AGENDA

Port & Harbor Advisory Commission Regular Meeting

Wednesday, October 26, 2022 at 5:00 PM

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

Homer City Hall	Zoom Webinar ID: 954 2610 1220 Password: 556404
491 E. Pioneer Avenue	https://cityofhomer.zoom.us
Homer, Alaska 99603	Dial: 346-248-7799 or 669-900-6833;
www.cityofhomer-ak.gov	(Toll Free) 888-788-0099 or 877-853-5247

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

2. AGENDA APPROVAL

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

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. September 28, 2022 Regular Meeting Minutes — **Page 3 - 9**
PHC Minutes 9/28/22 Unapproved

6. VISITORS/PRESENTATIONS (10 minute time limit)

6.A. People-Oriented Transportation Plan – Julie Engebretsen, Economic Development Manager & Brad Parson — **Page 10 - 24**
People-Oriented Transportation Plan Presentation
Transportation Plan Survey Flyer

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7.A. Port Finance/Budget YTD Report — **Page 25 - 40**
Port Bond Analysis Information PHC 22-009
Port & Harbor Operating Financial Report - Actuals To-Date

7.B. October 2022 Port & Harbor Staff Report — **Page 41 - 43**
Agenda Item Report PHC 22-005

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

7.D. Economic Development Manager Report — **Page 44 - 50**
Homer Quality of Life Analysis by EDC

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9.A. Homer Spit Comprehensive Plan Review & Discussion — **Page 51**

Agenda Item Report PHC 22-008

10. NEW BUSINESS

11. INFORMATIONAL MATERIALS

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

13. COMMENTS OF THE CITY STAFF

14. COMMENTS OF THE COMMISSION

15. ADJOURNMENT Next Regular Meeting is **WEDNESDAY, DECEMBER 14, 2022 at 5:00 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 22-08, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 5:00 p.m. on September 28, 2022 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. One seat remains vacant due to the resignation of Commissioner Catherine Ulmer on September 15, 2022.

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

CONSULTING: STUDENT REPRESENTATIVE STONOROV
MAYOR CASTNER

STAFF: PORT & HARBOR DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY
PORT ADMINISTRATIVE SUPERVISOR WOODRUFF
FINANCE DIRECTOR WALTON

Mayor Castner presented Catherine Ulmer her Certificate of Recognition for over 20 years of continuous service on the Port and Harbor Advisory Commission, and her appointment as an honorary member to the PHC.

AGENDA APPROVAL

FRIEND/SIEKANIEC MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

APPROVAL OF MINUTES

A. August 24, 2022 Regular Meeting Minutes

SHAVELSON/FRIEND MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Finance/Budget YTD Report August 2022

Commissioners reviewed the Port budget report and directed their budgetary questions to Finance Director Walton and Port and Harbor Director Hawkins.

B. Port & Harbor Staff Report for September 2022

Port and Harbor Director Hawkins summarized his written staff report and facilitated discussion with the commission.

C. Homer Marine Trades Association (HMTA) Report

Commissioner Zeiset noted that the HMTA's annual meeting is tomorrow evening at Odin's Meadery and is open to the public.

PUBLIC HEARING

PENDING BUSINESS

A. Homer Spit Comprehensive Plan Review & Discussion

Chair Matthews introduced the agenda item by reading the title. She noted she will be absent for the October regular meeting and opened the floor for discussion on the possibility of having a worksession beforehand to tie up their proposed amendments on the Spit Comprehensive Plan, and formulate their feedback into a working document for the Planning Commission to consider.

Discussion ensued the on the plan itself, Chair Matthew's work-plan for review, and scheduling a worksession. The commission and staff agreed to have a worksession on October 19, 2022 at 2:00 p.m. and to invite Planning staff to be a part of the conversation.

NEW BUSINESS

A. Port/Enterprise Fund Financial Modeling Update
   i. 2023 Moorage Rate Table

Chair Matthews introduced the agenda item by reading the title.

Port and Harbor Director Hawkins and Port Administrative Supervisor Woodruff provided an update on the Port Enterprise fund financial modeling. Harbor staff met with City Manager Dumouchel and David Parker, Special Projects Coordinator, to map out steps needed to develop a financial modeling framework of the Port Enterprise Fund, including all known maintenance and current revenue streams. Ms. Woodruff shared screen via Zoom and provided a quick walk-through of the Trello port project board, a software tool that's designed for large project management. She explained the Port's and Finance's goal to add a financial tracking spreadsheet to each special project with running totals of allocated funds and expenses for quick reference.

There was discussion and questions from the commission on the new rate modeling and the upcoming moorage rate increases due to a high CPI rate.

B. Spit Parking Improvement Implementation Schedule
   i. Revised HDL Homer Spit Parking Final Technical Report
   ii. 2022 Parking Revenue Stats
   iii. 2022 Parking Map

Chair Matthews introduced the agenda item by reading the title and deferred to Port and Harbor Director Hawkins to report.

Mr. Hawkins spoke to Harbor Staff's Spit parking improvement plan that utilizes the parking study recommendations from HDL. He spoke to their proposed implementation schedule outlined in his memo and the costs associated with the parking lot improvements.

There was discussion on the following:

- Parking statistics and revenue for short/long-term passes and load and launch ramp parking.
- How Lot 9A and 10A have been used this season for parking; there are no plans for improvements.
- Status of discussions with ADOT&PF regarding the use of the Right-of-Ways, cost sharing on improvements, and enforcement issues.
- Any potential for project savings through the amount of gravel vs. paving, how the lot is rebuilt/graded, and line delineation/use of wheel-stops.
- Potential for using the kiosks to help with 4-hour and 8-hour parking areas to encourage higher turn-over, and utilize HDL's recommendation of charging parking fees in increments of $5.
- Using automated parking tracking methods; Harbor Staff is aware of them but many are costly.
- Parking enforcement logistics and where in the process it may bottleneck.
- RV parking: issues of oversized vehicles in certain lots and how some of the proposed improvements to the parking lots is to the drainage ditch that causes many of those issues.

Chair Matthews requested a motion for staff's parking improvement plan recommendation.

SHAVELSON/ZEISET MOVED TO RECOMMEND CITY COUNCIL APPROVE AN ORDINANCE AMENDING THE FY 23 PORT BUDGET BY APPROPRIATING $342,300 FROM THE PORT RESERVES FUND TO COMPLETE SPIT PARKING IMPROVEMENTS FOR THE RAMP 2 PAVILION LOT, SEAFARER'S MEMORIAL LOT, AND THE PARKING AREA BETWEEN RAMP 3 AND 4.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews noted day permits are currently priced at $5 and asked if there was a motion to increase that per Mr. Hawkins' recommendation to a nominal amount that does not include giving change from a machine. She clarified with Mr. Hawkins that that's for all paid parking lots.

SIEKANIEC/FRIEND MOVED TO RECOMMEND THE PORT AND HARBOR CHANGE THE DAILY PARKING FEE FROM $5 TO $10.

Chair Matthews questioned if the parking kiosks can be programmed to make that change happen. Mr. Hawkins voiced his concern that it's not the kiosk that he's concerned about, it's more about how they can implement the compliance aspect.

Discussion ensued on potentially giving parking discounts for reserved stall lessees, known vendors, and confirming that it's a seasonal fee; paid parking is only enforced Memorial Day to Labor Day except for long-term parking. Concerns were raised for creating new parking spaces and then turning around and making the parking fee higher, like a double-whammy. Commission agreed there should be an increase but to determine the amount at a later meeting.

SIEKANIEC/FRIEND MOVED TO AMEND TO RECOMMEND THE PORT AND HARBOR INCREASE THE DAILY PARKING FEE.

VOTE (amendment): NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VOTE (main motion as amended): NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion on whether the commission would like to increase the Load and Launch Ramp fee from the current $20. Mr. Hawkins explained how the fee structure works with the Load and Launch Ramp and the City's agreement with the Alaska Department of Fish and Game (ADF&G). The City would have to get prior approval from ADF&G to increase the actual launch ramp fee or change the parking levy. The Launch Ramp improvements were built in 2016 so there has not been an increase in fees since, and the fee is not subject to CPI increases.

SHAVELSON/ZEISET MOVED TO INCREASE THE LAUNCH RAMP AND PARK LEVY FEE FOR THE NEXT SEASON.

There was discussion on how it has been a few years and an increase is time and concerns about focusing more on the parking levy and not the launch ramp portion. At the commission's request, Mr. Hawkins agreed to bring the ADF&G Memorandum of Agreement back to the commission for their consideration at the next meeting.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews asked the commission if there should be any kind of discount for long-term parking passes. Commissioner Pitzman commented that if they were to leave it as-is that would be a discount in itself given they're increasing all the other rates.

In response to questions, Mr. Hawkins commented on which industries seem to be purchasing those type of passes, clarified the $250 parking pass is a seasonal day-parking pass so the person does not have to pay the $5 daily when using the paid lots, and how he allowed companies with multiple vehicles to use a single pass but could use it with one vehicle at a time. Discussion ensued on providing discounts to reserved stall lessees and marine trades people for the $250 pass.

SIEKANIEC/ZEISET MOVED TO ALLOW STALL SLIP HOLDERS AND MARINE TRADESMEN A DISCOUNT ON SEASON PASSES AND SHORT-TERM PARKING.

Mr. Hawkins agreed to look into coming up with specific numbers for discounts for the commission to review.

Mayor Castner voiced his support of the motion and opined how most reserved stall lessees would prefer to pay the extra cost to not have to deal with kiosks or daily rates.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion to address oversized vehicles using the parking area between Ramps 3 through 5. Mr. Hawkins recommended they put a size limit on the vehicles instead of saying "No RV's".

ZEISET/PITZMAN MOVED TO RECOMMEND WE PUT A 20 FOOT LIMIT ON VEHICLE SIZE FOR ALL PARKING LOTS BETWEEN RAMPS 3 AND 5.

Commissioner Shavelson suggested if there was an opportunity to clear out the area behind Bob's Trophy Charters, even if preliminary, it would help alleviate any concerns with this motion.

Commissioner Pitzman inquired if that 20 foot size limit was an arbitrary number or is it based on what's best for those parking spaces. Mr. Hawkins explained how Homer City Code says parking spaces are to be 9 by 20 feet; when Harbor Staff does parking layout they actually go 10 by 20 feet. He does not object to changing that space size if they determine most personal pickup trucks are longer than that. Chair Matthews noted that there are 22 foot RV's that bottom out based on their axle span.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews asked whether or not they want to implement an RV parking fee on the Spit, move the RV lot to behind Bob's Trophy Charters, and install a kiosk there for payment. Discussion ensued on how staff enforces the restriction on camping in parking lots. Mr. Hawkins recommended language for the motion.

PITZMAN/ZEISET MOVED TO RECOMMEND TO CREATE AN OVERSIZED VEHICLE LOT AND PRICE POINT AT THE SEAFARER'S MEMORIAL PARKING LOT AND BEHIND BOB'S TROPHY CHARTERS.

There was brief discussion on the two potential locations and utilizing kiosks or a mobile app to pay for the parking.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews noted the parking statistics that were provided in the packet. She shared an experience she had with the Parking Enforcement Officer and gave kudos to his efforts.

INFORMATIONAL MATERIALS

A. Commissioner Ulmer Resignation Notice & Letter/Certificate of Recognition
B. Memo from City Clerk Re: Implementation of New Agenda Management Software
C. Port & Harbor Monthly Stats for August 2022
D. Water/Sewer Bills Report for August 2022
E. Ice & Crane YTD Report
F. Dock Activity YTD Report
G. PHC 2022 Meeting Calendar

Deputy City Clerk Tussey noted that the commission does not have a November meeting and inquired with Chair Matthews if it's her intention to hold another meeting in November. The commission agreed to keeping the October 19th worksession and hold off on scheduling anything else until it comes up.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Port and Harbor Director Hawkins thanked the commission for all their hard work. He is currently at the Alaska Association of Harbormasters and Port Administrators conference and shared how the conference was going so far, noting the support ports and harbors have been receiving from elected officials and the increase in membership.

Deputy City Clerk Tussey commented on the upcoming City and Borough election, and how Absentee In Person voting is going on right now up to the October 4th Election Day.

COMMENTS OF THE COMMISSION

Mayor Castner commented on his efforts to fill the seat vacated by Commissioner Ulmer. He noted that City Council will not have a meeting in December so if there is anything they want Council to take action on it will need to be in November. He spoke to his increased involvement with the commission and congratulated them for stepping up, especially Chair Matthews.

Student Representative Stonorov thanked everyone for a good meeting.

Commissioner Zeiset thanked Chair Matthews for how she organized out their parking agenda item; he opined they did more in this one meeting than they have done in a long time in regards to parking. In his time with the commission the task of parking gets overwhelming so handing it in little bites lint that was great. He thanked the commission.

Commissioner Siekaniec reiterated Commissioner Zeiset's comments and thanked Chair Matthews for leading their brigade. He looks forward to her assistance with getting him set up to chair next month's meeting in her absence.

Commissioner Pitzman noted the good conversations and commented on how he knows many people with an opinion on the topic of parking that aren't here at this meeting. He thinks they'll be hearing from them later.

Commissioner Friend shared it was a great meeting, thanked Port Director Hawkins for what he put together, and voiced his appreciation for Chair Matthews for all the work that's getting done here.

Commissioner Shavelson spoke to a past National Geographic issue that had a cartoonish map of Cook Inlet followed by a futuristic map with mono rails, skyscrapers, and how he is waiting for the multi-story car parking on the Homer Spit. He voiced his appreciation for Mayor Castner attending the meeting and his proclamations for Commissioner Cathy Ulmer; he commented on all her years of service and the amount of effort it takes to do that. He's looking forward to the worksession to discuss all the strategic planning, which he enjoys, and reported on a meeting he had with City Manager Dumouchel regarding his concerns with the City's long-term lease agreements. Other things in the works is the worker housing discussion topic, which he would like the commission to address.

Chair Matthews commented on her efforts to coordinate with commissioners on reporting back to the commission as a whole on tasked topics, and how she hopes their work on the Spit Comprehensive Plan may help save on consultant costs. She reminded the commission of the vacant seat and to keep a look out for a new member. She thanked staff for all their support.

