen	Public Works	22 Years
Julie Engebretsen	Planning	21 Years
Dave Welty	Public Works	15 Years
David Bernard	Library	12 Years
Jason Hoffman	Public Works	8 Years
Jason Hanenberger	Public Works	4 Years
Mark Kirko	Fire	4 Years
Owen Meyer	Public Works	2 Years
Ryan Foster	Planning	1 Year

PLANNING & ZONING

NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE

We are actively improving our floodplain program to comply with the National Flood Insurance Program (NFIP) and protect our community. In a recent meeting with the State of Alaska NFIP Coordinator, Harmony Curtis, we received valuable technical advice on NFIP regulations, focusing on the development permit process in flood-prone areas.

Staying NFIP-compliant allows us to access federal grants and loans for flood hazard area development. We remain committed to your safety, protecting against erosion, and minimizing flood damages. If you have any questions or concerns about the City's floodplain program, please contact the Planning Department at planning@ci.homer.ak.us or 907-235-3106.

MEET CITY STAFF

Meet **Amber Baldus**, the dedicated Administrative Assistant to the Fire Chief at the City of Homer's Emergency Services Division. She coordinates daily administrative tasks, supporting the Fire Chief and staff with care and precision. Amber's true joy comes from



serving the community, while outside of work, she enjoys roller skating, gardening, hiking, and camping. Her commitment to the City of Homer and its community members makes her a valued hometown hero.

"What I enjoy most about working for the City is literally being of service to this community. I very much enjoy working for a department who gives so much of their care, time, and hard work to the citizens of Homer, and I want to help support our staff and community in any way I can."

The meeting's positive outcomes include:

- NFIP training for our Planning Department
- Our floodplain ordinance complies with NFIP standards
- NFIP presentation for the Planning Commission
- Comprehensive review of our floodplain program
- Efficient permit review and issuance practices

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

- Donna Aderhold (2024)
- Jason Davis (2025)
- Shelley Erickson (2024)
- Storm P. Hansen-Cavasos (2025)
- Rachel Lord (2023)
- Caroline Venuti (2023)

City Staff Leadership

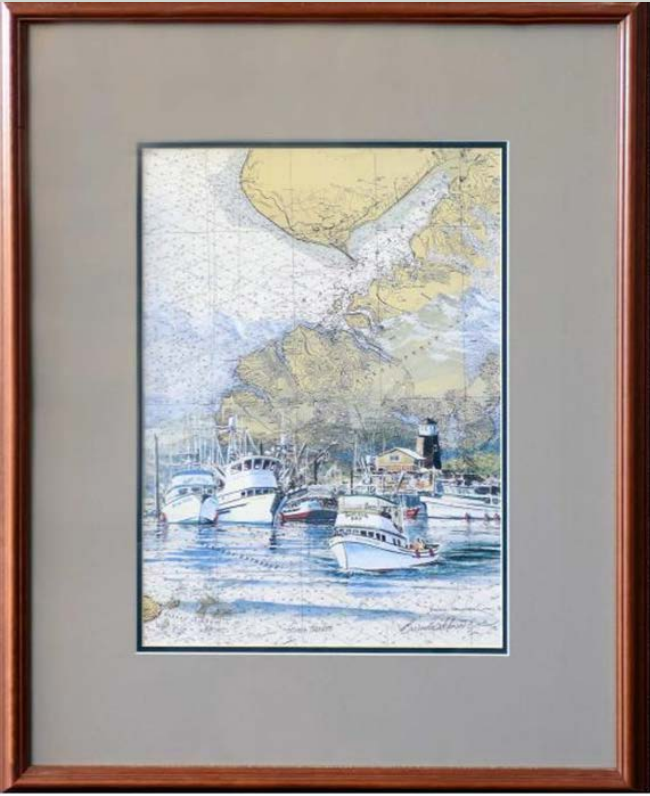
- Rob Dumouchel, City Manager
- Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
- Mark Robl, Chief of Police
- Bill Jirsa, Chief Technology Officer
- Julie Engebretsen, Economic Development Manager
- Elizabeth Walton, Finance Director
- Mark Kirko, Fire Chief
- Dave Berry, Library Director
- Andrea Browning, Personnel Director
- Bryan Hawkins, Port Director
- Jan Keiser, Public Works Director/City Engineer
- Ryan Foster, City Planner
- Mike Illg, Community Recreation Manager

Commissions and Boards

- ADA Advisory Board
- Economic Development Advisory Commission
- Library Advisory Board
- Parks, Art, Recreation and Culture Advisory Commission
- Planning Commission
- Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Harbor and Chart
Brenda Schwartz
City of Homer Harbormaster Office
Print, 18x22 inches

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

August		
2	6:30 p.m.	Planning Commission Regular Meeting
8	6 p.m.	Economic Dev. Advisory Commission Regular Meeting
10	5 p.m.	ADA Advisory Board Regular Meeting
14	5 p.m.	City Council Committee of the Whole
14	6 p.m.	City Council Regular Meeting
15	5:30 p.m.	Library Advisory Board Regular Meeting
16	6:30 p.m.	Planning Commission Regular Meeting
17	5:30 p.m.	Parks, Art, Rec & Culture Commission Regular Meeting
23	5:30 p.m.	Port & Harbor Advisory Commission Regular Meeting
28	5 p.m.	City Council Committee of the Whole
28	6 p.m.	City Council Regular Meeting

JOIN OUR TEAM

The City of Homer has current Job Openings. Sign up for Job Alerts or Apply Online at: cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Assistant to the City Manager, Full-Time](#)
- [Building Custodian, Full-Time](#)
- [Mechanic I or II, Full-Time](#)
- [Port Property Manager, Full Time](#)
- [Public Works Director, Full-Time](#)
- [Temporary Building Custodian, Seasonal](#)
- [Utilities Laborer, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact the Office of the City Manager at citymanager@ci.homer.ak.us.

City of Homer

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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 18, 2023
SUBJECT: City Manager's Report for July 24, 2023 Council Meeting

Tsunami Warning on 15JUL23

A 7+ magnitude earthquake outside of Sand Point at 10:48pm automatically triggered the tsunami warning phone system based on size and proximity to Homer. Chief Kirko, Chief Robl, and I were able to report to City facilities by 11pm, other key emergency operations members were onsite shortly thereafter. When the NOAA Tsunami Center began to issue bulletins, the affected area was truncated to exclude Homer and the rest of the Kenai Peninsula. Unfortunately our local sirens were also triggered around the same time by an external source causing confusion for residents and visitors. The entire event was concluded and an all clear given within an hour of the original notification. Between submittal of this report and the Council Meeting on the 24th Chiefs Robl and Kirko should be attending a meeting with Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to discuss this warning and how it was managed. In the meantime, staff have taken this event as an opportunity to review and critique how we respond when an alarm goes out.

Hazmat Reports for HERC Buildings

Draft hazmat test results are in for the HERC buildings and under review by staff. The test results show the presence of PCBs at both sites. We are reworking the planned August 14th HERC work session to focus on what we've learned and how it is likely to impact our options for moving forward at the HERC campus. When the draft reports are finalized, they will be posted to the City's website.

HERC 1, the larger building which is still used for recreation, underwent a limited amount of exploratory testing in places most like to contain PCBs to take advantage of the mobilization of a hazmat testing professional to the HERC campus for the more expansive HERC 2 testing project. We found that HERC 1 does have materials that contain PCBs. For instance, the paint on the building's exterior window trim and the varnish on the interior wood paneling contain PCBs. Much more thorough testing will be needed prior to major construction or demolition in the building. HERC 2, was found to have PCBs as well. It also has more lead paint than anticipated and a significant amount of asbestos. We expect that demolition will be costly and complex for both buildings.

The test results provide important information for moving forward on the re-use of this site. Staff is researching EPA Brownfields grants which may help fund a cleanup plan and allow the City to apply for remediation funds in the future. These funding opportunities will be announced in September.

Fritz Creek General Store Fire



Below is a report from Chief Kirko regarding the Homer Volunteer Fire Department's mutual aid involvement in the recent Fritz Creek General Store fire:

At approximately 04:01 on July 6th the Homer fire department responded to an auto-aid request for Kachemak Emergency Services Area (KESA) to provide assistance with a confirmed structure fire out East End road. It was not clear until we approached the scene that it was at the Fritz Creek General store. HVFD responded with Tanker-2 staffed with 2 on duty personnel, Firefighter's Arndt and Harvey, Deputy Chief Kahles and Chief Kirko also responded directly to the scene. Assistant Chief Cunningham remained in town for ambulance coverage in our response area. There were no volunteers that responded for the fire or to provide station cover for EMS calls while the duty crew was out of our response area.

Tanker-2 was the first unit to arrive at 04:23, and KESA C-2 was next on scene less than a minute later. Chief Kahles and I arrived on scene approximately 1 minute later. KESA ladder-1 arrived about 2 minutes after Tanker -2 and took up a tactical position for fire attack on the A-side of the building. Homer firefighter Harvey and a firefighter from KESA pulled a hand-line to the front door and began making an aggressive attack on the fire. Deputy Chief Kahles also made entry with the attack team with a thermal imaging unit to guide the attack team in suppressing the fire. The interior temps at the ceiling were 900 plus degrees and temps at the 6' level ranged from 400-600 degrees.

Firefighter Arndt was responsible for suppling water to KESA ladder-1 from our tanker and assisting with exterior operations to support the internal attack team. I was assigned by KESA command to help operations on the exterior which included forcible entry into the rear of the building to provide a second means of egress for the attack team inside. I also instructed a crew in ventilation operations to relieve the heat inside providing the attack teams a more tenable working environment inside.

When the majority of the fire was knocked down we began extensive overhaul work that lasted several hours. Overhaul is the process of looking at all areas of the structure that were involved in fire and assuring that there will not be any rekindles. Also during overhaul, crews will focus on preservation of property assuring not to disturb potential evidence of cause.

Overhaul in this case took quite a while due to the nature of the building construction, allowing for fire to continue to burn in concealed spaces between the metal roofing and the roof decking. The roof structure was compromised due to the degradation of support members inside destroyed by the fire which hampered our ability to effectively remove the metal roofing and extinguish the remaining smoldering fires. When we get our ladder truck in service this work can be done much more safely and efficiently.

The Homer crews that were there performed flawlessly and played a key role in the quick extinguishment of this fire. All crews returned to Homer at around 10:00.

When crews arrived back at station-1 we began the extensive cleanup process of getting the equipment cleaned, inspected and placed back in service. During the cleanup process we also responded to a car accident and 2 medical calls. The day concluded with 7 calls for service in total.