ADJOURNMENT

There being no further business to come before the Commission, Chair Matthews adjourned the meeting at 7:21 p.m. The next regular meeting is scheduled for Wednesday, October 26, 2022 at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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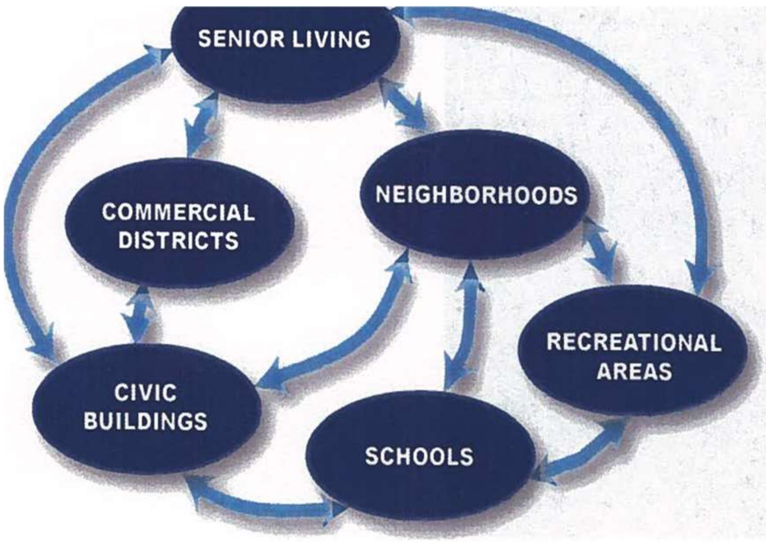
RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

Approved:_________________________________

Comprehensive Transportation Plan & People-Oriented Transportation

Brad Parsons, Independent Living Center
Julie Engebretsen, City of Homer
October 2022

2004 Non-Motorized Plan



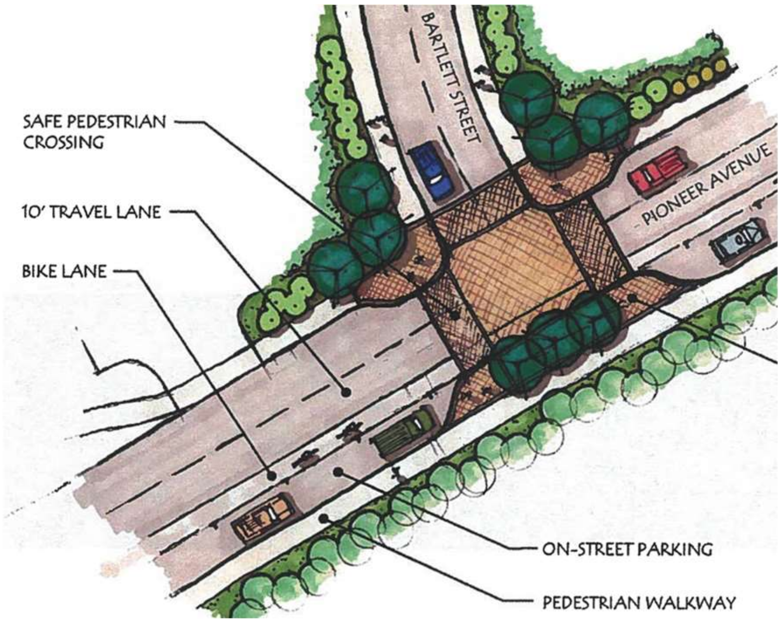
e 1: Connectivity Diagram

2005 (1999) Transportation Plan

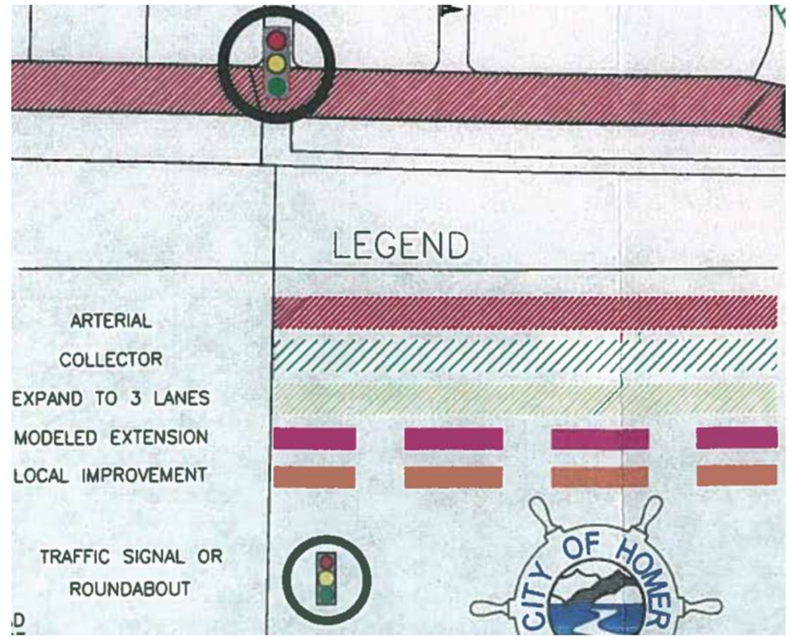
Table I-11: Delay and LOS for Model Intersections

Intersection	Approach	Year 1999 Summer	LOS 1999 Summer	Year 2021 Summer	LOS 2021 Summer	Year 2021 Summer w/New Dock	LOS 2021 Summer w/New Dock
Diamond Ridge Road and Sterling Hwy	Southbound	1.6	A	0.6	A	0.6	A
	Westbound	13.5	B	18.3	C	18.5	C
	Northbound	0	A	0	A	0	A
Skyline Drive and East Hill Road	Westbound	5.2	A	8.6	A	8.6	A
	Eastbound	0	A	0	A	0	A
	Northbound	11.8	B	11.5	B	11.5	B
East End Road and Kachemak Drive	Westbound	9.5	A	4.8	A	4.6	A
	Eastbound	0	A	0	A	0	A
	Northbound	14.2	B	19.7	C	20.0	C
Fairview Street and Bartlett Street	Eastbound	11.0	B	11.5	B	10.9	B
	Southbound	4.5	A	4.3	A	2.7	A
	Eastbound	11.2	B	11.5	B	11.3	B
	Northbound	2.2	A	3.1	A	3.1	A
Fairview Street and Main Street	Eastbound	10.5	B	9.9	A	10.7	B
	Southbound	0	A	0	A	0	A
	Westbound	11.4	B	11.1	B	10.9	B
	Northbound	4.2	A	1.3	A	1.5	A
Svedlund Street and Fairview Street	Southbound	0	A	0	A	0	A
	Eastbound	9.4	A	10.3	B	9.6	A
	Northbound	3.1	A	6.1	A	5.7	A
	Northbound	12.4	B	56.6	F	94.8	F

2004 Non-Motorized Plan



2005 (1999) Transportation Plan



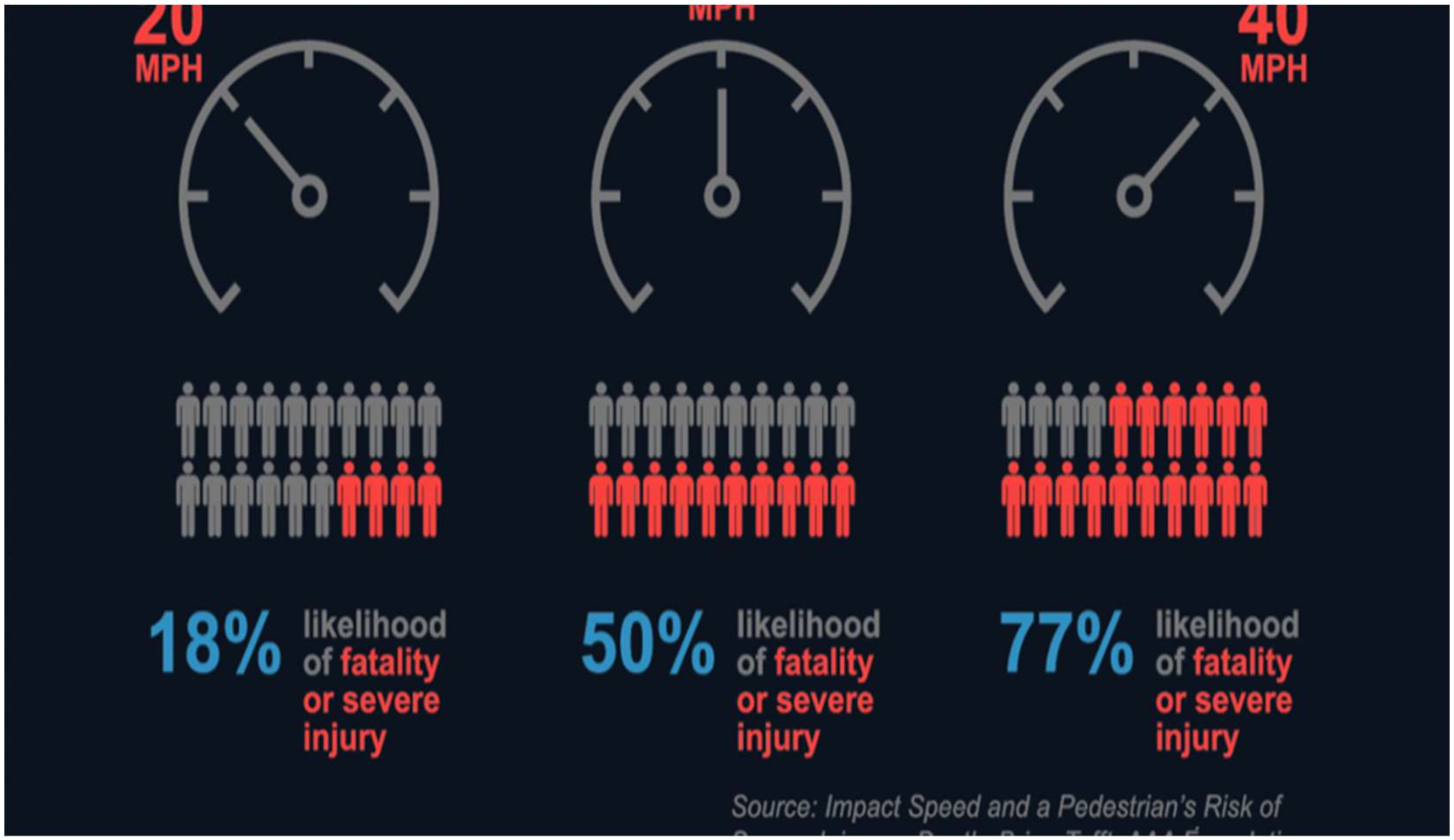

Street View - Aug 2009
Ohlson Ln


SPEED
LIMIT
15

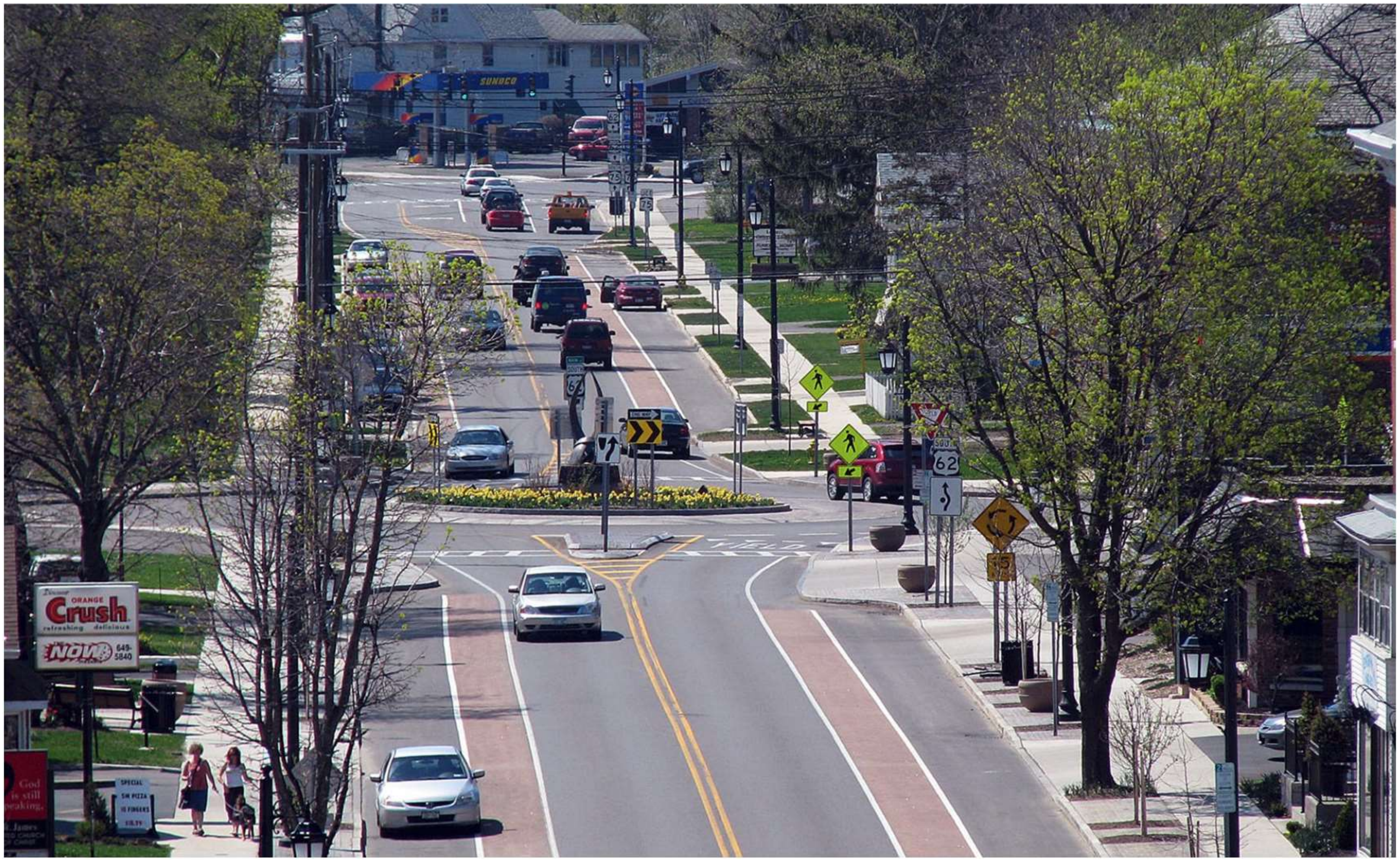

END
45
SPEED
LIMIT
Cabrillo Hwy


Vision Zero
Action Plan
CITY OF HOUSTON

VEHICLE SPEED DETERMINES HUMAN OUTCOMES




25 US-26
Jackson, Wyoming
Google
Street View - Jul 2019
JACKSON DRUG CO.
US-26


SUNOCO
ORANGE
Crush
62

Hamburg, NY (15 Miles south of Buffalo)
US ROUTE 62 (11,000+ ADT)
COMPLETED 2009

Commercial building permits: from **16** in 2005 to **96** in 2010.
Property values along the corridor more than **doubled** in this time period.

https://www.cnu.org/publicsquare/2018/01/30/bigger-not-better-main-street

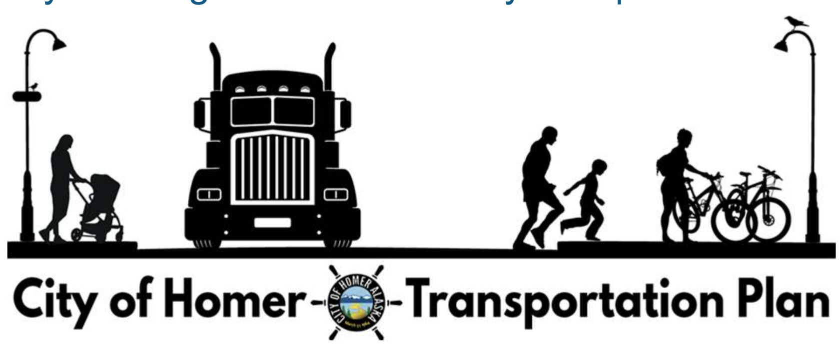
Homer Transportation Plan

Happenings & Engagement Opportunities

October

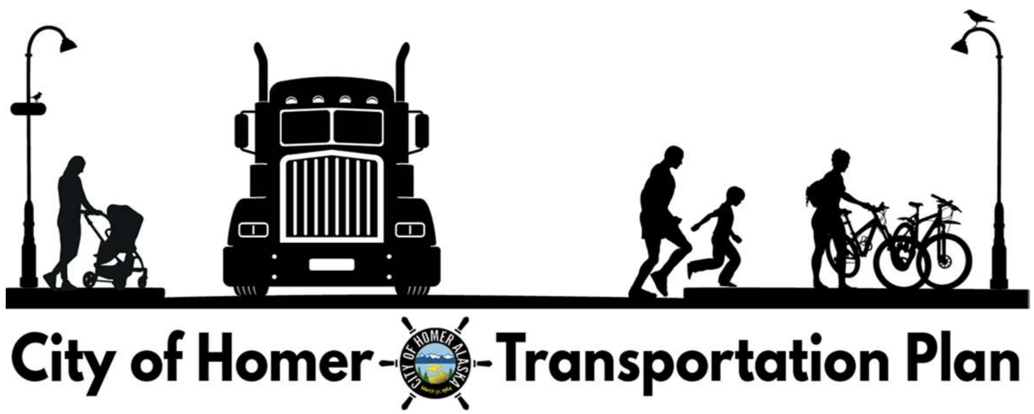
- Outreach, short presentations at City Meetings
- Input collected via web survey (paper copies at the library) & GIS-based public comment
- Focus groups

November 9: Community Meeting at Kachemak Bay Campus



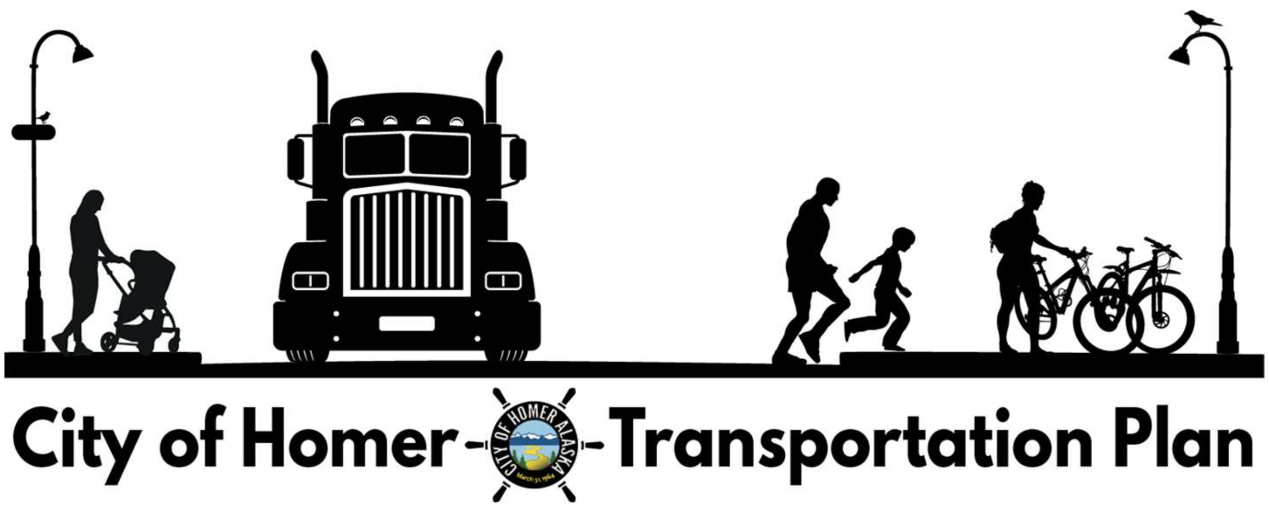
City of Homer project goals -

- Need for a truck route (get them off of Pioneer!)
- Need to prioritize new sidewalk construction
- Identify new trail/non motorized routes
- Give special attention to Old Town for all modes of transportation
- And more!



Visit the Project Website

https://www.cityofhomer-ak.gov/publicworks/transportation-plan



TAKE the SURVEY

WE WANT YOUR FEEDBACK

Scan here

You can help the City update the Transportation Plan that will provide framework to improve roads, sidewalks and recreational trails for the next 20 years. Please take a few minutes to share with us how you travel in and around Homer.
We want your feedback!

Want to learn more?

www.cityofhomer-ak.gov

City of Homer Transportation Plan

PHC 22-009

AGENDA ITEM REPORT

Port Bond Analysis Information

Item Type:	Informational Item
Prepared For:	Port & Harbor Advisory Commission
Meeting Date:	26 Oct 2022
Staff Contact:	Elizabeth Walton, Finance Director
Department:	Finance

Summary Statement:

Project Cost: $200,000,000

Local Share (17.5%): $35,000,000

Debt Service Term: 20 years

Annual Debt Service Payment: $3,000,000

Debt Service Reserve Fund (required to be held in separate account): $3,167,500

Project Cost: $300,000,000

Local Share (17.5%): $52,500,000

Debt Service Term Length: 20 years

Annual Debt Service Payment: $4,600,000

Debt Service Reserve Fund (required to be held in separate account): $4,751,250

Port and Harbor
Operating Financial Report
Actuals through October 2022
33% Fiscal Year Elapsed

FUND 400 - PORT & HARBOR ENTERPRISE FUND
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE

A/C Num.	Revenue Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
0600	**HARBOR ADMINISTRATION**				
4515	Ferry Lease	18,000	9,000	50.0%	18,000
4650	Rents & Leases	449,731	182,186	39.6%	460,000
	Operating Revenue - Admin	**467,731**	**191,186**	**40.0%**	**478,000**
4527	PERS Revenue	-	-	0.0%	-
4634	Port Storage Fee	119,992	85,613	93.1%	92,002
4635	Port Impound Fee	204	816	0.0%	-
4705	Business Licenses	10	-	0.0%	34
4801	Interest On Investments	(62,000)	-	0.0%	24,531
4901	Surplus Property	26,078	-	0.0%	8,014
4902	Other Revenue	-	-	0.0%	883
	Non-Operating Revenue - Admin	**84,283**	**86,429**	**68.9%**	**125,464**
0601	**HARBOR**				
4245	Waste Oil Disp	603	-	0.0%	1,564
4249	Oil Spill Recovery	(100)	-	0.0%	296
4318	Parking Revenue	180,789	79,287	67.7%	117,134
4319	Electrical Supplies	2,275	-	0.0%	2,298
4624	Berth Transient Monthly	649,848	246,413	39.4%	625,600
4625	Berth Reserved	1,552,986	1,387,437	87.4%	1,587,123
4626	Berth Transient Annual	315,591	146,571	50.7%	288,914
4627	Berth Transient Semi Annual	130,453	11,137	8.2%	135,742
4628	Berth Transient Daily	152,145	57,122	42.6%	134,210
4629	Metered Energy	186,689	11,885	13.0%	91,546
4644	Pumping	-	-	0.0%	339
4645	Wooden Grid	5,006	1,115	18.0%	6,185
4646	Commerical Ramp	54,913	13,406	22.3%	60,000
4647	Berth Wait List	15,211	2,253	18.7%	12,055
4648	Steel Grid Fees	7,900	1,622	17.8%	9,121
4663	Trans Energy 110v	47,616	12,068	27.2%	44,355
4664	Trans Energy 220v	16,186	7,983	28.3%	28,194
4665	Trans Energy 208v	205,197	27,033	17.6%	153,840
4666	Commerical Ramp Wharfage	38,422	24,385	54.6%	44,666
	Operating Revenue - Harbor	**3,561,731**	**2,029,716**	**60.7%**	**3,343,182**
4802	Penalty/Int	6,101	1,486	10.9%	13,598
4902	Other Revenue	68,633	21,363	30.0%	71,241
	Non-Operating Revenue - Harbor	**74,735**	**22,849**	**26.9%**	**84,838**

Port and Harbor
Operating Financial Report
Actuals through October 2022
33% Fiscal Year Elapsed

FUND 400 - PORT & HARBOR ENTERPRISE FUND REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE					
A/C Num.	**Revenue Categories & Descriptions**	**FY22 7/1/21 - 6/30/22 ACTUAL**	**FY23 YTD ACTUAL $**	**FY23 YTD ACTUAL %**	**FY23 7/1/22 - 6/30/23 BUDGET**
0602	**PIONEER DOCK**				
4631	USCG Leases	35,067	12,832	34.9%	36,808
4637	Seafood Wharfage-PD	-	-	0.0%	-
4638	PD Fuel Wharfage	207,277	92,790	39.9%	232,477
4639	Pioneer Dock - Wharfage	-	-	0.0%	-
4641	PD Water Sales	11,338	3,039	31.8%	9,569
4642	PD Docking	41,079	14,992	28.7%	52,285
	Operating Revenue - Pioneer Dock	**294,761**	**123,653**	**37.3%**	**331,140**
0603	**FISH DOCK**				
4620	Ice Sales	272,257	130,125	48.8%	266,797
4621	Cold Storage	27,398	-	0.0%	17,705
4622	Crane Rental	193,965	74,755	37.8%	197,594
4623	Card Acess Fees	5,780	1,897	21.7%	8,748
4637	Seafood Wharfage	17,200	4,970	29.6%	16,795
4700	Other Wharfage Fish Dock	6,694	9,554	97.1%	9,843
	Operating Revenue - Fish Dock	**523,294**	**221,300**	**42.8%**	**517,482**
4206	**Fish Tax**	**66,865**	**114,534**	**209.2%**	54,760
0604	**DEEP WATER DOCK**				
4633	Stevedoring	8,882	4,096	29.1%	14,080
4637	Seafood Wharfage	-	-	0.0%	558
4640	Deep Water Dock Wharfage	-	24,145	64.7%	37,314
4643	Deep Water Dock Docking	116,132	34,487	34.5%	100,000
4668	Dwd Water Sales	32,419	23,733	94.9%	25,000
4672	Port Security Revenues	-	-	0.0%	-
	Operating Revenue - DW Dock	**157,434**	**86,461**	**48.9%**	**176,953**
0605	**OUTFALL LINE**				
4704	**Outfall Line**	**4,626**	**(6,673)**	**-139.0%**	4,800
0606	**FISH GRINDER**				
4706	**Fish Grinder**	**(872)**	**(1,204)**	**-15.1%**	7,998
0615	**LOAD AND LAUNCH RAMP**				
4653	L & L Ramp Revenue	132,446	52,224	41.2%	126,663
	Operating Revenue - L & L Ramp	**132,446**	**52,224**	**41.2%**	**126,663**
	Total Revenues	**5,367,034**	**2,920,476**	**56%**	**5,251,279**
	Net Surplus (Deficit)	**470,269**	**1,695,312**		**0**

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FUND 400 - PORT & HARBOR ENTERPRISE FUND
COMBINED EXPENDITURES

A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	1,123,760	383,528	31.7%	1,210,211
5102	Fringe Benefits	538,147	128,348	17.4%	737,330
5103	Part-time Wages	106,252	87,726	60.0%	146,292
5104	Part-time Benefits	12,143	9,977	59.2%	16,844
5105	Overtime	31,916	5,245	13.9%	37,766
5107	Part-time Overtime	843	128	3.3%	3,879
5108	Unemployment Benefits	348	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**1,813,409**	**614,952**	**28.6%**	**2,152,322**
	Maintenance and Operations				
5201	Office Supplies	5,322	1,708	40.7%	4,200
5202	Operating Supplies	20,623	2,921	11.2%	26,000
5203	Fuel and Lube	40,115	3,849	10.6%	36,300
5204	Chemicals	6,410	-	0.0%	6,000
5207	Vehicle and Boat Maintenance	21,532	6,086	24.3%	25,000
5208	Equipment Maintenance	60,451	2,580	4.1%	63,000
5209	Building & Grounds Maintenance	24,264	15,585	25.1%	62,000
5210	Professional Services	16,176	8,404	48.0%	17,500
5211	Audit Services	37,510	3,540	9.2%	38,520
5213	Survey and Appraisal	24,000	-	0.0%	12,500
5214	Rents & Leases	4,280	997	14.2%	7,000
5215	Communications	16,391	615	7.7%	8,000
5216	Freight and Postage	2,619	-	0.0%	5,500
5217	Electricity	619,883	36,646	5.6%	650,701
5218	Water	75,643	25,200	25.3%	99,581
5219	Sewer	13,157	3,801	27.1%	14,018
5220	Refuse and Disposal	40,694	5,363	8.5%	63,300
5221	Property Insurance	64,722	88,108	123.8%	71,194
5222	Auto Insurance	10,007	9,740	94.8%	10,275
5223	Liability Insurance	63,433	5,873	11.4%	51,610
5227	Advertising	6,076	947	13.5%	7,000
5228	Books and Subscriptions	26	-	0.0%	-
5231	Tools and Equipment	9,471	2,022	12.9%	15,700
5235	Membership Dues	6,088	2,160	30.9%	7,000
5236	Transportation	6,641	873	9.5%	9,200
5237	Subsistence	6,837	1,126	19.3%	5,837
5238	Printing and Binding	1,482	-	0.0%	3,500
5248	Lobbying	21,000	5,250	23.9%	22,000