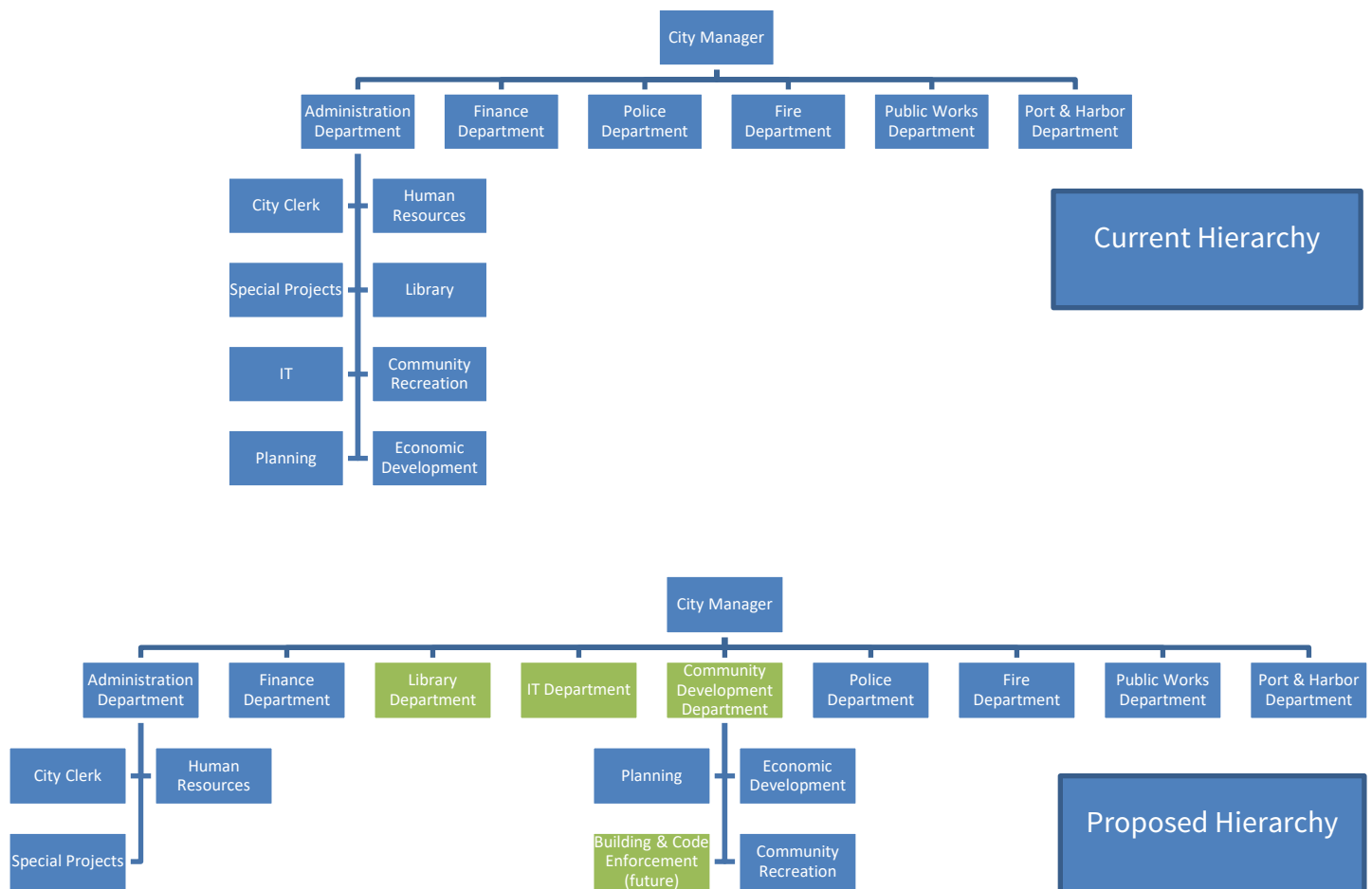
Since the fire, tanker-2 has come out of service with several repairable maintenance issues and PW has been notified. KC tanker-1 is now at the Homer station.

Reorganization Update

A little more than a year ago, I shared with Council a vision for reorganizing the Administration Department by spinning out a handful of divisions that don't fit within the traditional umbrella of Administration. The proposed departments were Community Development (consisting of planning, economic development, community recreation, and a future building & code enforcement division) and Library & IT Services. I've been test driving the parts of the modified structure for quite some time, and I'm ready to come back to Council with some actions to consider.

The creation of a Community Development Department would involve removing Planning, Economic Development, and Community Recreation from the Administration Department. I am also including room for a future Building & Code Enforcement Division. We don't have the funds to staff such a division at this time, but I expect that will change over the next few years. Especially if we are successful in winning a FEMA BRIC grant that is intended to help the City adopt and implement a building code. This vision has remained virtually unchanged since presented in 2022.

I am looking at taking a different approach to the Library and IT divisions. Originally I wanted to spin them out together under one director. We have operated in this fashion for a couple years now and it was hugely beneficial to the organization. That said, the concept wasn't particularly popular with the Library Advisory Board. Since the original pitch, we've grown IT one additional position and the lead IT position turned over was redeveloped into a Chief Technical Officer role instead of an IT manager. This new format has been working very well for us and I am more comfortable pursuing separate Library and IT Departments at this time (which was the preference of the LAB).



Last year I also pitched the idea of folding Finance into Administration, it's a very common combination in local government. I've been experimenting with that design operationally for the last year and I'm not quite ready to suggest a change to City Code to make it permanent. Once we find the right balance for that combination I'll bring that back to Council. In the meantime, I will bring forward the ordinances necessary to officially create departments of Community Development, Library, and IT at the next City Council meeting.

City Council Candidacy Filing Period Opens August 1st

The City Clerk's office will accept Candidacy Declarations for two City Council seats beginning Tuesday, August 1st through Tuesday, August 15th at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the City for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage <https://www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information> or at the City Clerk's office located at 491 E. Pioneer Avenue. If you have any questions, please contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us

KPB Siren Project

The Kenai Peninsula Borough's Office of Emergency Management began a siren upgrade project on July 7th. They are making improvements to tsunami sirens throughout the Borough. Work in Homer will include the installation of a new siren at Northern Enterprises Boatyard on Kachemak Drive.

Homer Projects Proposed for STIP

The City has been successful in promoting three Homer-area transportation projects for inclusion in the Statewide Transportation Improvement Plan (STIP). Alaska Department of Transportation Statewide planners have indicated that the Homer Harbor Expansion (currently in the study phase utilizing local, State and Federal funding) will be added in the forthcoming STIP Amendment. Two other projects, currently without identified Federal funding, will also be added as “illustrative” projects: Homer Harbor Float System 1 and 4 Replacement and Spit Road Erosion Mitigation. These two projects have or will be applying for Federal discretionary funding through the Infrastructure Improvement and Jobs Act (IIJA). We are pleased that the State developed the illustrative category for projects vying for Federal grant funding. A project’s inclusion in the STIP can be a benefit in the competitive Federal grant application environment, and, most importantly, is required for municipalities to qualify to apply for Federal Department of Transportation low interest loans like TIFIA (Transportation Infrastructure Finance and Innovation Act). Access to these loans can be important part of a financing plan to help municipalities achieve significant local match requirements.

Meeting with New USACE Colonel

The City had its first meeting with the new commander of the US Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor Visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects management Division for the US Army Corps of Engineers, Alaska District. Representing Homer were Mayor Castner, Councilmember Aderhold, myself, Port Director Hawkins, Special Projects Coordinator Carroll, Port Administration Supervisor Woodruff, and Port Commissioners Matthews and Friend. We oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After our meeting, staff provided a brief tour of the port and harbor. We look forward to working with Colonel Palazzini and continuing to have a strong relationship with USACE leadership in Alaska.

Cathodic Protection System Corrections Underway

We recently reported through the City Newsletter that the harbor’s cathodic protection project had been successfully completed. This was a large and complicated project meant to increase the life of existing harbor infrastructure. It has since been determined that not all anodes were installed at the correct elevations on the piles. The contractor, Global Diving, sent a small team immediately upon discovery to assess the situation and make some initial fixes. The week after they returned with a full dive team to begin fixing any other misplaced anodes.

FEMA BRIC Grant Update

Our application to FEMA for the BRIC program to fund adoption and implementation of a building code (identified as a Council vision priority in 2022) has been “identified for further review.” This means that we are a serious contender for funding and can expect further follow up from FEMA Region 10 for information as they make decisions regarding which applications are to be funded in this grant cycle. We originally expected an answer in summer, but State Homeland Security staff have told us that it could be much later in the year before we get awarded funds if our application is successful.

National Flood Insurance Program Compliance

The City is actively working to maintain National Floodplain Insurance Program (NFIP) compliance and improve the floodplain program. City staff met with Harmony Curtis, State of Alaska NFIP Coordinator, on April 6, 2023, for a Community Assistance Contact (CAC) meeting. During the meeting, Planning staff received

technical advice and guidance to ensure compliance with NFIP regulations. The meeting focused on the development permit process within the regulated floodplain, enabling the City to access federal grants and loans for flood hazard area development. On July 6th, we received a follow up letter from Harmony regarding the City's compliance after the CAC meeting.

Key findings from the CAC meeting include:

- NFIP training materials shared with the Planning Department
- City of Homer's Ordinance found to comply with NFIP standards
- NFIP presentation conducted for the Planning Commission
- Thorough review of the City's floodplain program and processes
- Efficient permit review and issuance practices implemented

The City remains committed to NFIP compliance, seeking continuous education and staying connected with the State NFIP Coordinator. Their efforts ensure eligibility for grant funds and protection against erosion and flood damages.

Follow up to Resolution 23-045

In late April, Council passed a resolution directing me to connect with the Kenai Peninsula Borough School District regarding the future of the operations of the Mariner Theater and the Kate Kuhns Aquatic Center and report back by August 2023. I had a pre-existing meeting on my schedule with the Homer High School principal the next week, and we integrated the Council's resolution into our meeting. It was suggested that there would likely be minimal action until the State budget actually passed and was signed by the Governor. After the budget passed, and the Governor made his vetoes, I connected with the District. The Assistant Superintendent put me together with the Director of Planning and Operations. The District was still figuring out what the impact of the funding change would be and how they wanted to approach operations for the next year, however, it sounded like the District would be able to maintain operations of both facilities in the next year without assistance. It appears that through adjustments to the District's final budget, the District will be able to maintain staffing for the pools and theaters for the next year. That said, depending on decisions made in Juneau, they may be in a similar place next year and we may need to revisit this offer of assistance and partnerships if needed to maintain public access to the facilities.

Enclosures:

- 1. July Employee Anniversaries**
- 2. Memo from Special Projects Coordinator Jenny Carroll re: Update on Federal and State Grant Applications**
- 3. Letter from State NFIP Coordinator Harmony Curtis re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)**
- 4. ADA BBQ Flyer from Independent Living Center**



City of Homer

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Office of the City Manager

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(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: July 24, 2023
SUBJECT: July Employee Anniversaries

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

Lori Sorrows	Finance	24	Years
Dan Olsen	Public Works	22	Years
Julie Engebretsen	Planning	21	Years
Dave Welty	Public Works	15	Years
David Bernard	Library	12	Years
Jason Hoffman	Public Works	8	Years
Jason Hanenberger	Public Works	4	Years
Mark Kirko	Fire	4	Years
Owen Meyer	Public Works	2	Years
Ryan Foster	Planning	1	Year



MEMORANDUM

Homer Harbor Expansion Study Monthly Written Update

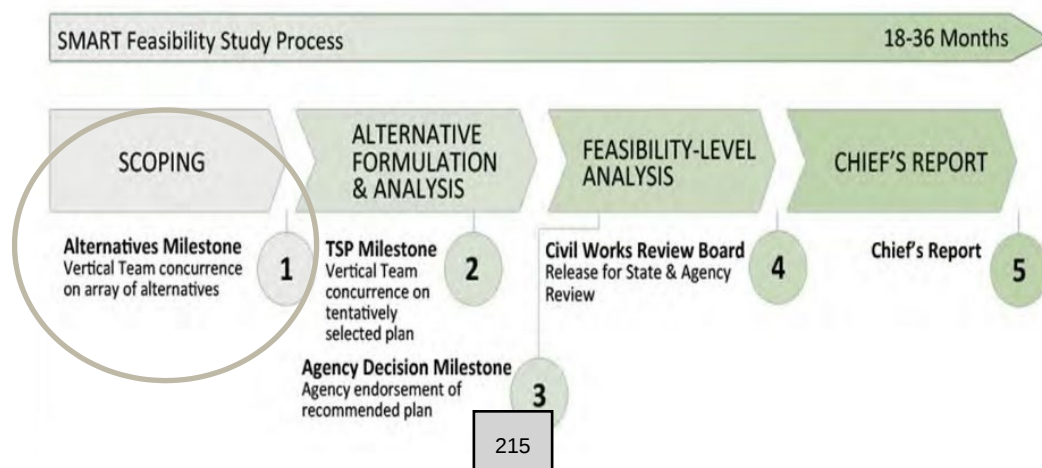
Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: July 18, 2023
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Rob Dumouchel, City Manager and Bryan Hawkins, Port Director

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

Study Activities Update: The U.S. Army Corps of Engineers (USACE) is nearing the completion of the Scoping Phase of the General Investigation; they have qualitatively rated each potential harbor expansion location and a variety of design measures (identified during the three-day design charrette) according to a set of criteria to arrive at an initial array of alternatives to carry forward into the Alternative Formulation & Analysis Phase of the study.