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FUND 400 - PORT & HARBOR ENTERPRISE FUND
COMBINED EXPENDITURES

A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
5249	Oil Spill Response	2,833	-	0.0%	1,000
5250	Camera Area Network	8,748	-	0.0%	18,000
5252	Credit Card Expenses	104,946	-	0.0%	89,000
5256	Waste Oil Disposal	45,012	2,345	5.2%	45,000
5258	Float and Ramp Repairs	8,329	1,151	4.6%	25,000
5287	Electrical Supplies	2,326	-	0.0%	2,100
5601	Uniform	8,785	590	6.2%	9,500
5602	Safety Equipment	6,241	1,376	9.2%	15,000
5603	Employee Training	7,918	256	2.8%	9,000
5606	Bad Debt Expenses	12,071	(1,166)	-3.9%	30,000
5608	Debt Payment-Interest	43,321	-	0.0%	-
5627	Port Security	-	-	0.0%	2,500
5635	Software	938	-	0.0%	4,000
5637	Diving Services	4,350	-	0.0%	8,500
5638	Signage Parking Delineation	11,251	4,730	30.5%	15,500
	Total Maint. and Operations	**1,491,921**	**242,676**	**15.0%**	**1,616,536**
	C/O and Transfers				
5106	Leave Cash Out	66,243	-	0.0%	62,025
5241	GF Admin Fees	-	-	0.0%	-
5990	Transfers To	1,525,193	367,536	25.9%	1,420,397
	Total Others	**1,591,435**	**367,536**	**24.8%**	**1,482,422**
	Total	**4,896,765**	**1,225,164**	**23.3%**	**5,251,279**

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FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0600 - ADMINISTRATION				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	189,585	62,678	29.5%	212,698
5102	Fringe Benefits	87,811	19,276	14.8%	130,203
5103	Part-time Wages	-	-	0.0%	2,848
5104	Part-time Benefits	-	-	0.0%	328
5105	Overtime	(435)	315	5.4%	5,845
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**276,961**	**82,268**	**23.4%**	**351,921**
	Maintenance and Operations				
5201	Office Supplies	4,133	613	24.5%	2,500
5202	Operating Supplies	2,806	64	2.6%	2,500
5207	Vehicle and Boat Maintenance	197	-	0.0%	-
5209	Building & Grounds Maintenance	4,753	-	0.0%	5,000
5210	Professional Services	4,548	2,808	93.6%	3,000
5211	Audit Services	37,510	3,540	9.2%	38,520
5213	Survey and Appraisal	24,000	-	0.0%	12,500
5214	Rents & Leases	4,280	997	14.2%	7,000
5215	Communications	16,391	615	7.7%	8,000
5216	Freight and Postage	2,619	-	0.0%	5,500
5221	Property Insurance	64,722	88,108	123.8%	71,194
5222	Auto Insurance	10,007	9,740	94.8%	10,275
5223	Liability Insurance	63,433	5,873	11.4%	51,610
5227	Advertising	5,930	947	15.8%	6,000
5228	Books and Subscriptions	26	-	0.0%	-
5231	Tools and Equipment	-	-	0.0%	1,500
5235	Membership Dues	2,873	1,755	50.1%	3,500
5236	Electrical Supplies	2,978	764	17.0%	4,500
5237	Subsistence	5,620	186	5.3%	3,500
5238	Printing and Binding	1,482	-	0.0%	3,000
5248	Lobbying	21,000	5,250	23.9%	22,000
5252	Credit Card Expenses	99,722	-	0.0%	85,000
5603	Employee Training	100	-	0.0%	1,000
5606	Bad Debt Expenses	12,071	(1,166)	-3.9%	30,000
5608	Debt Payment-Interest	43,321	-	0.0%	-
5635	Software	938	-	0.0%	4,000
	Total Maintenance and Operations	**435,462**	**120,094**	**31.5%**	**381,599**
	Capital Outlay and Transfers				
	Transfer to Reserves	1,086,204	-	0.0%	1,023,675
	Transfer to Reserves for Energy Project Repay	-	-	0.0%	-
	Transfer to Revolving Energy Fund	1,341	-	0.0%	-
	Transfer to Bond Fund	300,000	300,000	100.0%	300,000
	Transfer to Health Insurance Fund	176	212	100.0%	212
5990	**Total C/O, Transfers & Reserves**	**1,387,721**	**300,212**	**22.7%**	**1,323,886**
	Others				
5106	Leave Cash Out	66,243	-	0.0%	62,025
5241	GF Admin Fees	-	-	0.0%	-
	Total Others	**66,243**	**-**	**0.0%**	**62,025**
	Total	**2,166,386**	**502,574**	**23.7%**	**2,119,432**

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FUND 400 - PORT & HARBOR ENTERPRISE FUND
DEPT 0601 - HARBOR

A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	416,279	137,992	30.8%	447,470
5102	Fringe Benefits	200,570	47,194	17.5%	269,477
5103	Part-time Wages	64,052	51,769	57.8%	89,594
5104	Part-time Benefits	7,138	5,872	56.9%	10,316
5105	Overtime	19,346	3,261	18.3%	17,772
5107	Part-time Overtime	281	67	4.0%	1,700
5108	Unemployment Benefits	348	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**708,013**	**246,155**	**29.4%**	**836,328**
	Maintenance and Operations				
5201	Office Supplies	93	293	48.9%	600
5202	Operating Supplies	7,726	327	4.4%	7,500
5203	Fuel and Lube	19,837	2,820	16.6%	17,000
5204	Chemicals	5,069	-	0.0%	3,000
5207	Vehicle and Boat Maintenance	2,449	1,467	29.3%	5,000
5208	Equipment Maintenance	228	-	0.0%	1,000
5209	Building & Grounds Maintenance	5,017	395	5.3%	7,500
5210	Professional Services	251	-	0.0%	2,500
5217	Electricity	433,407	18,464	4.5%	414,579
5218	Water	41,925	14,730	26.5%	55,624
5219	Sewer	8,211	2,458	31.2%	7,880
5220	Refuse and Disposal	38,881	5,047	8.4%	60,000
5227	Advertising	146	-	0.0%	1,000
5231	Tools and Equipment	3,001	211	10.6%	2,000
5235	Membership Dues	535	140	28.0%	500
5236	Transportation	2,213	-	0.0%	2,700
5237	Subsistence	1,000	911	68.2%	1,337
5238	Printing and Binding	-	-	0.0%	500
5249	Oil Spill Response	2,833	-	0.0%	1,000
5287	Electrical Supplies	2,326	-	0.0%	2,100
5601	Uniform	3,059	373	12.4%	3,000
5602	Safety Equipment	2,951	649	13.0%	5,000
5603	Employee Training	1,991	-	0.0%	3,000
5638	Signage Parking Delineation	11,251	4,730	30.5%	15,500
	Total Maintenance and Operations	**594,398**	**53,017**	**8.6%**	**619,820**
	Capital Outlay and Transfers				
	Transfer to Loan Payment to GF - Prin.	65,364	65,364	100.0%	65,364
	Transfer to Loan Payment to GF - Interest	3,922	1,961	100.0%	1,961
5990	Transfers To	-	-	0.0%	-
	Total C/O, Transfers & Reserves	**69,285**	**67,325**	**100.0%**	**67,325**
	Total	**1,371,697**	**366,497**	**24.1%**	**1,523,473**

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FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0602 - PIONEER DOCK				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	45,139	14,944	48.8%	30,629
5102	Fringe Benefits	21,362	5,101	28.2%	18,089
5103	Part-time Wages	101	-	0.0%	-
5104	Part-time Benefits	14	-	0.0%	-
5105	Overtime	1,865	326	30.2%	1,081
5107	Part-time Overtime	25	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**68,507**	**20,371**	**40.9%**	**49,799**
	Maintenance and Operations				
5202	Office Supplies	-	-	0.0%	1,500
5208	Operating Supplies	-	-	0.0%	1,000
5209	Vehicle and Boat Maintenance	-	2,000	100.0%	2,000
5210	Tools and Equipment	3,626	1,996	99.8%	2,000
5217	Membership Dues	16,773	433	1.9%	22,914
5218	Transportation	7,419	3,162	51.9%	6,095
5231	Safety Equipment	-	-	0.0%	1,000
5602	Employee Training	666	-	0.0%	1,000
	Total Maintenance and Operations	**28,485**	**7,591**	**20.2%**	**37,509**
	Capital Outlay and Transfers				
5990	Transfers To	-	-	0.0%	-
	Total C/O, Transfers & Reserves	**-**	**-**	**0.0%**	**-**
	Total	**96,992**	**27,963**	**32.0%**	**87,309**

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FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0603 - FISH DOCK				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	200,552	62,741	26.6%	236,125
5102	Fringe Benefits	99,075	21,452	14.3%	149,502
5103	Part-time Wages	17,026	12,800	75.6%	16,931
5104	Part-time Benefits	2,205	1,465	75.1%	1,949
5105	Overtime	4,250	642	8.3%	7,701
5107	Part-time Overtime	505	38	1.8%	2,179
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**323,612**	**99,138**	**23.9%**	**414,387**
	Maintenance and Operations				
5201	Office Supplies	991	751	150.2%	500
5202	Operating Supplies	3,967	1,176	39.2%	3,000
5203	Fuel and Lube	4,383	-	0.0%	3,000
5204	Chemicals	1,341	-	0.0%	3,000
5207	Vehicle and Boat Maintenance	244	701	0.0%	-
5208	Equipment Maintenance	43,979	171	0.5%	37,000
5209	Building & Grounds Maintenance	3,247	5,431	41.8%	13,000
5210	Professional Services	4,036	3,260	108.7%	3,000
5217	Electricity	149,313	17,749	9.4%	189,524
5218	Water	12,216	913	5.4%	16,926
5219	Sewer	469	355	26.3%	1,347
5231	Tools and Equipment	2,680	322	21.5%	1,500
5235	Membership Dues	965	70	0.0%	-
5250	Camera Area Network	-	-	0.0%	4,000
5601	Uniform	1,568	-	0.0%	3,000
5602	Safety Equipment	761	607	60.7%	1,000
5603	Employee Training	762	256	25.6%	1,000
	Total Maintenance and Operations	**230,922**	**31,760**	**11.3%**	**280,797**
	Total	**554,535**	**130,899**	**18.8%**	**695,185**

FUND 400 - PORT & HARBOR ENTERPRISE FUND
DEPT 0604 - DEEP WATER DOCK

A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	45,139	14,944	41.9%	35,672
5102	Fringe Benefits	21,362	5,101	24.6%	20,757
5103	Part-time Wages	101	-	0.0%	-
5104	Part-time Benefits	14	-	0.0%	-
5105	Overtime	1,865	326	25.9%	1,260
5107	Part-time Overtime	25	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**68,507**	**20,371**	**35.3%**	**57,689**
	Maintenance and Operations				
5203	Fuel and Lube	-	-	0.0%	1,000
5209	Building & Grounds Maintenance	3,600	-	0.0%	1,000
5210	Professional Services	-	-	0.0%	2,000
5217	Electricity	10,204	-	0.0%	11,102
5218	Water	7,940	2,330	21.3%	10,918
5219	Sewer	955	202	22.5%	898
5231	Tools and Equipment	-	-	0.0%	1,000
5250	Camera Area Network	457	-	0.0%	4,000
5602	Safety Equipment	-	-	0.0%	1,000
5627	Port Security	-	-	0.0%	2,500
	Total Maintenance and Operations	**23,156**	**2,531**	**7.1%**	**35,418**
	Total	**91,663**	**22,903**	**24.6%**	**93,107**

FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0605 - OUTFALL LINE				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	-	-	0.0%	-
5102	Fringe Benefits	-	-	0.0%	-
5103	Part-time Wages	-	-	0.0%	-
5104	Part-time Benefits	-	-	0.0%	-
5105	Overtime	-	-	0.0%	-
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**-**	**-**	**0.0%**	**-**
	Maintenance and Operations				
5209	Building & Grounds Maintenance	-	6,677	222.6%	3,000
5231	Tools and Minor Equipment	55	-	0.0%	-
5637	Diving Services	4,350	-	0.0%	3,500
	Total Maintenance and Operations	**4,405**	**6,677**	**102.7%**	**6,500**
	Total	**4,405**	**6,677**	**102.7%**	**6,500**

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FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0606 - FISH GRINDER				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	-	-	0.0%	-
5102	Fringe Benefits	-	-	0.0%	-
5103	Part-time Wages	-	-	0.0%	-
5104	Part-time Benefits	-	-	0.0%	-
5105	Overtime	-	-	0.0%	-
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**-**	**-**	**0.0%**	**-**
	Maintenance and Operations				
5202	Operating Supplies	-	-	0.0%	4,000
5208	Equipment Maintenance	7,958	190	1.4%	14,000
5209	Building & Grounds Maintenance	-	-	0.0%	2,500
5218	Water	4,256	3,662	49.9%	7,333
5235	Membership Dues	1,715	-	0.0%	2,500
	Total Maintenance and Operations	**13,930**	**3,852**	**12.7%**	**30,333**
	Total	**13,930**	**3,852**	**12.7%**	**30,333**