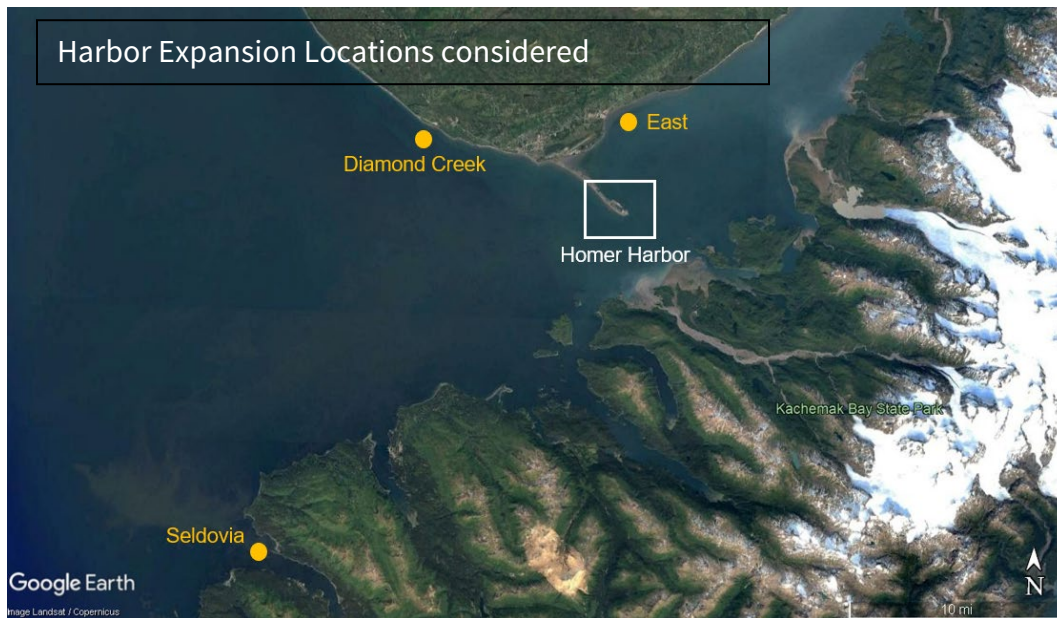
On June 30, 2023, the USACE Project Development Team (PDT) presented their selected array of alternatives to the USACE Vertical Team which consists of USACE Regional and Head Quarters Leadership. The PDT then obtained conditional approval that the study has successfully completed the Alternatives Milestone. After the USACE PDT completes some additional reporting, the study will move into the second phase of the study in which the USACE conducts a more in-depth analysis on the selected alternative design solutions, identifies the fleet and conducts modeling. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

The proposed timeline is to arrive at TSP Milestone by the end of the first year of the study.



Screening Results

Locations: Three of the four potential harbor locations identified and considered in the initial alternative screenings were screened out: Diamond Creek area, East of the Homer Airport, and the City of Seldovia. The location adjacent to or in the vicinity of existing Homer Harbor will move forward.



Location Alternative	Carried Forward	Screening Comments
New harbor at Diamond Creek	No	- Parts of the area around Diamond Creek are under environmental protections, others are privately owned. - Concerns about erosion and disruption of longshore transport of sediments
New harbor east of Homer Airport	No	- Requires a road/causeway out to the site to reach appropriate depth. - Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
New harbor at Seldovia	No	- Outside City limits - Historical natural harbor - Following opening of the small boat harbor in 1964, Homer replaced Seldovia as the economic, cultural, and recreational hub of Kachemak Bay

Structural Measures: All structural measures proposed will be carried forward in the study, except floating breakwaters which were determined to be inefficient for the location's wave climate and ineffective for the harbor depth. The table below summarizes the measures. As the study progresses additional measures could be identified, and others could be screened out. (A measure is a feature or activity that can be implemented at a specific geographic site to address one or more of the planning objectives.)

Measures	Carried Forward (Yes/No)
General Navigation Features – Structural (Features eligible for Federal construction & operations/maintenance funding.)	
Aquatic organism passage (AOP)	Yes
Dredging	Yes
Entrance Channel	Yes
Floating breakwater	No: Inefficient for wave climate. Ineffective for Harbor Depth
Non-floating structure breakwater	Yes
Rubble mound breakwater	Yes
Turning basin	Yes
Local Service Facilities – Structural (Facilities under the jurisdiction of the City).	
Boat launch	Yes
Boat wastewater disposal facility	Yes
Cargo loading infrastructure	Yes
Coast Guard berthing space	Yes
Docks	Yes
Float system	Yes
Harbor support facilities- fuel, potable water, electricity, sewage disposal, dock facilities	Yes
Moorage basin	Yes
Uplands	Yes

Non-structural measures: The following table summarizes the screening results of the non-structural measures.

Non-Structural Measures	Carried Forward (Yes/No)	Screening Comments
ADA Compliance	Yes	
Harbor float restructuring	No	- Does not meet planning objectives - Currently Utilized by Homer Harbor
Use of natural tides	No	
Traffic management system	No	

Initial Design Alternatives:

Alternative Description	Carried Forward (Yes/No)	Screening Comments
1a: Enclosed basin, minimal footprint (no uplands)	Yes	- Addresses planning objectives - Cost effective
1b: Enclosed basin, moderate footprint (uplands)	Yes	- Addresses planning objectives - Allows for uplands and associated benefits
1c: Enclosed basin (extended), moderate footprint (uplands)	Yes	- Addresses planning objectives - Allows for Harbor expansion to accommodate future fleet growth of larger vessels
1d: Enclosed basin (crescent), maximum footprint	Yes	- Addresses planning objectives - Allows for Harbor expansion to accommodate future fleet growth - Allows inclusion of significantly larger vessels - Allows significant space for expansion of uplands
2: Detached breakwater	Yes	Addresses planning objectives
3a: Floating breakwaters with enclosed basin: Floating breakwaters creating single enclosed basin adjacent to existing harbor with no associated uplands. Provides moorage for design fleet. Re-configure current harbor to accommodate future fleet (and waitlist boats). Provides minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	- Addresses planning objectives - May allow more cost-effective alternative to rubble mound construction dependent upon depth - Inefficient for wave climate - Ineffective for harbor depth

3b: Floating breakwater and non-floating breakwater: Combination of floating breakwater and rubble mound breakwater or similar non-floating breakwater creating single enclosed basin adjacent to existing harbor with or without uplands. Provide moorage for design fleet. Reconfigure current harbor to accommodate future fleet (including boats on waitlist). Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	• Addresses planning objectives • May allow more cost-effective alternative to rubble mound construction dependent upon depth. • Inefficient for wave climate • Ineffective for harbor depth
4: Material removal and inside harbor modification: Remove material from inside the spit to enlarge the harbor. Reconfigure harbor floats and move essential infrastructure. Does not accommodate design fleet or future fleet. Minimal federal action.	No	• Provides insufficient additional moorage to address overcrowding and inefficiency issues • Not Cost effective; High cost to Non-Federal Sponsor for minimal additional moorage
5a: New harbor at Diamond Creek: Construct new harbor in Diamond Creek vicinity that accommodates design fleet and future fleet. (cost prohibitive, exposed, construct roads, no city services, and all new facilities west of Homer). Relieves road traffic congestion.	No	• Parts of the area around Diamond Creek are under environmental protections, others are privately owned. • Concerns about erosion and disruption of longshore transport of sediments
5b: New harbor east of Homer airport: Construct new harbor location east of Homer Airport. (road needed, would require a causeway to reach appropriate depth.) Relieves road traffic congestion.	No	• Would require a road/causeway out to the site to reach appropriate depth. • Would require an additional harbor master's office and staff. • Would have very high Non-Federal Sponsor costs due to all-new LSF infrastructure. • Would cause inefficiencies to marine trades businesses by separating their client base into two locations.
5c: New harbor at Seldovia: Construct new harbor in Seldovia. (road needed, would require a causeway to reach 30' depth.) Relieves road traffic congestion	No	• Outside city limits

6: Enclosed basin, external small boat harbor: Rubble mound or similar non-floating structure breakwater creating single enclosed basin adjacent to existing harbor with no associated uplands. Provide moorage for small boats outside of current harbor. Reconfigure current harbor to accommodate large vessels, including dredging and new float system. Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)	No	- Repurposing the current harbor for large vessels would require significant changes to inner harbor dock and float configuration. - Inner harbor would require more dredging to accommodate larger vessels.
7: Nonstructural float restructuring: Modify float configuration in existing harbor to reduce need for side-tie moorage by accommodate diagonal moorage for larger vessels currently on transient dock. Does not accommodate design fleet or future fleet and involves no federal action (all LSF).	No	May increase harbor efficiency for some users but would make it unusable for others depending on boat type and would not address other planning objectives.

Summary of Major Plan Components: Below are the major plan components under consideration for the alternatives moving forward.

Alternative		Major Plan Components		
		General Navigation Features	Possible Local Service Facilities	
1a	Enclosed basin, minimal footprint	- Rubble mound breakwater or similar non-floating structure breakwater - Dredging - Aquatic Organism Passage (AOP) as needed	- Float system - Coast Guard berthing	Potential for uplands
1b	Enclosed basin, moderate footprint		Harbor support facilities	
1c	Enclosed basin with extension, moderate footprint		Docks	
1d	Enclosed basin (crescent), maximum footprint		- Boat launch - Cargo loading infrastructure	
2	Detached breakwater	- Turning Basin - Entrance Channel	- Boat wastewater disposal facility - Moorage basin	

Project Development Team Meetings

City staff attended three USACE project meetings in the past month. At the June 28 meeting, the USACE PTD coordinated the Alternatives Array and Screening presentation they would be making to the Vertical Team. At the June 5 meeting, the USACE team discussed the additional information that the Vertical Team wanted to see in the Project Management Plan, and began discussions of data collection necessary for the study (e.g. survey/mapping, geotechnical sampling and simulating ship movements), the study's overall budget forecast and cost effective ways to collect that data and accessing any existing data. At the July 12 meeting, the PDT discussed completing the risk register, which identifies risks to completing the study in the time period and identifies ways to address those potential risks. Other focus meetings (to detail geotechnical sampling needs, engaging US Coast Guard planners and an economic simulation model better designed for small boat harbors) were also arranged.

On July 10, Kayla Campbell of the USACE convened an Environmental Stakeholder Working Group meeting. The purpose of the group is to engage local and agency environmental stakeholders to facilitate information exchange regarding natural resources and potential impacts. There are several agencies formally cooperating on the study in addition. This includes, among others, the Environmental Protection Agency, U.S. Coast Guard, U.S. Fish and Wildlife Service, Alaska Department of Fish and Game, National Marine Fisheries Service.

Communications

City staff are actively coordinating with the HDR communications team to provide outreach and public information about the study with a current focus on social media posts sharing goals of the study established in the City Council adopted Charter, and communicating information on the USACE's Alternatives and Measures Milestone.

- In addition to typical public notice, the July 24th City Council Worksession was publicized via email to the harbor expansion study contacts list, social media and via flyers posted in about 20 local businesses to drive public awareness and engagement.
- A summary chart, list of terms, and a unique web page within homerharboorexansion.com have been developed for the initial array of alternatives.
- Additional email and flyer publicity will drive traffic to the website to encourage public input.

Study information and updates are consistently being shared in the City's monthly newsletter, through social media (FB and Instagram), and on the Homer Harbor Expansion website.

A public event, Homer Harbor Expansion Update, is being tentatively scheduled for Saturday, September 23rd. More information will be forthcoming once details are confirmed.

RECOMMENDATION:

Informational Only.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Commerce,
Community, and Economic
Development

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS
Anchorage Office

550 West Seventh Avenue, Suite 1640
Anchorage, Alaska 99501
Main: 907.269.4581
Fax: 907.269.453

June 28, 2023

Mayor Ken Castner
City of Homer
491 East Pioneer Ave
Homer AK 99603
mayor@ci.homer.ak.us

Re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)

I accepted the invitation to meet with city planning staff on April 06, 2023, to discuss the City of Homer's participation in the National Flood Insurance Program (NFIP). This meeting is called a Community Assistance Contact (CAV) and was conducted with Planning Staff, Bella Vaz, and Courtney Dodge.

The primary purpose of this CAC was to offer technical advice and answer any specific question to help the City of Homer comply with the program. The focus was the development permit process within the regulated floodplain. The enforcement of floodplain development regulations qualifies the community to apply for federal grants or federal backed loans for development within flood hazard areas, and provides businesses, renters, and homeowners the ability to purchase flood insurance for protection against much of the devastating financial loss resulting from flood disasters.

This visit was, also, intended to provide the most current information on NFIP regulations, and giving staff an opportunity to discuss any issues concerning the floodplain management program.

This letter summarizes findings during this Community Assistance Contact (CAC).