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FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0611 - HARBOR MAINTENANCE				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	160,401	64,334	36.9%	174,303
5102	Fringe Benefits	76,183	21,541	20.5%	105,286
5103	Part-time Wages	9,786	10,711	63.3%	16,931
5104	Part-time Benefits	1,086	1,224	62.8%	1,949
5105	Overtime	3,321	200	6.7%	3,000
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**250,778**	**98,010**	**32.5%**	**301,469**
	Maintenance and Operations				
5201	Office Supplies	105	51	8.5%	600
5202	Operating Supplies	5,982	1,287	21.4%	6,000
5203	Fuel and Lube	14,356	938	6.7%	14,000
5207	Vehicle and Boat Maintenance	18,641	3,918	19.6%	20,000
5208	Equipment Maintenance	8,286	2,219	22.2%	10,000
5209	Building & Grounds Maintenance	2,495	1,082	9.0%	12,000
5210	Professional Services	3,566	340	7.6%	4,500
5217	Electricity	7,142	-	0.0%	8,472
5218	Water	614	83	12.2%	675
5219	Sewer	1,013	124	16.6%	748
5231	Tools and Equipment	2,057	529	13.2%	4,000
5235	Membership Dues	-	195	39.1%	500
5236	Transportation	1,450	109	5.4%	2,000
5237	Subsistence	217	28	2.8%	1,000
5256	Waste Oil Disposal	45,012	2,345	5.2%	45,000
5258	Float and Ramp Repairs	8,329	1,151	4.6%	25,000
5601	Uniform	4,158	217	6.2%	3,500
5602	Safety Equipment	1,863	120	4.0%	3,000
5603	Employee Training	5,065	-	0.0%	4,000
5637	Diving Services	-	-	0.0%	5,000
	Total Maintenance and Operations	**130,351**	**14,736**	**8.7%**	**169,995**
	Total	**381,129**	**112,746**	**23.9%**	**471,464**

Port and Harbor
Operating Financial Report
Actuals through October 2022
33% Fiscal Year Elapsed

FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0612 - PIONEER DOCK MAINTENANCE				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	20,345	8,217	37.6%	21,863
5102	Fringe Benefits	9,628	2,753	20.9%	13,195
5103	Part-time Wages	1,223	1,339	63.3%	2,116
5104	Part-time Benefits	136	153	62.8%	244
5105	Overtime	438	27	11.1%	239
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**31,770**	**12,488**	**33.2%**	**37,657**
	Maintenance and Operations				
5202	Operating Supplies	-	-	0.0%	500
5209	Building & Grounds Maintenance	488	-	0.0%	3,000
5231	Tools and Equipment	-	-	0.0%	1,500
5602	Safety Equipment	-	-	0.0%	1,000
	Total Maintenance and Operations	**488**	**-**	**0.0%**	**6,000**
	Total	**32,258**	**12,488**	**28.6%**	**43,657**

Port and Harbor
Operating Financial Report
Actuals through October 2022
33% Fiscal Year Elapsed

FUND 400 - PORT & HARBOR ENTERPRISE FUND
DEPT 0614 - DEEP WATER DOCK MAINTENANCE

A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	20,345	8,217	37.6%	21,863
5102	Fringe Benefits	9,628	2,753	20.9%	13,195
5103	Part-time Wages	1,223	1,339	63.3%	2,116
5104	Part-time Benefits	136	153	62.8%	244
5105	Overtime	438	27	11.1%	239
5107	Part-time Overtime	-	-	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**31,770**	**12,489**	**33.2%**	**37,657**
	Maintenance and Operations				
5202	Operating Supplies	-	-	0.0%	500
5203	Fuel and Lube	370	23	0.0%	-
5209	Building & Grounds Maintenance	4,496	-	0.0%	8,000
5231	Tools and Equipment	-	-	0.0%	1,000
5250	Camera Area Network	-	-	0.0%	5,000
5602	Safety Equipment	-	-	0.0%	2,000
	Total Maintenance and Operations	**4,866**	**23**	**0.1%**	**16,500**
	Total	**36,635**	**12,511**	**23.1%**	**54,157**

Port and Harbor
Operating Financial Report
Actuals through October 2022
33% Fiscal Year Elapsed

FUND	400 - PORT & HARBOR ENTERPRISE FUND				
DEPT	0615 - LOAD AND LAUNCH RAMP				
A/C Num.	Expenditure Categories & Descriptions	FY22 7/1/21 - 6/30/22 ACTUAL	FY23 YTD ACTUAL $	FY23 YTD ACTUAL %	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits				
5101	Salary and Wages	25,975	9,461	32.0%	29,589
5102	Fringe Benefits	12,528	3,177	18.0%	17,626
5103	Part-time Wages	12,738	9,768	62.0%	15,756
5104	Part-time Benefits	1,415	1,110	61.2%	1,814
5105	Overtime	828	123	19.5%	629
5107	Part-time Overtime	7	22	0.0%	-
5108	Unemployment Benefits	-	-	0.0%	-
5112	PERS Relief	-	-	0.0%	-
	Total Salaries and Benefits	**53,491**	**23,661**	**36.2%**	**65,414**
	Maintenance and Operations				
5202	Operating Supplies	142	68	13.5%	500
5203	Fuel and Lube	1,168	68	5.2%	1,300
5209	Building & Grounds Maintenance	167	-	0.0%	5,000
5210	Professional Services	150	-	0.0%	500
5217	Electricity	3,044	-	0.0%	4,109
5218	Water	1,272	320	15.9%	2,009
5219	Sewer	2,508	663	21.1%	3,145
5220	Refuse and Disposal	1,814	316	9.6%	3,300
5231	Tools and Equipment	1,678	960	43.6%	2,200
5250	Camera Area Network	8,291	-	0.0%	5,000
5252	Credit Card Expenses	5,224	-	0.0%	4,000
5602	Safety Equipment	-	-	0.0%	1,000
	Total Maintenance and Operations	**25,458**	**2,395**	**7.5%**	**32,063**
	Capital Outlay, Transfers and Reserves				
5990	Transfers To Reserves	34,201	-	0.0%	29,186
	Total C/O, Transfers & Reserves	**34,201**	**-**	**0.0%**	**29,186**
	Total	**113,150**	**26,056**	**20.6%**	**126,663**

PHC 22-005

AGENDA ITEM REPORT

OCTOBER 2022 PORT & HARBOR STAFF REPORT

Item Type: Informational Item

Prepared For: Port & Harbor Advisory Commission

Meeting Date: 26 Oct 2022

Staff Contact: Bryan Hawkins, Port Director/Harbormaster

Department: Port & Harbor

Summary Statement:

Administration

Staff met with:

- EOC City staff and associated agencies(video conference)- Re: COVID-19 planning
- Rob Dumouchel, City Manager and other Dept. Head staff(video conference)- Re: leadership team/dept. head meetings
- Alaska State Commission for Human Rights (ASCHR)- Re: Discussion and Review of accessibility within the Homer Harbor
- Matthew Millette- Re: Administrative hearing for parking citation appeal
- Brent Culleton, AK DEC- Re: Community Fish Grinder Audit
- Alaska Association for Harbormasters and Port Administrators (AAHPA) members- Re Annual Conference (see attached agenda for listing of events)
- Kirk Johanson, North Star- Re: Fleet insurance
- J&H Consulting, Rob Dumouchel, Jennifer Carrol and staff- Re: Lobbyist check in
- Fortune Sea- Re discussion on large vessel haul out methods/techniques and future planning
- Kim Selkoe, Commercial Fisherman of Santa Barbara- Re: Commercial fishing industry operations on the west coast and Alaska.
- US Senator Lisa Murkowski and staff- Re: Port expansion project, Alaskan fisheries and homer marine trade, and general public meeting.
- PHC Chair Matthews, Jenny Carroll, Economic Development & Community leaders- Re: Think Tank meeting (see detailed report provided by C. Matthews)
- Tyson Alward, Fortune Sea- Re: Discussion about adding electrical service to the Large Vessel haul out facility
- Representative Sarah Vance, Shelly Erickson, Nick Begich and Kelly Tshibaka- Re harbor tour

Operations

The following vessels conducted landings at the Pioneer Dock and Deep Water Dock: Perseverance, Endeavor, Tustumena, Kennicott, Silver Wind, Scenic Eclipse, IT Intrepid, Sovereign, AnnT Cheramie & Petro Responder, and Bob Franco.

The Port of Homer received its first two cruise ship landings since September of 2019 and the ensuing pandemic. The Scenic Eclipse anchored in Kachemak Bay and ferried its passengers into the small boat harbor to ramp 7. This was a unique landing event that required special approval from the USCG MSD Homer in order to conduct passenger operations in a facility not designated in the port of Homer's FSP supporting 33 CFR 105 regulations.

Annual harbor maintenance dredging was conducted during September 18 – 26. Operations staff worked closely with the contractor and the general boating public in support of safe navigation and 24-hour access to the harbor.

Potable water dedicated to the small boat harbor and fish cleaning tables was deactivated during the first week of October. Operations staff removed abandoned garden hoses and other debris from the decks of the float systems in preparation for snow removal.

Fee collection at the L&L ramp concluded October 15th.

Parking enforcement officers and harbor assistants concluded terms of their seasonal employment in September and October.

During the first week of October, harbor officers commenced with mooring assignments for vessels participating in the winter metered power program.

The following notable events occurred during the past month:

- On 9/20, harbor officers responded to an RV that veered off the road into the Homer Spit Campground causing damage to campsite infrastructure before coming to a stop, high-centered on the dredge contractor's outfall line. The driver of the RV was arrested for DUI.
- On 9/28, a 40' barge parted mooring lines during strong easterly winds, while secured to the DWD inside berth. Operations staff worked with the owner to retrieve the barge and tow it into the small boat harbor in prevention of ground event on the north side of Homer spit.
- On 10/9, a southwesterly storm with winds of 50 knots, combined with a 21' high tide caused waves and debris to wash over Homer Spit Road. HPD closed access to the road during high tide. Significant erosion occurred along the high tide line and uplands south of the armor stone abutment.
- On 10/10, operations staff responded to a report of a 40 year old deceased male aboard a vessel moored in the harbor. Operations staff assisted HPD & EMS and the vessel owner with the response.

Ice Plant

Ice sales have slowed slightly this fall since local fish prices are lower than western Alaska communities. We are still planning on a November 15th shut down of the Ice plant. During the last month we've:

- Accomplished half of the annual maintenance on the outdoor augers.
- Replaced weather checked hydraulic hoses and rams on our snow plow.
- Disconnecting and draining some of the fish dock waterlines for winter.
- James Young completed his Industrial Refrigeration IV classes for Refrigeration Operator.
- Replaced/Repaired liquid solenoid valve on the Intercooler circuit.
- Finished ADEC fish grind house water sampling program for the season.

Port Maintenance

For the last month, Port Maintenance has been busy with:

- Winterizing restroom and RV dump station
- Shutting off potable water to the float system and blowing down water lines
- Shutting off water to the Wood and Steel Grids
- Working with engineers on the Cathodic Protection project and Pioneer Dock repairs
- Electrical trouble shooting and repairs
- Winterizing/decommissioning the fish cleaning tables
- Replacing light fixtures on the Pioneer Dock
- Assisting Operations with sign post placement

HOMER QUALITY OF LIFE

City of Homer Economic Development Commission

September 2022

Background

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

Acknowledgments

Economic Development Commission
Karin Marks, Chair
Nicole Arevalo
Deborah Brown
Jay Cherok
Luke Gamble
Hazel Pearson
Adele Person
Tulio Perez
Debbie Speakman

Staff
Julie Engebretsen, Economic Development Manager
Rachel Tussey, CMC, Deputy City Clerk II

QUALITY OF LIFE

Strengths

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

Weaknesses

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

Opportunities

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

Threats

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

Business climate

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

Built Environment - Town buildings and infrastructure

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

Natural Environment

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

Social Climate

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

PHC 22-008

AGENDA ITEM REPORT

Homer Spit Comprehensive Plan Review & Discussion

Item Type: Action Memorandum

Prepared For: Port & Harbor Advisory Commission

Meeting Date: 26 Oct 2022

Staff Contact: Crisi Matthews, Commissioner

Summary Statement:

This agenda item is a continuation of the Port and Harbor Advisory Commission's ongoing review of the current Homer Spit Comprehensive Plan with the intent to generate comment and edits to suggest to the planning dept. for further work toward revision.

Deputy City Clerk Rachel Tussey has previously provided printed versions of the current Spit Comprehensive Plan to the Commission in May. **Please bring this copy with you to the meeting.** This agenda item and memo are created as a place holder to allow for discussion and action items on the topic, should the commission wish to do so.

Staff Recommendation:

For review and discussion. Recommendations to staff or council should be made in the form of a motion.

PHC 22-007

AGENDA ITEM REPORT

DNR Requested Input on Derelict Vessel Funds

Item Type:	Action Memorandum
Prepared For:	Port & Harbor Advisory Commission
Meeting Date:	26 Oct 2022
Staff Contact:	Bryan Hawkins, Port Director/Harbormaster
Department:	Port & Harbor
Attachments:	AK DNR Derelict Vessel Program Request for Input Letter 10/11/22
	2022 Abandoned and Derelict Vessel (ADV) Report

Summary Statement:

The Alaska Department of Natural Resources is considering drafting regulations regarding the derelict vessel prevention program fund outlined in the Alaska Statutes at AS 30.30.096, and derelict vessel enforcement authority outlined at AS 30.30010(e) and (f) and at AS 30.30.165. Regulations for the fund would allow the Department to direct disbursement of monies that have accumulated in the fund to benefit communities, agencies, and organizations impacted by derelict vessel issues. Enforcement regulations would outline administrative processes for citations issued under AS 30.30.010.

Staff Recommendation:

For discussion. Any ideas or suggestions on the topic as DNR takes on the task of drafting new regulations can be submitted individually in writing. Written comments must be submitted to DNR by November 14th 2022 by 5pm. (see attached letter for further submission instructions)

Attachments:

AK DNR Derelict Vessel Program Request for Input Letter 10/11/22

2022 Abandoned and Derelict Vessel (ADV) Report

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Natural Resources
OFFICE OF THE COMMISSIONER
550 West 7th Avenue, Suite 1400
Anchorage, AK 99501-3561
Main: 907.269-8431
Fax: 907-269-8918

State of Alaska
Department of Natural Resources
Notice of Public Scoping Under Administrative Order 266
for Possible Regulations Regarding Derelict Vessels

The Alaska Department of Natural Resources (the Department) is considering drafting regulations regarding the derelict vessel prevention program fund outlined in the Alaska Statutes at AS 30.30.096, and derelict vessel enforcement authority outlined at AS 30.30.010(e) and (f) and at AS 30.30.165. Regulations for the fund would allow the Department to direct disbursement of monies that have accumulated in the fund to benefit communities, agencies, and organizations impacted by derelict vessel issues. Enforcement regulations would outline administrative processes for citations issued under AS 30.30.010.

The purpose of this notice is to ask the public for their ideas and suggestions before the Department undertakes the task of drafting any specific proposed regulations for public review.

Written input must be received no later than 5:00 p.m. on November 14, 2022. Please send all submissions by mail or email to:

Molly Benson
Alaska Department of Natural Resources
550 West 7th Ave. Suite 1070
Anchorage, Alaska, 99501-3577
dnr.derelictvessels.regulation@alaska.gov

Comments submitted by the public in response to this scoping notice will be reviewed by the Department when it drafts proposed derelict vessel regulations. Any proposed regulations will be released for public review and comment in compliance with the Administrative Procedure Act in Alaska Statutes 44.62.

The Department complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aides, services, or special modifications to participate in this scoping request may contact the above address, email, or the TTY number 711 or 800-770-8973 and provide the operator with the phone number 907-269-8527.

The Department reserves the right to waive technical defects in this publication.

Publish date: October 11, 2022

Pacific States / British Columbia Oil Spill Task Force

Abandoned and Derelict Vessel (ADV) Blue-Ribbon Program for Western U.S. States (AK, CA, HI, OR and WA)

Final

F/V Western, Coos Bay, OR. Photo provided by OR Marine

January 14, 2020

PACIFIC STATES | BRITISH COLUMBIA OIL SPILL TASK FORCE

This blue-ribbon program is the product of the Pacific States/British Columbia Oil Spill Task Force ADV (ADV) Work Group.

ADV Workgroup members

Dave	Byers	Response Section Manager	WA Department of Ecology
James	Cogle	Policy and Environmental Program Coordinator	OR State Marine Board
Lydia	Emer	Administrator for Land Quality Programs	OR Department of Environmental Quality
Patricia	Fox	Proprietary Waterway Specialist	OR Department of State Lands
Liz	Galvez	State On-Scene Coordinator	HI Department of Health
Steve	Hampton	Assistant Deputy Administrator	CA Department of Fish and Wildlife, Office of Spill Prevention and Response
Kris	Hess	Division Operations	AK Department of Natural Resources
Franji	Mayes	Web and Publications Coordinator	WA Department of Ecology
Shannon	Miller	Interagency Coordination Unit Manager	AK Department of Environmental Conservation
Sarah	Moore	Preparedness and Response Section Manager	AK Department of Environmental Conservation
Linda	Pilkey-Jarvis	Preparedness Section Manager, Spills Program	WA Department of Ecology
Kathy	Shea	Environmental Program Specialist	AK Department of Environmental Conservation
Scott	Smith	Emergency Response Planner	OR Department of Environmental Quality
Ryan	Todd	Senior Staff Counsel	CA Department of Fish and Wildlife, Office of Spill Prevention and Response
Troy	Wood	Derelict Vessel Removal Program Manager	WA Department of Natural Resources
Sarah	Brace	Executive Coordinator	Pacific States/British Columbia Oil Spill Task Force
Hilary	Wilkinson	Chair, ADV Workgroup; Executive Coordinator Team	Pacific States/British Columbia Oil Spill Task Force (Workgroup Chair)

For questions about this document please contact Hilary Wilkinson (Hilary@VedaEnv.com) or visit: www.oilspilltaskforce.org

TABLE OF CONTENTS

Section I. Executive Summary

Abandoned and derelict vessels (ADVs) are a growing global problem that harm aquatic health and the health of humans and wildlife; threaten commerce and navigation safety; and deplete resources that communities depend upon.

The Pacific States / British Columbia Oil Spill Task Force (Task Force) identified the issue of ADVs as a common threat and a critical, emerging issue in 2017. In 2018, the Task Force formed an ADV Workgroup comprised of ADV experts and program leads from each of the five Task Force jurisdictions: Alaska, California, Hawaii, Oregon, and Washington. The ADV Workgroup's initial task was to document the scope and scale of the problem of ADVs across each jurisdiction.

In March 2018, the ADV Workgroup published *The Current State of Abandoned and Derelict Vessels on the West Coast – White Paper* (White Paper) summarizing the results of this initial work. Some of the conclusions of the White Paper include:

- In general, government policies to comprehensively address ADVs do not exist. For example, there are significant discrepancies between how abandoned cars and abandoned vessels are addressed.
- In the U.S., there is no comprehensive federal ADV program. The federal agencies that have ADV jurisdiction, including the U.S. Coast Guard and the U.S. Army Corp of Engineers, have limited roles and authority.
- State programs vary widely. Only one (Washington) can be considered comprehensive, and no state program has sufficient funding to address ADVs.
- In Canada, the federal Abandoned and Wrecked Vessel Act is comprehensive yet underfunded. This federal program takes precedent over provincial programs.
- A comprehensive program to address ADVs at the state level must contain the following five elements:
  1. Authority
  2. Prevention
  3. Public Outreach and Education
  4. Removal and Deconstruction
  5. Funding

Following publication of the White Paper, the ADV Workgroup identified its next task: develop a comprehensive, blue-ribbon or "model" state/provincial-level program to address ADVs. This paper contains this blue-ribbon "model" program. It consists primarily of recommendations that may be implemented by states to address their own ADV issues.

Because ADVs are addressed primarily at a federal, and not a provincial, level in Canada, this blue-ribbon paper includes only recommendations for western U.S. states.

The blue-ribbon program described in this paper reflects the collective input and expertise of ADV Workgroup members, which include numerous ADV leads within each Task Force jurisdiction. It is the Workgroup's opinion that adoption of each recommended element in this paper would result in a comprehensive ADV program that would successfully remove legacy ADVs and prevent and remove future ADVs. Implementation of the blue-ribbon program will vary by state due to differences in existing programs and extent of the problem.

This blue-ribbon program addresses the five elements described above: authority; prevention; public outreach and education; removal and deconstruction; and funding.

For each of the five elements, this paper includes a high-level overview of the topic; a summary of the gaps and issues related to that topic (primarily from the findings of the White Paper); and a list of recommendations for states.

A total of 33 recommendations are included in the report and a summary can be found in Appendix B.

For a complete list of definitions used in this report, including "abandoned" and "derelict", see Appendix A.

To address the numerous gaps identified in the "authorities" section, this paper also includes a list of recommendations for the Task Force's federal partners.

Section II. Background/Context

ADVs threaten the health of aquatic environments, harm wildlife, and deplete resources that communities depend upon. Through deliberate action or negligence, ADVs break up, sink, or block navigation channels. ADVs often contain harmful quantities of oil, lubricant, and other toxic substances in the materials used to construct the vessel or in cargo on board. These chemicals can injure or kill marine mammals, waterfowl and other aquatic life, and contaminate aquatic lands, nearby shorelines and water bodies. Vessels that settle on the bottom can disrupt the aquatic environment, scouring or crushing sensitive habitats like eelgrass beds and kelp meadows.

Many harmful toxic substances on derelict vessels do not dissolve in water and remain in the environment for lengthy periods of time. These Persistent Organic Pollutants (POPs) are fat-soluble and eventually accumulate in animal fat, becoming concentrated in top predators like orca whales and otters.

The Pacific States / British Columbia Oil Spill Task Force (Task Force) identified the issue of ADVs as a common threat and a critical, emerging issue in 2017. In 2018, they formed the Abandoned and Derelict Vessel Workgroup (ADV Workgroup), comprised of ADV experts and program leads from each of the five Task Force jurisdictions: Alaska, California, Hawaii, Oregon, and Washington.

The ADV Workgroup's initial task was to document the scope and scale of the problem of ADVs across each of the five states, as well as to identify successful efforts elsewhere in the United States and Canada in addressing ADVs. In March 2018, the ADV Workgroup published a White

Paper summarizing the results of this initial work. The White Paper is titled *The Current State of Abandoned and Derelict Vessels on the West Coast – White Paper* (White Paper) and is available by following the link on page 6.

Among the main conclusions of the White Paper are:

- The problem of ADVs includes both commercial and recreational vessels.
- The majority of ADVs are recreational, yet commercial vessels are typically larger and on a per vessel basis, can cost several orders of magnitude more than recreational vessels to remove.
- In addition to a steady stream of newly abandoned vessels, most states also face an increasing backlog of existing or "legacy" ADVs.
- In general, government policies have not been created to address this problem. For example, there are significant discrepancies between how abandoned cars and abandoned vessels are addressed.
- In the US, there is no comprehensive federal program. The few federal agencies that are involved in this issue (the US Coast Guard and the US Army Corp of Engineers) have limited roles.
- State programs vary widely. Only one Task Force state (Washington) can be considered comprehensive. Most state programs have insufficient funding to address ADVs.
- In Canada, the federal *Abandoned and Wrecked Vessel Act* is comprehensive yet underfunded, and this federal program takes precedent over provincial programs.
- No jurisdiction has a comprehensive outreach and education program associated with ADVs.

One of the key recommendations emerging from the White Paper was that a comprehensive program at the state level to address ADVs should include the following five elements.

1. Authority
2. Prevention
3. Public Outreach and Education
4. Removal and Deconstruction
5. Funding

Following publication of the White Paper, the ADV Workgroup identified a second task: develop a comprehensive, blue-ribbon or "model" state program to comprehensively address ADVs. This paper contains this blue-ribbon, "model" program. It consists primarily of recommendations that may be implemented by states to address their own ADV issues.

The purpose of this report is to provide Task Force member jurisdictions[1] with a model or "blue-ribbon" ADV (ADV) program to advance their efforts to comprehensively address the many challenges posed by ADVs.

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[1] States of Alaska, California, Hawaii, Oregon and Washington.

The blue-ribbon program described in this paper reflect the collective input and expertise of ADV leads at each state within the Task Force: Alaska, California, Hawaii, Oregon, and Washington. It is their opinion that adoption of each recommended element in this paper would result in a comprehensive ADV program that would result in proactively preventing new ADVs from entering the waste stream, and efficiently and effectively removing existing ADVs.

Section III. Authority

Overview

Authority refers to the legal ability of a governing agency to declare a vessel "abandoned" and thus remove and dispose of it. The issue of authority regarding ADVs is complex, with multiple federal, state, and local agencies involved, as well as private landowners.

Program Loopholes: Authority

In 2017, the *Point Estero* ran aground near Cayucos State Beach, California. The US Coast Guard removed the oil but then departed. Vessel removal costs were estimated at $70,000. The uninsured owner walked away. The vessel was not eligible for the state's recreational ADV program, and there is no commercial program. Both the county and the State Lands Commission have authority to remove the vessel, but no funding to do so. As of 2019, the vessel remains. *Photo: CA OSPR*

Gaps in ADV Authorities (Key Findings from ADV White Paper)

Most Task Force jurisdictions already have sufficient authority to declare vessels abandoned or derelict; however, numerous gaps exist.

Lack of a legal process for seizing, impounding and removing ADVs.
A legal process for an aquatic land custodian to accomplish seizure, impoundment, removal or custody of an ADV through due process is currently lacking across most west coast jurisdictions. The authority given to the custodian must be broad enough to address a wide variety of situations, including unforeseeable situations, but specific enough to prevent the taking of property without due process. U.S. federal agencies have authority governing specific situations, which limits their effectiveness in dealing with ADVs. For a custodian's authority to be effective, it must be exacting in procedure but flexible in its application.

U.S. Federal authorities
Five different U.S. federal agencies have ADV authorities, including: 1) the National Oceanic and Atmospheric Administration (NOAA), 2. the United States Army Corps of Engineers (USACE), 3. the United States Coast Guard (USCG), 4. The Environmental Protection Agency (EPA) and 5. the Federal Emergency Management Agency (FEMA). As indicated in the Point Estero situation (see insert at right), federal authorities and responsibilities frequently end once contamination is

removed from a vessel, leaving complicated and expensive removal actions to state and local agencies.

A March 2017 US Government Accountability Office (GAO) Report to Congress titled *Federal and State Actions, Expenditures, and Challenges to Addressing Abandoned and Derelict Vessels* [2] noted "agencies reported they generally did not have funding to support actions beyond responding to ADVs posing navigation hazards in federally-maintained waterways and pollution and public health threats, ***nor were they required to do so by federal law or agency policy." (emphasis added)***

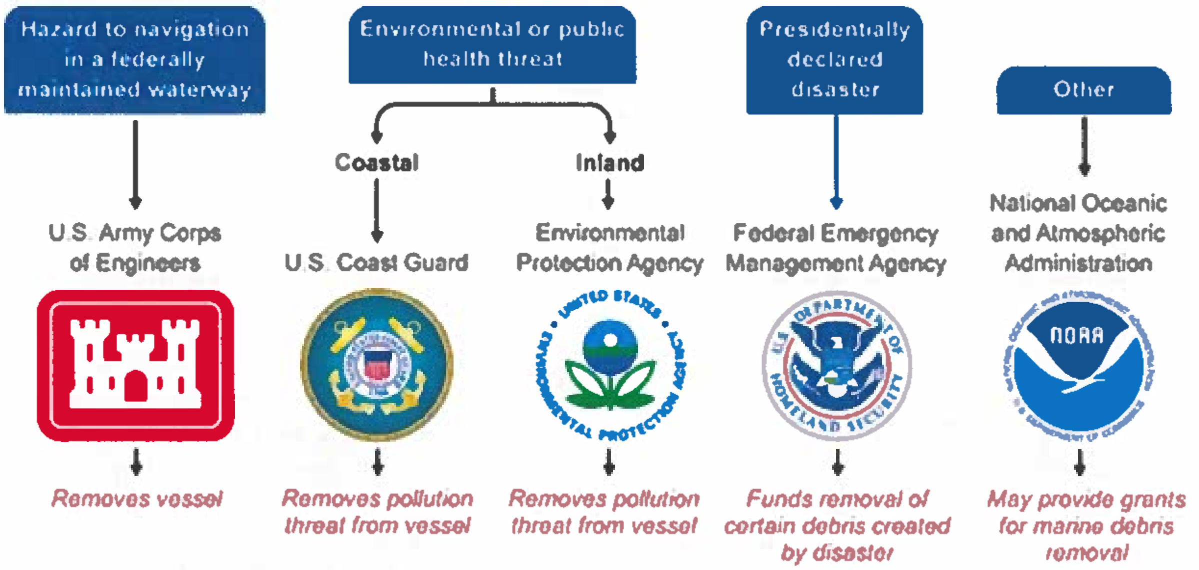
Table 1 and Figure 1 provide brief overviews of each U.S. Federal agency's authorities, and limits, regarding ADVs.