1. NFIP training was requested to familiarized with the program and onboarding plan for new staff.
 - 4/10/23 NFIP Online Trainings emailed to Courtney Dodge, Planning Department.
 - Substantial Damages and Substantial Improvement Reference Book left as resource material with Planning Department.
 - 6/02/23 NFIP Q&A Reference Guide mailed to City of Homer, Planning Department.
2. The City of Homer's Ordinance was reviewed during the meeting for compliance with the minimum standards of the 44 CFR 60.3 and no deficiencies were found at this time.
3. A NFIP presentation was requested for Planning Commission that occurred on 6/07/23 to help provide a wider knowledge base about NFIP and the floodplain regulations within the community.
4. The city's floodplain program and processes were reviewed. Digital Floodplain Insurance Rate Maps, DFIRMs, permit applications, Floodplain Ordinances and technical bulletins were available on the city's website.
5. A permit site review occurred, and the Planning Department used proper methods for permit review and issuance.
 - The City of Homer had copies of current permits on hand and information was easily located.
 - Due to having minimal staffing, the City of Homer Planning staff uses an acceptable method of requiring pictures provided by applicant to complete before and after inspections of the project to show the work is completed and the project complied with permit requirements (building elevated, flood vents were added, fuel tanks anchored, etc.).
 - 4/10/23 Planning Department was emailed a permit checklist and example copies of development permits for their resources.

In summary, the City of Homer is compliant with the agreement made with FEMA to participate in the NFIP and continues to try to improve the program by participating in training and staying in contact with State NFIP Coordinator to assist with general technical advice. The City of Homer's staff continues to seek out continued education and information to ensure that the program is being implemented within the community to stay in compliance with the NFIP ensuring the community qualifies for grant funds after storm events and grants that may be available to protect the community from erosion and flood damages.

I am committed to working with the City of Homer to ensure their continued participation in the NFIP and helping your continued efforts to be in the Community Rating System, CRS, program. If you have any questions, please feel free to contact me at (907) 269-7904, harmony.curtis@alaska.gov.

Sincerely,



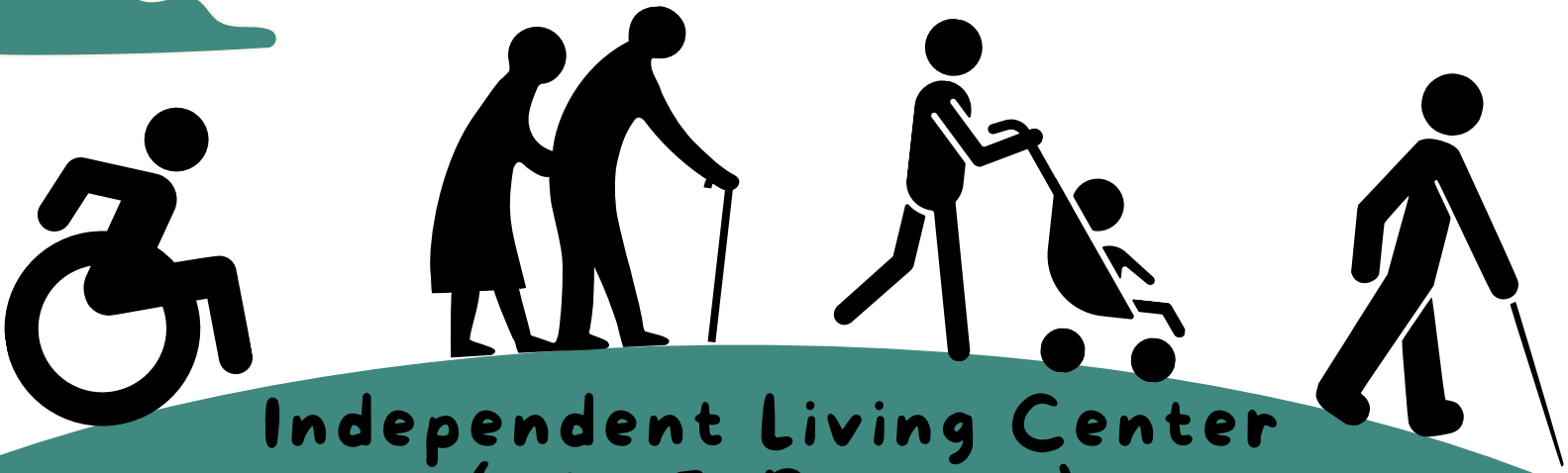
Harmony J. Curtis, CFM
Local Government Specialist 4,
State of Alaska NFIP Coordinator

cc: Rob Dumouchel, City Manager, City of Homer
Bella Vaz, Assistant to the City Manager, City of Homer
Courtney Dodge, Planning Director, City of Homer
Nichole Tham, Operations Division Manager, State of AK, DCCED, DCRA
John Graves, Floodplain Management and Insurance Branch Chief, FEMA Region 10



Wednesday July 26
11:30-2:30

AMERICAN WITH DISABILITIES ACT CELEBRATION



Independent Living Center
(265 E. Pioneer)
Homer

Celebrate with us the 33rd anniversary of the passing of ADA with a BBQ, lawn games, outside art project followed by a group walk.

All are welcome. Free event.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov
(p) 907-235-8121 x2222
(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: August 10, 2023
SUBJECT: City Manager's Report for August 14, 2023 Council Meeting

Employee Appreciation BBQ

On August 2nd, a rare sunny day, the City Manager's office hosted an employee appreciation BBQ at City Hall. Staff from all over the City, and a few elected officials, converged on the City Hall for an afternoon of good food and good company. With numerous work sites scattered all over the City, it's uncommon for the whole team to be able to get together like this, but it's always a good time when we can make it happen. A big thank you to Assistant to the City Manager Bella Vaz for coordinating the event!



Visit with DOT Commissioner Anderson

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights. Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll. Key topics included: addressing safety concerns and managing increased traffic on East End Road; evaluating road conditions and ensuring pedestrian safety on Kachemak Drive; exploring stormwater and groundwater management during road construction and the importance of local knowledge; analyzing Homer's Kachemak Sponge project and its significance; and erosion conditions on the Homer Spit.

Alaska Municipal League Summer Conference

At the time of this report's submittal, the AML summer conference is underway. On Wednesday, I led the one-day Alaska Municipal Management Association (AMMA) conference as president of the organization. We had about 25 participants from all over the state and wide ranging discussions covering topics like mental health/manager sustainability, homelessness in Alaska, strategic planning, and the future of generative AI in local government. The rest of the AML programming on Thursday and Friday is focused on legislative topics of statewide interest. The event will also feature a reception hosted by the City, coordinated by AML staff and Assistant to the City Manager Bella Vaz, on Thursday evening.

Finance Funds Overview

Working with the Finance Director, I have sketched out all of the various funds currently in use within the City. In future meetings, what we'd like to do is start working with Council to create policies for these funds. A few funds have existing policy documents, but the vast majority do not. We have approximately 40 to 50 funds to talk about. Some will be easy, some just need to be emptied and deleted, and others will require extended conversation. I anticipate that we'll be ready to get underway with the first of those discussions in September.

Transit Meeting

On August 3rd, I meet with Lisa Reinhart and Brad Parsons from the Southern Kenai Peninsula Transit Coalition (SKPTC) to discuss transit issues in Homer. There are a lot of benefits to enhanced public transportation, but Homer is a particularly tricky place in which to implement such services due to our population density, topography, lack of street parking, etc. We had a very wide ranging discussion about transit from the perspective of the City as a place, as an organization, and as an employer. Brad and Lisa are conducting numerous community interviews and I am very interested to see what findings come from the conversations.

Third Airline Potentially Coming to Homer

The City has been approached by Aleutian Airlines about signing a lease that would allow them the possibility of expanding their flights to include a Homer-Anchorage daily service starting this fall. Staff met with an Aleutian Air representative on July 20th for a walk through of the available terminal space for lease and to discuss options and operations. Aleutian Airlines run Saab 2000 aircraft, which are 50 seat passenger planes with takeoff capabilities that do well on short runways. They're thinking of providing a reliable business travel option, with service in the early morning and again in the evening to facilitate easy daily roundtrips. The collaborative meeting generated some positive ideas on how the available lease space within the Homer airport terminal might fit those plans. The City has received a lease application from the company that is going through internal staff review now and is slotted to be included in the August 28th packet for Council review.

Advisory Body Work Session Scheduling

In March, Council discussed the benefits of conducting off cycle work sessions with boards and commissions to conduct training that primarily addresses roles and responsibilities of advisory bodies, the report structure at Council meetings, recommendations to and from Council, and provide opportunity for questions and discussion. A successful session was scheduled in April with the Port and Harbor Advisory Commission. Sessions still need to be scheduled with the five remaining groups. City Clerk Jacobsen is interested in knowing if Council wants to begin scheduling in September or wait until October after elections, and if the preference to conduct one or two off-cycle work sessions per month.

AMLJIA Meeting

On July 28th I attended an Alaska Municipal League Joint Insurance Agency (AMLJIA) meeting of the board of trustees. As a reminder, I joined the board in 2022 as a member representative and all travel related to participation is paid for by AMLJIA. The big take away from this meeting, and frankly all recent meetings, is that “hard” market conditions continue to persist and will remain for an unknown number of years into the future. Members, like the City of Homer, should prepare for significant increases in the coming years. I think the increases already forecasted into the FY24/25 budget will cover our needs, but the next biennium may see big changes. These market conditions are not unique to Alaska, it is a nationwide phenomenon driven by large losses from fires, hurricanes, etc. One method AMLJIA is exploring to potentially reduce costs is a merger with Alaska Public Entity Insurance (APEI) to expand the pool in Alaska. Those talks are going well, but are a long term play.

PORT AND HARBOR ADVISORY COMMISSION
Draft 2023-2024 STRATEGIC PLAN

Annually, the PHC prioritizes a list of ongoing, near-term, medium and long-term goals to aid the commission in charting a general course for the year and keeping on-task.

Ongoing Goals	1. Provide timely, relevant comment to the City Council on Port and Harbor issues.
	2. Identify ways that the commission can collaborate with staff to provide value
	3. Promote and support the investigation of the Harbor Expansion
	4. Improve Communication with Council, Commissions, and the Community at large a. Task (Commission): Meet at least annually with Council in a work session; collectively sign up to attend or listen to each council meeting b. Task (All): Send informational items to other commissions as needed c. Task (Staff): Ensure informational items are publicly available on City website and City social media d. Task (Shavelson): Draft 1-page communications plan
Near Term Goals By April 2023	5. Have a Preliminary Business Plan for the Port & Harbor (November) a. Task (All): Review draft plan and develop steps forward
	6. Conduct a post-season recap of summer activities (October) a. Task (Staff): Evaluate the success of the campgrounds program and other new activities
	7. Continue identifying underutilized assets and additional sources of revenue. (December) a. Task (Staff): Review tariff and develop suggested edits for consideration by commission b. Task (Commission): Hold September work session on Harbor Tariff
	8. Promote workforce development and housing for seasonal workers. (Unspecified) a. Task (Commission): Participate in Comprehensive Planning process with emphasis on housing.
	9. Update the Harbor Fleet Management plan. (September) a. Task (Staff): Collect information about anticipated vehicle purchases, fuel type preferences, useful life, and cost for all Port & Harbor rolling stock b. Task (Commission): Review updated Fleet Management Plan
Mid Term Goals 1 - 3 Years (2024 – 2026)	10. Support Port Director to conduct a Replacement Reserve Study for the Small Boat Harbor. a. Task (Commission): provide feedback on the timeline and priorities for float replacement

	11. Maximize financial returns for the city leases and promote cohesive Maritime aesthetic on the Spit a. Task (Commission): Review City base lease and provide zoning recommendations to Planning Department
	12. Develop a Homer Spit Uplands Improvement Plan including a paid parking plan a. Task (Commission): Host a public work session to collect thoughts and opinions on spit parking (January)
	13. Explore a vessel traffic study for the Spit to address congestion issues in the transient areas of the harbor. a. Task (Commission): Define problems and potential solutions
	14. Provide support on the City Comprehensive Plan rewrite. a. Task (All): Invite spit stakeholders to Comprehensive Plan rewrite meetings to ensure their perspective is represented.
Long Term Goals 5 Years or More (2028+)	15. Work with Federal and State agencies to develop long-term erosion control measures for the Spit. a. Task (All): Participate in ADOT&PF process
	16. Develop a plan to replace the Tidal Grids a. Task (Commission): Review possible parameters for financial plan for the Grids
	17. Seek funding to construct the Large Vessel Haul-out and Repair Facility. a. Task (All): Ensure that discussion of Homer Harbor Expansion includes the importance of this facility and does not affect the proposed site b. Task (Commission): Discuss potential lease arrangements for the facility at a Winter 2023-2024 commission meeting.

OVERALL PHC DUTIES & RESPONSIBILITIES

The purpose of the PHC is to act in an advisory capacity to the City Manager and the City Council on the problems and development of the City's Port and Harbor facilities. Consideration may include the physical facilities, possible future development, and recommendations on land use within the port and harbor areas. Duties and responsibilities are outlined in the PHC's Bylaws and under Homer City Code 2.64.040.

Links to online info:

- Homer City Code 2.64: www.codepublishing.com/AK/Homer
- Homer Port and Harbor Website: www.cityofhomer-ak.gov/port
- Port of Homer Terminal Tariff No. 1: www.cityofhomer-ak.gov/port/port-homer-terminal-tariff-no-1
- City of Homer Adopted Budget: www.cityofhomer-ak.gov/finance/budgets
- City Comprehensive Plans: <https://www.cityofhomer-ak.gov/planning/long-range-planning>

DUTIES OF COMMISSION/STAFF

Staff Liaison

- Assisting the Chair in setting meetings, preparing agendas, and other documentary material, and coordinating the acquisition of needed materials and training.
- Drafting/submitting reports, memos, and recommendations for those agenda items requiring decisions or recommendations by the Commission to City Council or the City Manager.
- Provide information about the budget.
- Inform the Commission of City Council actions and discussion of harbor-related issues.

Commissioners

- Attend City Council meetings as assigned.
- Attend work sessions and training opportunities.
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information.
- Request information from the Staff Liaison or Presiding Clerk.
- Understand their role as an advisory body to City Council; for any change to happen regarding City policies or code usually a council member has to support a PHC's idea and be willing to sponsor a resolution or ordinance to change established City policies or rules.
- How the commission (as a whole) can communicate:
 - Work with the City Manager through the Staff Liaison to keep City Council informed on developing initiatives.
 - Send memos to Council periodically so they have a written report of what's going on; these are written by staff and likely will be part of the City Manager Report or under the PHC Report.
 - Have a Commissioner speak at a Council Meeting under Reports; the PHC is scheduled to give a report at the next City Council meeting following the PHC's regular monthly meeting. It is best to rotate members so Council gets to see and hear from each of you over time. Pay attention to feedback from Council; the Commission may need to change direction, or come up with more support for the topic.

Clerks

- Helps with packet preparation and dissemination
- Records meetings and prepares meeting minutes
- Ensures meetings are properly advertised
- Helps members understand and comply with City policies and procedures governing advisory bodies
- Helps the Commission learn to better communicate with City Council (Memorandums vs Resolutions and Ordinances)



Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR
DATE: AUGUST 15 2023
SUBJECT: HARBOR FLOATS & CATHODIC PROTECTION

There were a couple of questions that came out of the last Port and Harbor Advisory Commission that took more time than we had to delve into. I've provided a more in depth summary here that encompasses those topics and information. Firstly,

➤ Installing anodes on the piling that we intend to replace and why:

The answer is that this project was not just about the harbor's piling it's about raising the level protection for the entire basin. Test readings that measure less than -0.800V indicate that metal corrosion will take place and you can see from the pre-construction readings from the Coffman report that we were well below those levels. There's a lot of other metal in the harbor besides our piles, and I'm not just talking about boats. For instance, our HDPE potable water system in the harbor uses stainless steel flanges and bolts at all the transitions and the Maintenance department spends thousands every year for replacement flanges, hoses, and the dive time to keep the system operational. And although we should be careful not to lead our customers to think that they won't have to maintain cathodic protection on their vessels, I'm comfortable in saying that we have worked hard to lower the overall potential in the harbor for them as well. The Post Construction readings all showed potential well above the -0.800 baseline meaning protection is being achieved.

We have applied for a large Federal grant with hopes of replacing much of our outdated float infrastructure and it would be great if we get funding but, this is realistically going to be a long effort. If we do succeed in getting federal infrastructure dollars to replace some or all of our aged out floats then we'll simply cut the anodes off the old piles and re-weld them to the new piles after they're installed. I hope to have that problem someday soon! The engineers estimate that the anodes will have a consumption rate of 7.2 pounds per year meaning we should expect to get 20 years of protection from this effort, no matter what pilings they are attached to. Hopefully that'll cool things down a bit. Please see the attached report from Coffman Engineers.

➤ And Also, Overall plan for the floats:

As infrastructure ages it costs more to keep it open for use and that is certainly true with our float systems. Every year we have to budget more dollars for float maintenance. We must work to keep it open, usable, and safely maintained, while at the same time work towards replacement.

A good maintenance example is the project that our Maintenance department has been quietly working away on all summer with the K thru Q end float rebuild. It's a bit of a memory jog but last fall we got authorization to engage with Bellingham Marine for consulting, engineering and the parts and pieces to rebuild six end floats that had been damaged by excessive wakes in the harbor. Bellingham sent a man who spent two weeks working alongside of and teaching staff the tricks of the trade and with maximum effort I'm told that our Maintenance department should be moving on to end float number six next week. The rebuilt floats look great!

A good example of the second necessary management tool is the recent work with R&M for a prioritized replacement plan for the harbor floats included in your PHC packets earlier this spring. We've utilized this and other tools when applying for this year's PIDP grant with hopes of getting fully funded. However, I think funding, in general, and applying for grants will realistically be a constant push and process possibly spanning years. The competition is steep and funding is limited when you consider it on a national scale. The top quality PIDP grant application the harbor staff developed with the grant writing team provides us with an excellent tool to use and build off from for any future grant opportunities. We also recognize the need to have match funds set aside for grant opportunities when they become available and a fund has been created in our budget. It will be important for us to look for ways to build that fund so that we'll be ready when opportunity knocks.

Planning project of the moment, next step in the puzzle: The team is looking ahead to the next grant prospect and we will be talking about the possibility of breaking out the engineering and examining if being shovel ready would give us a leg up.

In short:

- Cathodic Protection is needed right now as well as into the future for All infrastructure, anodes will move to any new structures for continued protection
- Budgeting for more maintenance
- And budget for matching funds for infrastructure replacement
- Consistent pro-active approach to grant applications and continuing to develop competitive tools
- Replace the oldest first, as much as we can, and work with engineering to create shovel ready project components if that will be a tool that gives a competitive edge

Recommendation

Informational

Attached: Coffman Engineering Cathodic Protection Results Report



June 20, 2023

Homer Port & Harbor.
4311 Freight Dock Road
Homer, AK 99603

Attention: Mr. Bryan Hawkins, Port Director/Harbormaster

Reference: 2023 CITY OF HOMER BOAT HARBOR CATHODIC PROTECTION
SURVEY REPORT

Dear Mr. Hawkins,

In April 2023, Coffman Engineers performed a pre-construction cathodic protection (CP) survey on the City of Homer Boat Harbor. In June 2023, a post-construction CP Survey was performed to verify the functionality of the installed anodes. The survey consisted of structure-to-water potentials and visual examinations.

Test results indicate that the cathodic protection anodes installed in May 2023 are providing adequate levels of cathodic protection to the dock pilings tested as defined by the following applicable NACE International Standard: SP0176-2007 "Corrosion Control of Submerged Areas of Permanently Installed Steel Offshore Structures Associated with Petroleum Production."

Cathodic Protection Criteria

Adequate levels of cathodic protection may be demonstrated by compliance with the following criteria:

1. A negative (cathodic) voltage of -0.800 V or more negative measured between the structure surface in the submerged zone and a silver/silver chloride (20 ohm-cm seawater) reference electrode (Ag/AgCl) contacting the water is necessary. Normally, this voltage should be measured with the protective current applied. This -0.800 V criterion does not include the voltage drop in the water.

Test Results

Structure-to-water potential measurements were collected at test locations before and after aluminum anodes were welded directly to the float piles. Structure-to-water potential measurements were obtained at the access ramps, three test locations on each main float and multiple locations along the head-walk floats as described in the attached datasheet and test locations site plan. Pilings at ramps 4, 5, 6, and 8 were not accessible from the walkways, so readings were not collected at those locations.

A silver/silver chloride reference electrode was used to obtain the measurements. The surveys were conducted at high tide. Two readings were obtained at each location surveyed, approximately 2-foot below the water surface and at mudline. Locations surveyed were documented with GPS

coordinates and photographed so that the same locations were surveyed during the pre and post construction surveys.

Test results indicate that the cathodic protection system is providing adequate levels of cathodic protection to the submerged dock pilings at the locations tested. The potentials obtained were corrected to account for the temperature effects when using a solid junction silver/silver chloride reference electrode in seawater temperatures colder than 25 degrees Celsius.

A tabulation of the data obtained and a site plan with test locations is attached to this report.

Recommendations

The following is a summary of recommendations based on the cathodic protection survey:

1. Continue to periodically perform cathodic protection surveys on the float piles as a sample of system integrity.

Thank you for the opportunity to work with you on this project. Please let me know if you need additional information or if I can be of further assistance.

Sincerely,

COFFMAN ENGINEERS, INC.



Cynthia Cacy, P.E.
Principal, Corrosion Control Engineering
NACE Cathodic Protection Technologist #32053

2023 City of Homer - Boat Harbor

Post Construction Cathodic Protection Survey

Surveyed By: Zackery Wright - NACE CP-3 #64169, James Colburn - NACE CP-2 #200931, and William Hemmen - NACE CP-2 #71152

Dates: 4/21/2023 and 6/11/2023

Meter Serial Numbers: Fluke 28II EX SN: 30050011 and Fluke 87V SN: 98380246



Test Location No.	GPS Coordinates		Description	Reference Cell Location	Pre-Construction ON Potential (Volts _{SSC})	Post-Construction ON Potential (Volts _{SSC})*	Polarization (Volts)
	North	West					
Ramp 6							
RA6	59.6074	-151.4276	Piles Not Accessible	Mudline	~	~	~
Float AAA							
AAA1	59.6075	-151.4292	North West End. End of Float CC on AAA	Mudline	-0.671	-1.050	0.379
				Surface	-0.662	-1.024	0.362
AAA2	59.6074	-151.4288	End of Float DD on AAA	Mudline	-0.669	-1.047	0.378
				Surface	-0.659	-1.016	0.357
AAA3	59.6071	-151.4280	End of Float EE and Ramp 6	Mudline	-0.641	-1.056	0.415
				Surface	-0.633	-1.000	0.367
AAA4	59.6070	-151.4275	End of Float FF on AAA	Mudline	-0.697	-1.052	0.355
				Surface	-0.641	-0.986	0.345
AAA5	59.6066	-151.4262	End of Float HH on AAA	Mudline	-0.677	-1.081	0.404
				Surface	-0.671	-1.022	0.351
AAA6	59.6063	-151.4254	Between Floats HH and JJ	Mudline	-0.679	-1.044	0.365
				Surface	-0.662	-1.005	0.343
Float EE							
EE1	59.6065	-151.4289	End of EE at Slip 14	Mudline	-0.672	-1.045	0.373
				Surface	-0.662	-1.003	0.341
EE2	59.6067	-151.4287	End of Finger between Slip 10 and Slip 11	Mudline	-0.678	-1.076	0.398
				Surface	-0.673	-1.038	0.365
EE3	59.6069	-151.4280	End of Finger between Slip 24 and Slip 25	Mudline	-0.667	-1.050	0.383
				Surface	-0.660	-1.005	0.345
Float FF							
FF1	59.6063	-151.4283	End of Float GG	Mudline	-0.678	-1.003	0.325
				Surface	-0.667	-1.035	0.368
FF2	59.6066	-151.4281	End of Finger between Slip 10 and Slip 11	Mudline	-0.672	-1.077	0.405
				Surface	-0.666	-1.018	0.352
FF3	59.6067	-151.4277	End of Finger between Slip 29 and Slip 30	Mudline	-0.674	-1.040	0.366
				Surface	-0.667	-1.034	0.367
Float GG							
GG1	59.6062	-151.4277	End of Float GG	Mudline	-0.676	-1.070	0.394
				Surface	-0.669	-1.033	0.364
GG2	59.6063	-151.4272	End of Finger between Slip 24 and Slip 25	Mudline	-0.673	-1.057	0.384
				Surface	-0.667	-1.035	0.368
GG3	59.6065	-151.4270	End of Finger between Slip 28 and Slip 29	Mudline	-0.681	-1.053	0.372
				Surface	-0.674	-1.028	0.354
GG4	59.6068	-151.4269	Located at Slip 32	Mudline	-0.678	-1.048	0.370
				Surface	-0.672	-1.015	0.343
Float HH							
HH1	59.6058	-151.4267	End of South Finger at Slip 14	Mudline	-0.880	-1.104	0.224
				Surface	-0.877	-1.094	0.217
HH2	59.6061	-151.4270	End of Finger between Slip 10 and Slip 11	Mudline	-0.684	-1.068	0.384
				Surface	-0.678	-1.016	0.338
HH3	59.6061	-151.4263	End of Finger between Slip 18 and Slip 19	Mudline	-0.926	-1.101	0.175
				Surface	-0.922	-1.110	0.188
Float JJ							
JJ1	59.6056	-151.4258	End of Float JJ	Mudline	-0.864	-1.079	0.215
				Surface	-0.857	-1.058	0.201
JJ2	59.6058	-151.4259	End of Finger between Slip 6 and Slip 7	Mudline	-0.897	-1.088	0.191
				Surface	-0.894	-1.079	0.185
JJ3	59.6058	-151.4256	On main Float between Slip 5 and Slip 6	Mudline	-0.642	-1.034	0.392
				Surface	-0.643	-0.980	0.337
Ramp 8							
RA8	59.6056	-151.4220	Piles Not Accessible	Surface	~	~	~
System 5							
SM1	59.6059	-151.4245	North End of System 5	Mudline	-0.677	-1.084	0.407
				Surface	-0.666	-0.983	0.317
SM2	59.6056	-151.4236	Along System 5, sixth from the North End	Mudline	-0.676	-1.045	0.369
				Surface	-0.665	-1.050	0.385