Table 1: U.S. Federal Agencies Authorities/Limitations regarding ADVs

Agency	Specific ADV authority (geographic focus; source of authority; funding)
NOAA	• Primary geographic focus for addressing ADVs is within National Marine Sanctuaries, but supports other marine environments by providing grants for private and public lands from the Marine Debris Program. • ADVs are considered marine debris. However, the Marine Debris Grant Program cannot be considered a true ADV-removal program because it includes all marine debris, not just ADVs.
USACE	• Addresses ADVs only in federally recognized navigation channels, and only if the vessel impacts the maintenance or navigation of the channel. • Authorized to remove the vessel, but has no funding to do so.
USCG *(Coast)* **and EPA** *(Inland)*	• Removes pollution threat from vessel where there is an environmental or a public health threat. • Petroleum removal funds come from the Oil Spill Liability Trust Fund. Vessel removal funds would have to come from the agency's budget. • Neither agency has dedicated ADV removal funding.
FEMA	• ADV authorities arise from Robert T. Stafford Disaster Relief and Emergency Assistance Act. • Can only fund ADV removals under declared emergencies.

2 https://www.gao.gov/assets/690/683713.pdf, 5DEC19

Figure 1. U.S. Federal Agency ADV Authorities



Source: GAO analysis of federal agency documentation. | GAO-17-202

State and Local Authorities

Based on a review of many U.S. states, five gaps have been identified in terms of state/local authorities regarding ADVs.

1. **Narrow focus on recreational vessels only**. Some agencies have limited authority to deal with ADVs from state statutes, or have defined their programs to address only recreational vessels, leaving the commercial vessels out of their authority to remove.[3] There are fewer commercial vessels, but they are more expensive to deal with and have a larger single point of impact on the environment.
2. **Narrow focus on reasons for removal**. Some agencies limit ADV removals to emergencies or threats to human safety.[4] While most ADVs will eventually meet these criteria, it does not leave room for flexibility in dealing with ADV's nor does it give authority to remove nuisance vessels.
3. **Limited geographic focus**. Some entities limit their ADV removal authority to public aquatic lands only.[5] Private aquatic land owners wishing to remove an ADV must rely on the lost property or trespass laws of their state and are given little to no help from federal or state level agencies.
4. **Limited authority for local jurisdictions**. Vessel removal approvals made at the state level based on the state's priorities effectively removing localities from placing priorities within their own jurisdictions.[6] Even if a local agency wanted to fund and remove an ADV, they need state approval if the vessel is on state-owned aquatic lands.

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[3] https://dnr.maryland.gov/Boating/Pages/abandonedboats.aspx , 21JUN19
[4] https://www.monroecounty-fl.gov/441/Derelict-and-Abandoned-Vessels, 21JUN19
[5] https://www.oregon.gov/osmb/boater-info/Pages/Abandoned-Derelict-Boats.aspx, 21JUN19
[6] https://dmv.vermont.gov/enforcement-and-safety/laws/abandoned-vessel, 21JUN19

5. **Limits on private property owners' ability to act**. Private property owners who find ADVs on their properties usually cannot access state funds to have them removed. While they *can* access funding from NOAA's Marine Debris Program grants,[7] they do not actually have the legal authority to remove the vessels and must appeal to the state to have the property declared lost. (Alaska is an exception. It authorizes private property owners to declare vessels abandoned or derelict, and therefore subject to removal).

Recommendations

1. **Ensure broad capability within ADV programs.**

   Ensure that the aquatic land[8] custodian has authority to remove a hazard, nuisance or threat while protecting the vessel owner's rights and due process. The best structure for an ADV removal program would be strict in process and unrestricted in capability. Legal authority should be free of gaps in jurisdiction, clear in process, and have the ability to adapt to changing circumstances.

   An ADV program should not limit or constrain the ability and authority of an agency to enact and enforce ordinances or other regulations relating to derelict and abandoned vessels, or to take any actions authorized by federal or state law in responding to derelict or abandoned vessels.

Case Study

Washington State's Derelict Vessel Removal Program prioritizes ADVs based on threats to human safety and the environment. This focus is due to limited resources. However, Washington State's statutes allow any authorized public entity to remove vessels within their jurisdiction. This gives local entities, such as ports, the ability to remove a vessel that is a low priority for the state.

Washington is also an example of limiting authorities of private property owners. Counties typically have ADV removal authority on private property, but if the county refuses to exercise its authority, the property owner cannot use the State program to remove the vessel.

2. **Empower local (e.g. county, city, Ports, etc.) authorities to remove ADVs.**

   In addition to having proper authority, the process by which state agencies gain the legal right to remove, deconstruct, sell or use a vessel should be clearly spelled out in state statute in straightforward language comprehensible to any agency staff member.

   State agencies frequently prioritize ADV removals due to limited resources, which can have the unintended consequence of limiting the ability of a local entity (city, county or private property owner) to act. Therefore, local authorities should have a voice in removal prioritization and, when appropriate, should have authority to seize, impound, remove or gain custody of either recreational or commercial vessels.

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[7] https://marinedebris.noaa.gov/current-efforts/removal 21JUN19

[8] Also referred to as "submerged lands" in some jurisdictions such as Alaska.

In the interest of maintaining an unrestricted ability to deal with ADVs, authorities should be unburdened with undue governmental bureaucracy. Giving a city or private property owner the authority to act would allow them to initiate removals based on local needs and not compete with other localities for state or federal approval.

3. **Mandate adherence to due process.**

State statute should mandate that agencies and private individuals adhere to due process. The notice requirement process should hold vessel owners responsible for their property and include: the agency's intended action, information on why the action is being taken, how an owner can prevent the intended action or retrieve the vessel, who to contact for more information, the timeline of the process including deadlines for owner actions, and how to appeal if the intended action was successful. Typical notice requirements have a 10 to 30-day notice posted to the vessel accompanied by letters to the last registered owners. Washington also requires the notice of intent to be placed on their Department of Natural Resources' website and published in a newspaper of general circulation. Agencies are indemnified if they follow state statutes and are not negligent in their actions. WA state has comprehensive due process/notification requirements. Detailed information is in Appendix C.

Once a vessel meets the definition of abandoned or derelict, a notice should be posted on the vessel with an intent to gain custody. The notice should include the following information: who is taking custody, why the vessel was or is being removed, how to appeal the seizure, who is responsible for the costs involved with the seizure, how to prevent the vessels seizure or how to retrieve the vessel after seizure, and the timeline or deadlines in the process.

Notices could be sent to the owners on record, as well as published via the web, newspaper, and other media outlets.

Washington State has due process requirements that could serve as a model.

4. **Empower agencies to dispose of ADVs in publicly beneficial ways.**

An agency should have the broad ability to sell, deconstruct, recycle or use the vessel in a way that provides the best public benefit. Statutes and policy should not encourage or prioritize the sale of removed vessels regardless of condition to discourage the possibility of the same vessel being abandoned or derelict multiple times under multiple owners. If deconstructed, it should be in the most environmentally friendly process possible while keeping costs in mind. Typically, funds garnered from a vessel, either through selling or recycling, are used to reimburse the agency that removed the vessel, with any remainder going into a fund for future vessel removals.

5. **Ensure that the agency with removal authority can remove any vessel, whether commercial or recreational.**

Decisions regarding removal should be based on a vessel's current condition and situation, not on its as-built intended use and/or ownership status. The following situation in Washington illustrates how it can be accomplished.


USCG 41' vessel taken into custody by WA State DVRP. Photo: WA State DNR DVRP

Washington Dept. of Natural Resources (DNR) Derelict Vessel Removal Program (DVRP) posted notice on and took into custody a former USCG 41' utility vessel that was legally owned by the US Bureau of Indian Affairs. After taking custody, WA DNR DVRP sold the vessel and the funds were deposited into the Derelict Vessel Removal Account. The USCG vessel posed the same threat to human safety and the environment that a similarly sized recreational vessel posed. The DVRP had jurisdiction over State Owned Aquatic Lands and the vessel met the definition of abandoned, so Washington State statutes gave WA DNR DVRP authority to remove and sell the vessel, provided they follow the legal notice requirements. The vessel's as-built intended use was not a consideration when determining its current condition and situation.

All vessels deteriorate and eventually pose the same risk to human safety and the environment, so their current condition and situation should be the only removal priority criterion.

Most commercial vessels are sold for private recreational purposes, or they drop off registration rolls once their maintenance and seaworthiness is cost prohibitive. However, most states still regard them as commercial. It is the vessel's current threat, not its past intended use, that should be the criteria by which its removal should be considered.

6. **Empower private property owners.**
   Private property owners should be empowered to declare vessels abandoned or derelict and subject to removal because damage caused by ADVs will not be limited to the private property. Many contaminants from ADVs migrate by ocean currents and sediment movement or via the food chain.[9] Removing a vessel early prevents many contaminates from entering the environment and giving property owners options will help prevent larger environmental impacts.

7. **Extend ticketing authority to state agencies to enforce vessel registration and other aquatic laws.**
   Authority to enforce vessel registration and related aquatic laws should be extended to all appropriate state agency personnel.

[9] https://defenders.org/sites/default/files/publications/buoying_wa_response_abandoned_derelict_vessels.pdf, 21JUN19

Section IV. Prevention

Overview

Preventing new ADVs from being added to an already large inventory of legacy ADVs is one of the biggest challenges faced by jurisdictions. The problem of ADVs is not static; as vessels continue to age, more vessels are at risk of sinking. There are many reasons vessels become abandoned or derelict, all of which should be factored into a comprehensive and effective prevention program. These include (but are not limited to):

- aging and weathering
- vulnerability to neglect
- technological changes
- owner inability to keep up with maintenance costs
- maintenance costs exceeding the commercial value of the vessel
- damage following an incident exceeding the value of the vessel
- federal or state sponsored fishery reduction and fishery disaster relief programs that render a vessel's original purpose obsolete

Case Study: *F/V Western*

In 2014, the *F/V Western*, a former crabbing vessel, was denied moorage at the Port of Coos Bay, OR due to its condition. The boat continued to anchor unauthorized in Coos Bay; battered by storms and beaching at least twice, it finally sank in 2015 near a busy navigation channel in sensitive fish and invertebrate habitat. While floating, the 69.9 ft long, 78 gross ton, wood-hulled vessel from 1934 would have cost $30,000 to remove; once sank, it cost $95,000. *Photo: Global Diving and Salvage.*

Gaps in ADV Prevention (Key Findings from White Paper)

The ADV White Paper identified the following gaps in West Coast states' current efforts to prevent the occurrence of new ADVs:

- Lack of vessel registration requirements for both recreational and commercial vessels
- Lack of insurance requirements, especially for wreck removal
- Lack of vessel turn-in programs for vessels in serious disrepair

A comprehensive ADV prevention program would include the following elements:

- Registration system
- Database of ADVs
- Insurance requirements
- Vessel turn-in program

Recommendations

1. **Establish a vessel registration system, including fees and adequate enforcement, for both recreational and commercial vessels.**

   States should establish a vessel registration system, including fees and adequate enforcement, for both recreational and commercial vessels. An effective vessel registration system would be similar to that currently used for oil and tire disposal. Vessels, both recreational and commercial, could be required to register like motor vehicles and renew on an annual basis. Registration fees could be collected for both recreation and commercial vessels on an annual basis. While Washington state has the most established program for registration revenue collection, the criteria for subjecting commercial vessels should be expanded. For example, WA does not include large container ships that do one port of call per year; instead, they have some criteria to focus on commercial vessels that spend more time in the state.

   Registration also provides an opportunity to collect a fee to fund an ADV program (see Section VII: Funding).

2. **Establish a comprehensive database to track and (potentially*) prioritize ADVs.**

   Identifying vessels of concern and developing and maintaining a comprehensive database of these identified vessels is one of the most important aspects of prevention.

   States should develop robust tracking systems for vessels of concern that include location, condition assessment, and (to help with disposal decisions) prioritization. Ranking/ prioritizing the vessels for state-funded removal is important in order to stretch limited resources. However, prioritization should be approached with care, as it can have unintended consequences in terms of local authorities being able to remove ADVs (for example, if they do not show up as a priority on a state-wide list). Local authorities should therefore be involved in state ranking/prioritization processes.

   Vessels should be prioritized based on risk, impact, and ease of removal. Local entities should be involved in the prioritization process. It is not unreasonable to prioritize removal of multiple lower risk vessels if it can be done for the same cost as removal of a single mid or higher risk vessel since it represents the largest reduction in the overall threat from ADVs.

   The process for identifying and reporting ADVs should be seamless and allow for immediate reporting from the field. This could take the form of either a free mobile app or a hotline. The reporting process should include a consistent set of questions to gather as much information about the vessel as possible for the initial reporter. However, it is unlikely that the initial reporter will be able to fully assess the pollution risk posed by vessels nor should the process encourage the public to board or enter ADVs. The hosting agency also needs to be aware that while a vessel may appear abandoned to the reporting party, the vessel owner may not agree. Tracking ADVs is a related but separate subject from vessel ownership and seizure.