2023 City of Homer - Boat Harbor

Post Construction Cathodic Protection Survey

Surveyed By: Zackery Wright - NACE CP-3 #64169, James Colburn - NACE CP-2 #200931, and William Hemmen - NACE CP-2 #71152

Dates: 4/21/2023 and 6/11/2023

Meter Serial Numbers: Fluke 28II EX SN: 30050011 and Fluke 87V SN: 98380246



Test Location No.	GPS Coordinates		Description	Reference Cell Location	Pre-Construction ON Potential (Volts _{SSC})	Post-Construction ON Potential (Volts _{SSC})*	Polarization (Volts)
	North	West					
Ramp 5							
RA5	59.6059	-151.4314	Piles Not Accessible	Surface	~	~	~
Float AA							
AA1	59.6060	-151.4307	Between Slip 12 and Slip 14 on Float AA	Mudline	-0.656	-1.059	0.403
				Surface	-0.655	-1.023	0.368
AA2	59.6059	-151.4303	Between Slips 5 and Slip 6 on Float AA	Mudline	-0.661	-1.047	0.386
				Surface	-0.655	-1.035	0.380
Float W							
W1	59.6067	-151.4311	End of Main Float between Slip 12 and Slip 13	Mudline	-0.654	-1.048	0.394
				Surface	-0.649	-1.010	0.361
W2	59.6064	-151.4314	Between Slip 5 and Slip 6	Mudline	-0.671	-1.052	0.381
				Surface	-0.665	-1.024	0.359
Float V							
V1	59.6066	-151.4305	End of Main Float between Slip 14 and Slip 15	Mudline	-0.657	-1.067	0.410
				Surface	-0.651	-1.042	0.391
V2	59.6064	-151.4307	Between Slip 8 and Slip 9	Mudline	-0.661	-1.084	0.423
				Surface	-0.654	-1.041	0.387
Float U							
U1	59.6065	-151.4300	End of Main Float between Slip 14 and Slip 15	Mudline	-0.657	-1.045	0.388
				Surface	-0.652	-1.028	0.376
U2	59.6061	-151.4304	Between Slip 26 and Slip 27	Mudline	-0.660	-1.067	0.407
				Surface	-0.654	-1.068	0.414
Float T							
T1	59.6063	-151.4295	End of Main Float between Slip 14 and Slip 15	Mudline	-0.668	-1.049	0.381
				Surface	-0.656	-1.051	0.395
T2	59.6061	-151.4298	Between Slip 8 and Slip 9	Mudline	-0.662	-1.088	0.426
				Surface	-0.659	-1.073	0.414
Ramp 4							
RA4	59.6046	-151.4280	Piles Not Accessible	Surface	~	~	~
Float S							
S1	59.6061	-151.4288	End of Main Float near Slip 20	Mudline	-0.913	-1.090	0.177
				Surface	-0.912	-1.108	0.196
S2	59.6060	-151.4293	End of Finger Between Slip 26 and Slip 27	Mudline	-0.854	-1.090	0.236
				Surface	-0.855	-1.107	0.252
S3	59.6057	-151.4295	Between Slip 33 and Slip 34	Mudline	-0.798	-1.087	0.289
				Surface	-0.798	-1.101	0.303
Float R							
R1	59.6060	-151.4284	End of Finger between Slip 20 and Slip 21	Mudline	-0.910	-1.087	0.177
				Surface	-0.913	-1.105	0.192
R2	59.6058	-151.4288	Between Slip 27 and Slip 28	Mudline	-0.808	-1.093	0.285
				Surface	-0.809	-1.114	0.305
R3	59.6056	-151.4291	Between Slip 35 and Slip 36	Mudline	-0.807	-1.088	0.281
				Surface	-0.807	-1.110	0.303
Float Q							
Q1	59.6059	-151.4279	End of Float near Slip 18	Mudline	-0.655	-1.056	0.401
				Surface	-0.648	-1.023	0.375
Q2	59.6057	-151.4282	Between Slip 26 and Slip 27	Mudline	-0.651	-1.071	0.420
				Surface	-0.647	-1.065	0.418
Q3	59.6054	-151.4285	Between Slip 35 and Slip 36	Mudline	-0.663	-1.041	0.378
				Surface	-0.655	-1.046	0.391

2023 City of Homer - Boat Harbor

Post Construction Cathodic Protection Survey

Surveyed By: Zackery Wright - NACE CP-3 #64169, James Colburn - NACE CP-2 #200931, and William Hemmen - NACE CP-2 #71152

Dates: 4/21/2023 and 6/11/2023

Meter Serial Numbers: Fluke 28II EX SN: 30050011 and Fluke 87V SN: 98380246



Test Location No.	GPS Coordinates		Description	Reference Cell Location	Pre-Construction ON Potential (Volts _{SSC})	Post-Construction ON Potential (Volts _{SSC})*	Polarization (Volts)
	North	West					
Float P							
P1	59.6057	-151.4273	End of Float near Slip 18	Mudline	-0.647	-1.037	0.390
				Surface	-0.646	-1.014	0.368
P2	59.6054	-151.4277	Between Slip 26 and Slip 27	Mudline	-0.660	-1.063	0.403
				Surface	-0.658	-1.054	0.396
P3	59.6052	-151.4279	Between Slip 35 and Slip 36	Mudline	-0.653	-1.040	0.387
				Surface	-0.650	-1.042	0.392
Float N							
N1	59.6055	-151.4268	End of Float between Slip 18 and Slip 19	Mudline	-0.660	-1.073	0.413
				Surface	-0.658	-1.062	0.404
N2	59.6053	-151.4271	Between Slip 26 and Slip 27	Mudline	-0.662	-1.031	0.369
				Surface	-0.658	-1.033	0.375
N3	59.6050	-151.4273	Between Slip 32 and Slip 33	Mudline	-0.660	-1.055	0.395
				Surface	-0.658	-1.058	0.400
Float M							
M1	59.6053	-151.4262	End of Float between Slip 18 and Slip 19	Mudline	-0.641	-1.010	0.369
				Surface	-0.642	-1.013	0.371
M2	59.6051	-151.4265	Between Slip 26 and Slip 27	Mudline	-0.648	-1.006	0.358
				Surface	-0.646	-1.015	0.369
M3	59.6049	-151.4268	Between Slip 32 and Slip 33	Mudline	-0.656	-1.080	0.424
				Surface	-0.653	-1.078	0.425
Float L							
L1	59.6051	-151.4256	End of Float between Slip 18 and Slip 19	Mudline	-0.660	-1.033	0.373
				Surface	-0.657	-1.046	0.389
L2	59.6049	-151.4259	Between Slip 26 and Slip 27	Mudline	-0.638	-1.014	0.376
				Surface	-0.637	-1.012	0.375
L3	59.6046	-151.4263	Between Slip 32 and Slip 33	Mudline	-0.640	-1.044	0.404
				Surface	-0.637	-1.027	0.390
Float K							
K1	59.6049	-151.4250	End of Float between Slip 18 and Slip 19	Mudline	-0.646	-1.020	0.374
				Surface	-0.647	-1.012	0.365
K2	59.6048	-151.4253	Between Slip 26 and Slip 27	Mudline	-0.652	-1.043	0.391
				Surface	-0.645	-1.025	0.380
K3	59.6045	-151.4256	Between Slip 32 and Slip 33	Mudline	-0.642	-1.021	0.379
				Surface	-0.638	-0.997	0.359
Float J							
J1	59.6048	-151.4243	End of Main Float between Slip 16 and Slip 17	Mudline	-0.916	-1.071	0.155
				Surface	-0.917	-1.105	0.188
J2	59.6045	-151.4248	Between Slip 7 and Slip 8	Mudline	-0.794	-1.076	0.282
				Surface	-0.780	-1.107	0.327
J3	59.6042	-151.4254	End of Finger between Slip 32 and Slip 33	Mudline	-0.761	-1.072	0.311
				Surface	-0.760	-1.090	0.330
Float H							
H1	59.6045	-151.4237	End of Main Float between Slip 17 and Slip 18	Mudline	-0.674	-1.016	0.342
				Surface	-0.671	-1.023	0.352
H2	59.6044	-151.4244	End of Finger between Slip 24 and Slip 25	Mudline	-0.673	-1.029	0.356
				Surface	-0.666	-1.037	0.371
H3	59.6040	-151.4246	Between Slip 31 and Slip 32	Mudline	-0.682	-1.017	0.335
				Surface	-0.679	-1.034	0.355

2023 City of Homer - Boat Harbor

Post Construction Cathodic Protection Survey

Surveyed By: Zackery Wright - NACE CP-3 #64169, James Colburn - NACE CP-2 #200931, and William Hemmen - NACE CP-2 #71152

Dates: 4/21/2023 and 6/11/2023

Meter Serial Numbers: Fluke 28II EX SN: 30050011 and Fluke 87V SN: 98380246



Test Location No.	GPS Coordinates		Description	Reference Cell Location	Pre-Construction ON Potential (Volts _{SSC})	Post-Construction ON Potential (Volts _{SSC})*	Polarization (Volts)
	North	West					
Float G							
G1	59.6043	-151.4231	End of Main Float between Slip 17 and Slip 18	Mudline	-0.682	-1.015	0.333
				Surface	-0.680	-1.029	0.349
G2	59.6042	-151.4236	End of Finger between Slip 24 and Slip 25	Mudline	-0.679	-1.011	0.332
				Surface	-0.678	-1.023	0.345
G3	59.6039	-151.4236	Between Slip 6 and Slip 7	Mudline	-0.676	-1.052	0.376
				Surface	-0.676	-1.046	0.370
Ramp 2							
RA2	59.6029	-151.4222	Front left trestle	Surface	-0.747	-1.111	0.364
Ramp 1							
RA1	59.6024	-151.4207	Front left trestle	Surface	-0.713	-1.125	0.412

Notes:

*Potentials reflect the following color-coding scheme:

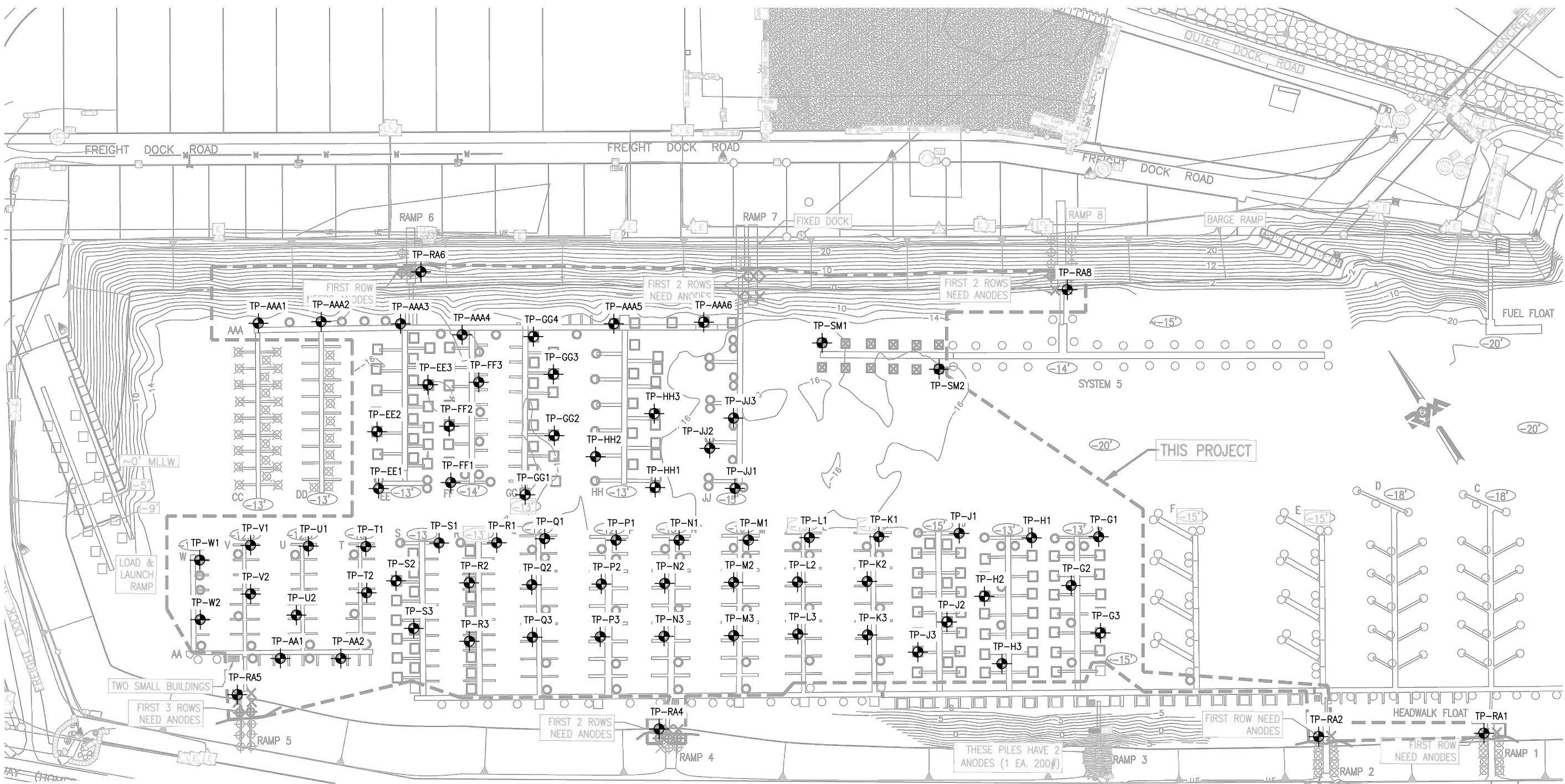
Black - A structure-to-electrolyte potential that meets the -0.800V criterion.

Red - A structure-to-electrolyte potential that does not meet the -0.800V criterion.

All potentials were obtained using a Ag/AgCl reference cell at high slack tide.

Above potentials are corrected to account for temperature. Temperature data was collected from the from NOAA Buoy 46108. Sea water temperature on 4/21/2023 and 6/11/2023 was 4.5°C (40.1°F), and 6.7°C (44.1°F) respectively.

User: HOPKINS, BRIAN 1:17 PM
Drawing: P:\ANC\0 CORROSION PROJECTS\HOMER HARBOR UPGRADES\230923-CP1.DWG



LEGEND
TEST POINT

1 SITE PLAN
Scale: 1" = 100'

SHEET NOTE:
THIS SITE PLAN WAS OBTAINED FROM THE CITY OF HOMER, HOMER
CATHODIC PROTECTION UPGRADE BID PACKAGE DRAWING NUMBER G3.

Revisions	
INITIAL	ISSUE
	0
 1801 F Street Anchorage, AK 99501 ph 907.276.6664 www.coffman.com	
CITY OF HOMER 2023 HOMER HARBOR CATHODIC PROTECTION PROJECT TEST POINT LOCATION PLAN	
PROJ. NO.	N/A
Date	06/16/2023
Design	ZJW
Drawn	BRH
Job No.	230923
Sheet No.	CP1
Of	Sheets

316149



AMPP™

Certificate of Achievement

The Association for Materials Protection and Performance Recognizes

Cynthia Cacy

As a Certified

NACE CP3 - Cathodic Protection Certified Technologist


Executive Director
AMPP



Expires
November 8, 2023

Cert No.32053

832911



The Association for Materials Protection and Performance Recognizes

Zackery James Wright

As a Certified

NACE CP3 - Cathodic Protection Certified Technologist


Executive Director
AMPP



Expires
March 29, 2025

Cert No.64169

OQ Report

Last Name	First Name	Company Name	Number	Course Name	Type	Result	Completed Date	Expiration Date	Proctor / Evaluator
Wright	Zackery	Coffman Engineers, Inc.	CT60	General Abnormal Operating Conditions	Knowledge	Pass	04/27/2021 17:19:40	04/27/2024	Cacy, Cynthia



10963360



AMPP™

Certificate of Achievement

The Association for Materials Protection and Performance Recognizes

William Hemmen

As a Certified

NACE CP2 - Cathodic Protection Certified Technician


Executive Director
AMPP



Expires
December 12, 2025

Cert No.71152

OQ Report

Last Name	First Name	Company Name	Number	Course Name	Type	Result	Completed Date	Expiration Date	Proctor / Evaluator
Hemmen	William	Coffman Engineers, Inc.	CT60	General Abnormal Operating Conditions	Knowledge	Pass	02/23/2022 20:04:17	02/23/2025	McGinnis, Michelle



11282678



AMPP™

Certificate of Achievement

The Association for Materials Protection and Performance Recognizes

James Amos Colburn

As a Certified

NACE CP2 - Cathodic Protection Certified Technician


Executive Director
AMPP



Expires
June 4, 2024

Cert No.200931

OQ Report

Last Name	First Name	Company Name	Number	Course Name	Type	Result	Completed Date	Expiration Date	Proctor / Evaluator
Colburn	James	Coffman Engineers, Inc.	CT60	General Abnormal Operating Conditions	Knowledge	Pass	07/08/2020 19:20:21	07/08/2023	McGinnis, Michelle



Certificate of Calibration

Certificate Number: 112397



Boise Calibration Se
7482 Lemhi Street
Boise, ID 83709
Phone 208-376-8430
FAX

COFFMAN ENGINEERS
800 F STREET
ANCHORAGE, AK 99501-

PO: Andy A 1/23

Order Date: 01/23/2023

Authorized By: N/A

Calibrated on: 03/20/2023

*Recommended Due: 03/20/2024

Environment: 21 °C 28 % RH

As Received: Within Tolerance

As Returned: Within Tolerance

Action Taken: Calibrated

Technician: 24

Property #: N/A

User: N/A

Department: N/A

Make: Fluke

Model: 28 II EX

Serial #: 30050011

Description: True RMS Multimeter

Procedure: 33K8-4-14-1

Accuracy: Mfr. Spec.

Remarks: * Many factors may cause the unit to drift out of calibration before the recommended due date. Any reported error is the absolute value between the reference and the unit.

Standards Used

Std ID	Manufacturer	Model	Nomenclature	Due Date	Trace ID
998	Fluke	5700A	Calibrator	03/31/2023	109217
219	Fluke	5725A	Amplifier	03/31/2023	109218
230	Tektronix	AFG3021	Function Generator	07/11/2023	107659
217	Arco	SS32	Caps Standards Set	03/31/2023	105354
168	BCS	1-500	Capacitance Std	03/31/2023	109262
183	Omega	TRC III	Ice Point Cell	03/31/2023	105868

This instrument has been calibrated in accordance with the Boise Calibration Service Quality Assurance Manual and is traceable to either the SI or to National Institute of Standards and Technology (NIST). The quality system and this certificate are in compliance with ANSI/NCCL Z540-1-1994, ISO/IEC 17025-2017, ISO 10012-1, the ISO 9000 family and QS 9000. The expanded uncertainties of measurements for this calibration are based upon 95% (2 sigma) confidence limits. Unless stated in the comments, certificates reflect the "Simple Acceptance Rule" as specified by JCGM 106:2012. Unless otherwise stated, a test accuracy ratio (TAR) of 4:1, if achievable, is maintained. The results reported herein apply only to the calibration of the item described above. This report may not be reproduced, except in full, without written approval from Boise Calibration Service.

Reviewer

Issued 03/22/2023

Rev # 15

Inspector



Alaska Metrology and Calibration Services, Inc.

224 E. 54 th Avenue,
Anchorage, Alaska 99518
PH: (907) 929-8052 FAX: (907) 929-9361

Certificate No: AMCS81768

Certificate of Calibration

For Instrument: Fluke 87 V Cal Due: 04 April 2024
Description: True RMS Multimeter
Asset Number: CO0246 Serial Number: 98380246

CUSTOMER INFORMATION

Coffman Engineering
800 F Street
Anchorage, AK 99501

Customer Account Number: COFF001
Customer PO Number: RFQ03212303
Customer Shop Location: 800 F Street, Anchorage, AK, 995

CALIBRATION INFORMATION

Location where calibration performed :

Alaska Metrology & Calibration Services
Physical & Dimensional Lab
224 E. 54 th Avenue,
Anchorage, Alaska 99518

Calibration Date: April 05, 2023

Temperature: 20.00°C Humidity: 10% RH

As-Found Condition:

Calibration Measurement Results: In Tolerance

As-Left Condition:

Calibration Measurement Results: In Tolerance

Calibration Procedure: AMCS-CAL Fluke 87 V: / 5522

Specifications Used: Manufacturers Specification

Calibration Void Seals Used: Internal: 1 External: 0
Received with Tamper Seals Intact?:

Certification:

This certificate is issued as a statement of the fact that the Instrument described above, met or exceeded the Specifications Used (listed above) at the time of Calibration.

The calibration results recorded herein are applicable only to the instrument identified above. No statement or opinion regarding the applicability to any other instrument is expressed or implied.

This report shall not be reproduced without the written permission of Alaska Metrology & Calibration Services, Inc.

Standards Used for Calibration:

Alaska Metrology & Calibration Services maintains calibration programs for all equipment used for calibrations that have a significant effect on the accuracy and/or validity of measurements.

Traceability of Measurements:

The calibration tests described by this certificate were conducted using Standards whose accuracies were calibrated by laboratories that can demonstrate traceability to the National Institute of Standards and Technology (NIST) and to the International System of Units (SI).

Uncertainty of Standard Applied/Reading:

As per *NIST Technical Note 1297, Guidelines for Evaluating and Expressing the Uncertainty of NIST Measurement Results*, the total expanded uncertainty (U) of the Standard Applied /Reading is the product of the Root-Sum-Squared value of the individual uncertainties of the Standards Used for Calibration (Uc) and a coverage factor (k). Using $k=2$ provides a 95% level of confidence. As per Alaska Metrology & Calibration Services policy, the ratio of the expanded uncertainty (U) of all Standard Applied/Readings to the Specifications the Customer's equipment is calibrated is greater than or equal to 4:1 (unless otherwise noted on the Certificate of Calibration).

STANDARDS USED FOR CALIBRATION

ID Number	Mfg	Model	Description	Cal Due Date
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Calibration Performed by:

Clint Schirard
Metrology Technician

Signature:

Quality Manager

PORT & HARBOR ADVISORY COMMISSION 2023 Calendar

	AGENDA ITEM DEADLINE TO PORT STAFF	PHC MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/18 5:00 p.m.	Wednesday 1/25 5:00 p.m.	Monday 2/13 6:00 p.m. [Siekaniec]	• Clerk Reappointment Notices Sent Out
FEBRUARY	Wednesday 2/15 5:00 p.m.	Wednesday 2/22 5:00 p.m.	Monday 2/27 6:00 p.m. [Matthews]	• Terms Expire February 1st • Election of PHC Officers • Economic Development Worksession: Land Allocation Plan & Comp Plan
MARCH	Wednesday 3/15 5:00 p.m.	Wednesday 3/22 5:00 p.m.	Tuesday 3/28** 6:00 p.m. [Friend]	
APRIL	Wednesday 4/19 5:00 p.m.	Wednesday 4/26 5:00 p.m.	Monday 5/8 6:00 p.m. [Pitzman]	• City Budget Review/Develop Requests *may be n/a during non-budget years • Amend Commission's Bylaws
MAY	Friday 5/12 12:00 p.m.	Wednesday 5/24 6:00 p.m.	Monday 6/12 6:00 p.m. [Friend]	• Annual Review of Strategic Plan & Goals – Set Worksession for June • 2nd Meeting – Amend Commission Bylaws Meetings • Draft Homer Harbor Expansion (HHE) Project Charter • Draft HHE Project Communications Plan • Draft Port & Harbor Business Plan • Draft Harbor Fleet Management Plan
JUNE	Friday 6/16 12:00 p.m.	Wednesday 6/28 5:30 p.m.	Monday 7/24 6:00 p.m.	• Capital Improvement Plan Annual Review w/ Special Projects & Communications Coordinator Carroll
JULY	Friday 7/14 12:00 p.m.	Wednesday 7/26 5:30 p.m.	Monday 8/14 6:00 p.m.	
AUGUST	Friday 8/11 12:00 p.m.	Wednesday 8/23 5:30 p.m.	Monday 8/28 6:00 p.m. [Velsko]	• Capital Improvement Plan Annual Review (<i>follow-up if needed</i>)
SEPTEMBER	Friday 9/15 12:00 p.m.	Wednesday 9/27 5:30 p.m.	Monday 10/9 6:00 p.m. [Zeiset]	• Spit Comprehensive Plan Annual Review • AAHPA Conference Sep. 25-29th
OCTOBER	Friday 10/13 12:00 p.m.	Wednesday 10/25 5:30 p.m.	Monday 11/27 6:00 p.m. [Zeiset]	• Approve Meeting Schedule for Upcoming Year
NOVEMBER	Friday 10/27 12:00 p.m.	Wednesday 11/8 5:30 p.m.		• Seattle Fish Expo •

DECEMBER	Friday 12/1 12:00 p.m.	Wednesday 12/13 5:30 p.m.	Monday 1/8/2024 • Land Allocation Plan Annual Review 6:00 p.m. [Siekaniec]
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*The Commission’s opportunity to give their report to City Council is scheduled for the Council’s regular meeting following the Commission’s regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.

**City Council’s March meeting will be held on a Tuesday due to Seward’s Day.

**There will be no First Regular Meeting in July or November.

*** The City Council traditionally cancels the last regular meeting in December and holds the first regular meeting and one to two Special Meetings as needed.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue

Homer, Alaska 99603

clerk@cityofhomer-ak.gov

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Memorandum

Agenda Changes/Supplemental Packet

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: ZACH PETTIT, DEPUTY CITY CLERK
DATE: AUGUST 23, 2023
SUBJECT: SUPPLEMENTAL

STAFF & COUNCIL REPORTS/COMMITTEE REPORTS

B. Port & Harbor Staff Report

July and August Staff Reports

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NEW BUSINESS

A. 2024-2029 Capital Improvement Plan

FY25 CIP Proposed New Projects Draft

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Memorandum

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Date: 16 August, 2023
Subject: July & August Staff Report

Harbor Expansion Update

I hope you are following along with www.homerharborexpansion.com, the website has a lot of great information about the study. We've included the written Homer Harbor Expansion updates to council in this packet. The next public scoping meeting will be Saturday, September 23rd at 10 am at the College.

The US Army Corps of Engineers (USACE) Project Development Team has met several times now the Environmental Working Group, this is a novel approach for the Corps and we're interested to see how this helps improve the quality of the environmental analysis.

As you can read in the August City newsletter in this packet, the Harbor hosted several people from the Army Corps of Engineers for a two-day visit to learn about harbor operations and inform the design of a model to calculate the economic impact of delays in Small Boat Harbors.

Insurance Requirements

With this month's Reserved Stall Renewal Notices we've begun the first phase of the insurance requirements rollout. These requirements have been on the books for more than 20 years, but we have not retained any proof of coverage from boat owners, except in cases where a boat owner is applying for a specific permit. We will proceed with collecting this information from transient boat owners in 2024.

Tidal Grid

Seward's Harbormaster shared a tidal grid design and cost estimates produced in 2015, we're including those documents as an attachment here as a reference item to inform discussions about the Capital Improvement Plan and give a rough idea of cost.

Reports of boat damage to vessels on H float

Our office has received several reports of rust appearing on vessels moored on H float. These vessels are in an area where Global Diving & Salvage was conducting hotwork to complete installation of the anodes. Officers walked floats G, H, J, and part of K to assess for rust on the hulls of vessels moored in those locations and are documenting the quantity of vessels and location of damage. We are in communications with Global Diving at this time.

Attachments

- A- Project Status Update form**
- B- City of Seward Tidal Grid Concept**
- C- Tidal Grid Estimate Summary**



Proposed New Projects Table of Contents

City of Homer Nominated Projects

1. Homer Waste Water Treatment Plant Improvements
2. Engineering Study for Homer Public Library Remodel
3. Homer Public Library Siding Replacement
4. Homer Public Library Sliding Security Gate
5. ADA Accessible Platform Lift/Elevator for Ramp 7 Homer Small Boat Harbor
6. Regrade and Repave Homer Public Library Parking Lot

Projects Nominated by Other Organizations

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



Homer Waste Water Treatment Plant Improvements

Project nominated by the Public Works Director.

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, 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 slow future corrosion and mitigate similar malfunction in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It replaces the WWTP's generator transfer switch and rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$707,245

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

Schedule: 2024

Priority Level: 1

FY25 PROPOSED NEW PROJECTS - DRAFT



Engineering Study for Homer Public Library Remodel

Project nominated by the Library Advisory Board.

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 1950's 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 2023, the building has not yet exceeded capacity, but the area population is growing rapidly and utilization of public spaces like the library are rebounding from the Covid-19 pandemic shut downs.

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

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

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

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

Total Project Cost: \$75,000

Schedule: 2026

Priority Level: 2



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



Homer Public Library Siding Replacement

Project nominated by the Library Advisory Board.

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 path for water to enter the building.

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

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

Total Project Cost: \$500,000

Schedule: 2024

Priority Level: 1



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



Homer Public Library Sliding Security Gate

Project nominated by the Library Advisory Board.

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

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

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

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

Total Project Cost: \$75,000

Schedule: 2025

Priority Level: 2



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



ADA Accessible Platform Lift System for Ramp 7 in Homer Small Boat Harbor

Project nominated by the ADA Advisory Board.

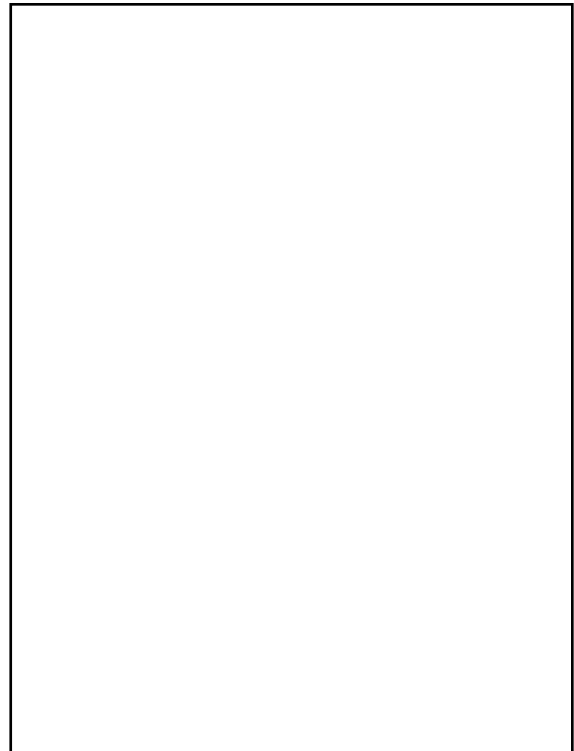
Project Description and Benefit: This project would provide a lift system to enhance ADA access between the parking lot and floating dock at Ramp 7 during all tidal stage levels. Installation of the platform lift/elevator ramp system would provide safe, ADA access to one of Homer's premier assets, Kachemak Bay. It would benefit all who use the Harbor, workers, residents and visitors by providing ADA access no matter what the tide levels were for the day.

While the Homer Harbor is accessible and fully compliant with Federal ADA regulations, the addition of a lift system would provide the highest level of amenities and a be great source of pride for the community.

Plans & Progress: Planning and design funds will support feasibility and design. Feasibility work includes identifying a suitable product for this purpose and its specifications. Further, while companies manufacture lift systems that are in operation in other harbors, a system would have to be designed to work safely with large tidal fluctuations experienced in the harbor. Additionally, project cost will vary depending on whether a new ramp or significant ramp modifications are needed to meet product specifications and to accommodate the lift system and other ramp traffic. Cost estimate below assumes ramp modifications.

Total Project Cost: \$370,000

Design/Engineering:	\$ 70,000
Construction	\$300,000





Regrade and Repave Homer Public Library Parking Lot

Project nominated by the ADA Advisory Board.

Project Description and Benefit: The Homer Public Parking lot is built with a 1% grade, which is compliant with ADA regulations for wheelchair access. However, the parking lot experiences drainage issues each winter during freeze/thaw cycles, specifically at the locations dedicated for Accessible Parking. This issue has been in place since shortly after opening in 2006. The parking spaces gather water from snow melt which then typically refreezes when temperatures drop creating large ice pads representing a very slippery and dangerous footing for those persons using the spaces.

Relocation of the accessible spaces can be accomplished but that still leaves spaces that present a slip and fall hazard for any persons accessing the area while visiting the Library, whether they are just traversing the parking lot or parking in the affected location..

Plans & Progress: Public Works personnel addressed the issue in July 2023 by creating a drainage channel through the parking lot curb and clearing ditches so that drainage will flow from the Homer Public Library parking lot. Also, snow removal operations will be modified so that plowed berms do not prohibit water drainage in this affected area. Conditions this winter/spring will indicate effectiveness of the fix. If inadequate, a complete redesign and repaving may be necessary to accomplish drainage while maintaining the 1% grade.

Total Project Cost: Unknown

Design/Engineering: \$XXX

Construction \$XXX

Schedule: 2026

Priority Level: 2

Special Projects Coordinator consulted with Public Works staff, who recommend holding off on adding this project to the CIP until next year. This will give time to assess effectiveness of mitigation measures already taken.



Drainage issues, especially during freeze thaw cycles in the winter and spring months create hazardous access conditions at Homer Public Library.



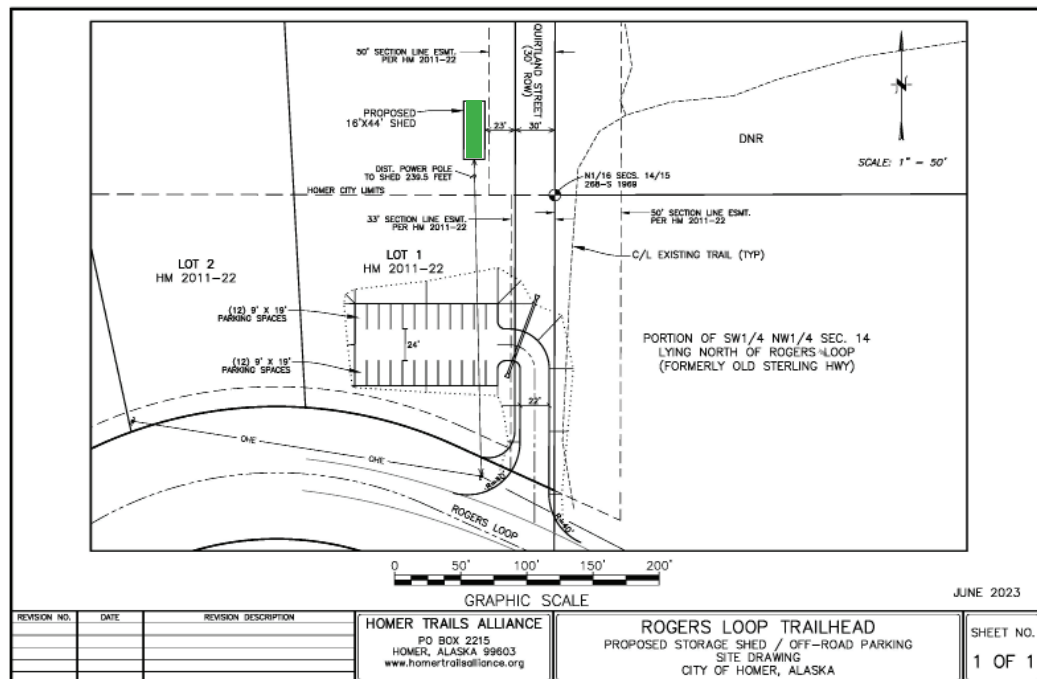
Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

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

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

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.