Coordinating, tracking, and prioritizing vessels of concern throughout each state and geographic area will usually result in more timely removal, thus lowering vessel removal and disposal costs, pollution concerns, liability, and risks to navigation.

Requiring marina/moorage owners to collect and maintain vessel and owner information for annual submittal to the state titling and registration authority or the state agency that authorizes the marina/moorage activity (i.e. leasing program) is also important.

Key elements of a comprehensive database include:

- An online reporting form that could be created and housed with whichever entity makes sense for that state. Alternatively, a reporting form could be submitted with the annual rent and insurance certificate to the state agency that is in charge of the lease.

The benefits of establishing this database include:

- Creating and maintaining a database to record and track vessels of concern is a proactive approach to plan for future pollution problems and will assist agencies in preparing/planning for potential cleanups.
- Since removal costs are often three times more for sunken vessels than removal of floating vessels, addressing vessels prior to them sinking results in less cost for removal.

Maintaining an accurate and comprehensive database requires a coordinated effort among local, state and federal agencies, as well as marinas and Ports.

Regarding insurance

Insurance is a complex and nuanced topic, with numerous policy types and policy exclusions. The following recommendations are intended to reduce or limit the risk of ADVs to the public, state agency authorizing leasing activities, marina owners, and vessel owners.

3. **Require wreck removal insurance above the value of the vessel for both recreational and commercial vessels.**

   For Marina Operators

   Most marina owners are required by the state leasing program to have commercial general liability insurance. However, commercial liability insurance does not cover wreck removal. Marina owners may (but don't necessarily) acquire insurance policies that provide wreck removal coverage, such as Marina Operators' Legal Liability coverage. Most marinas do not require insurance from slip renters either, although they could apply more stringent conditions to vessel owners prior to renting a slip or moorage.

   Washington is an exception, as there have been some cases where commercial liability insurance does cover wreck removal – specifically, because the sunk vessel violates state

law (RCW 79.100.110). Therefore, marina owners could be required to obtain Marina
Operators' Legal Liability, which covers wreck removal costs.

Marina Operators' Legal Liability policies cover a marina operator's legal liability for loss or damage to vessels in their care, custody and control, which may include a third-party wreck removal clause. The specific coverage limit will need to be determined by each state, but depending on the size of the marina, limits may range between $5 and $10 million. One consideration for determining the coverage amount could be the size of the marina and the number of slips it contains. The larger the marina and the more vessels it has, the higher the likelihood that one may become an ADV.

If marinas are located on state-owned land, which they often are, they are responsible for everything within their state leasehold by a legally binding contract. As such, marina operators should also have pollution coverage to better protect them from sudden or accidental discharge of oil and hazardous waste, especially if gas is dispensed on site for fueling. Again, while limits will need to be determined by each state authority, a $10 million limit may be advisable for larger marinas.

For Vessel Owners

While not all states currently require individual vessel owners to obtain insurance, they should do so. Numerous insurance packages exist that are designed to protect individual vessel owners, regardless of vessel type, such as Protection and Indemnity Insurance. This type of insurance covers wreck removal costs above the value of the vessel. Hull and Machinery insurance covers the property value of the vessel. Regardless of the package, it is important to ensure that the wreck removal clause is part of the insurance coverage policy. Coverage for this type of policy should start at $1 million and go up to $5 million as needed.

While this will not help vessel owners who obfuscate ownership and abandon their vessels, it would help owners responsibly dispose of vessels when wrecked instead of leaving them abandoned on beaches and shorelines due to high removal costs.

4. **Require surety or performance bonds for vessel removal and repair**.

Requiring surety or performance bonds for vessel removal and repair will limit risk exposure for marina owners. Several Ports now require bonds (e.g. the Port of Astoria in Oregon) for vessel repair work at their moorages due to the increased risk associated with these vessels. The cost of the bond is passed on to slip renters making bond requirements financially attainable. Bonding may also result in better management by marina staff since they would incur an actual annual associated cost. Bonding makes active management of all vessels within a moorage a priority for marina staff. State leasing program staff could strongly encourage marina and port owners to require bonds or insurance to prevent ADVs.

The Port of Port Townsend (WA) requires a vessel to have insurance or a bond before they will haul it out for maintenance in their yard. The Port of Bremerton (WA) requires tenants to name the Port on the insurance policy so the Port will be notified if the insurance is canceled. This in turn would cancel the vessel owner's tenancy.

5. **Require surety bonds for those lessees that are conducting marine industrial activities such as fish processing, vessel repair, and emergency response with larger ocean-going vessels such as barges and tugs.**

   Any issues that arise with those types of vessels or that type of activity may cost more and be more difficult to dispose of due to fuel tank size; the likelihood of bunker C fuel being present; and/or the presence of lead, PCB's, asbestos, and other hazardous waste due to either vessel age and history or disposal logistics.

6. **Implement a bond requirement for commercial vessels for disposal costs during initial construction and registration**.

   Large, commercial ADVs are initially built by large, financially established, for-profit companies. As they age, vessels are often sold or given to progressively smaller and smaller companies and entities, until eventually the owner is unable to pay for vessel upkeep and it becomes derelict. By requiring the initial owner, who profits from the vessel, to help pay for its eventual disposal, vessels are less likely to become derelict and require government funded removals.

7. **Establish Secondary Liability laws for older and larger vessels and require a vessel survey to assess seaworthiness of all larger and older vessels[10] prior to vessel sales.**

   States should establish secondary liability laws for larger and older vessels. When these vessels are sold, the seller would maintain secondary liability for a specified period of time in the event it comes derelict. This would prevent large unseaworthy vessels from being sold to unsuspecting and financially insolvent buyers for trivial amounts (e.g. a 90' tugboat for $100).

   If the vessel is not determined seaworthy and the cost to make it so is more than the value of the vessel, then the vessel may only be scrapped or repaired. If it sold or transferred anyway, the seller may be liable if the vessel becomes abandoned or derelict in the future. In those situations, a state program could also require proof of financial responsibility of the new owner to take on a liability of such a vessel, either in the form of a bond or insurance covering reasonable response, deconstruction, and disposal.

   Washington is the only West Coast state with secondary liability requirements, and also serves as a good model for establishing requirements for seaworthiness. Currently, Washington's secondary liability law pertains to vessels 65 feet or over, but WA DNR is proposing to lower it to 35 feet to capture a larger number of vessels that pose a significant threat of becoming derelict or abandoned. Once vessels reach about 35 feet, they are too large to trailer and are likely to be in the water more permanently than smaller vessels.[11]

   Details of WA State's secondary liability law are in Appendix D.

[10] 65 feet and 40 years old are suggested limits by Workgroup participants.
[11] Pers Comm., Troy Wood, Director, WA State DNR ADV Program

8. **Establish a Vessel Turn-In Program.**

Vessel Turn-in Programs, or VTiPs, enable the state agency with ADV authority to dismantle vessels that do not yet satisfy the definition of "derelict" or "abandoned", but are likely to become derelict or abandoned in the near future. This keeps future ADVs from entering the pipeline and can significantly reduce costs. Currently, WA and CA are the only states on the West Coast with vessel turn-in programs. In both states, however, only recreational vessels are currently included.

Washington's VTiP was established in 2014 and allows vessel owners and marina operators to apply to WA DNR to have their vessels selected for the program. Disposal is free if vessels are selected. WA DNR's program received over 100 applications in its first two years. Where appropriate, the program helped owners find new homes for their vessels, keeping them out of the waste stream. The program destroyed broken-down vessels, avoiding thousands of dollars in future emergency response costs.

A VTiP program can remove vessels at a small fraction of the cost compared to when they are abandoned.

Regarding lease terms at marinas

9. **Reduce lease-period terms.[12]**

States should reduce lease-period terms. Currently, states have very different lease terms for activities on state-owned lands and waters; it may be important for each authority to look at reducing lease period terms. Shorter leasing duration terms could result in more knowledge of lease activities and ensuring resources exist for comprehensive site visits as renewal terms would be more frequent which may trigger lessee visits. Together, these actions could prevent problems at marinas and other lease sites before they start.

Oregon currently has 15-year leases, making frequent compliance checks difficult. Site visits may result in awareness of problems that have existed for some time. Due to this, the state of Oregon enacted a policy that site visits must occur at least once every three years. Still, if lease duration terms were reduced, tenants of concern could be potentially easier to remove, as contract renewal is not guaranteed. Limiting lease duration may prevent problematic tenants, as it is likely less legally problematic to not renew a lease than to terminate an active contract early.

WA DNR has recently switched to shorter lease terms, with an option to negotiate longer terms based on the needs of individual lease holders. Shorter leases are preferred to update newly developed tenant compliance requirements.

10. **Limit or place restrictions on state government auctioning off or surplussing their own old vessels.**

[12] Workgroup members have suggested five years.

State agencies have their own fleet of vessels that get surplussed or auctioned off, often at extremely low prices. Many of these vessels are in dilapidated conditions and should be permanently retired from the water. Restrictions and limitations should be set so that these agencies are leading by example and are not contributing to the ADV problem.

This practice is fairly common (for example, CA OSPR was required to auction off one its older vessels) and can result in even more abandoned and derelict vessels needing to be addressed. WA is a good example of establishing restrictions on selling vessels (see RCW 47.01.470 and 47.01.47).

Section V. Public Outreach and Education

Overview

Public outreach, education and engagement is a fundamental component of a comprehensive ADV program. Effective outreach and education can help reduce and prevent ADV by raising awareness, encouraging compliance and preventive behaviors, and engaging the public with the issue at the local level.

Gaps in ADV Public Outreach and Education (Key Findings from ADV White Paper)

Key findings from the White Paper on the topic of public outreach and education elements of ADV programs include:

- None of the ADV programs within the Task Force jurisdictions have a comprehensive public outreach/education component.
- Task Force jurisdictions currently rely on websites, social media, printed materials, and speaking engagements for ADV outreach and education. See Appendix F for a list of all Task Force jurisdictions' ADV websites.
- Most ADV programs do not conduct target audience research necessary to ensure effective outreach campaigns.
- Most programs rely heavily on partnerships with local municipalities and organizations for public engagement on ADV issues (such as the Alaska Marine Safety Education Association).
- There are numerous stand-alone outreach/education efforts that support certain aspects of ADV programs, such as vessel turn-in programs; etc.
- NOAA's marine debris program is a go-to resource for funding ADV outreach and education efforts, as well as informing the development of outreach strategies and tactics.

Recommendations

1. **Develop a comprehensive, strategic ADV stakeholder outreach and engagement plan.**

All Task Force jurisdictions already have outreach/education elements related to ADVs, such as California's successful Dockwalker program. However, no jurisdictions have a comprehensive program addressing all aspects of ADV prevention, removal and deconstruction. A comprehensive plan that covers all of these aspects is crucial. Such a plan would include, at a minimum:

a. Goals and objectives of outreach program.
b. Stakeholder/audience identification and research using stakeholder mapping tools and conducting focus groups, surveys, and interviews.
c. Key messages for each target audience.
d. Outreach tactics and strategies, based on principles of social marketing and behavior change, designed for each target audience, to include (but not limited to):
    i. Written materials such as fact sheets and brochures that reflect ADV basic facts (scope and scale of the problem, etc.), location of disposal facilities and disposal options, relevant rules and regulations, reporting requirements and mechanisms.
    ii. Website that provides "one stop shopping" for all information about the program, including but not limited to: laws, grant opportunities, case studies and interesting stories, prevention information, compelling data (such as scope and scale of ADV problem), insurance requirements and vessel turn-in-program information.
    iii. Social media.
    iv. Leveraging ADV stories, especially on topics such as removals, turn-in events, and problem ADVs.
    v. Host community-wide ADV removal events to leverage the cost of a single mobilization of contractor(s).
        a) This can include vessel turn-in programs as part of ADV prevention as well as gathering locally abandoned vessels from shorelines and harbors for bulk deconstruction and disposal.
e. Reporting mechanisms.
f. Timeline for implementation.
g. Deliverables.
h. Evaluation. Increase accountability and effectiveness by including quantitative and qualitative evaluation in the plan.

NOAA's marine debris action plans for WA, OR, CA and HI have a wealth of relevant information for the development of comprehensive outreach and engagement programs and can be found here: https://marinedebris.noaa.gov/emergency-response-guides-and-regional-action-plans#pub-term-145

These stand-alone programs can serve as the building blocks for developing a comprehensive program.

2. **Build on/expand the numerous outreach/education programs already advanced by the Task Force's Pacific Oil Spill Prevention Education Team (POSPET), and in place within Task Force jurisdictions.**

   Numerous outreach programs are already in place across Task Force jurisdictions that are related to ADVs. For example, POSPET has been leading the highly successful SPILLS 911 campaign since the early 90s, in which member entities receive signage, brochures, and other materials for distribution/display in marinas across the west coast.

   California's Dockwalker program[13] has been extremely effective at reaching recreational vessel owners to prevent small spills, and is looked to by most other jurisdictions as a model. With a few additional resources, this program could be expanded to include ADV education materials.

Section VI. Removal and Deconstruction

Overview

Properly removing and disposing of ADVs is the most resource-intensive aspect of addressing them. A large number of complicated, expensive, and carefully orchestrated steps must come together for a vessel to be prepared for removal, removed, and then disposed of. Some of these steps include:

- legally seizing the vessel and any personal property
- cleaning up pollution
- procuring funding for removal and disposal
- securing permits for where and how the vessel may be deconstructed
- dealing with complex disposal logistics

Each of these steps presents its own challenges and obstacles that take considerable planning, coordination, technical and contracting expertise, and funding.

Case Study: F/V River Queen (OR)

The F/V River Queen, a 1922 former 230-foot automobile ferry, was too degraded to be safely towed. Due to its size, it had to be partially deconstructed on water in order to fit in a dry dock for safe transport. The only available dry dock large enough was located in Washington state, further increasing costs. *Photo: OR Dept of State Lands*

Gaps in ADV Removal and Deconstruction (Key findings from ADV White Paper)

While smaller recreation vessels can be put on a trailer and taken to a landfill, larger vessels and sunken vessels pose a much greater challenge. For large commercial or sunken vessels,

[13] https://dbw.parks.ca.gov/?page_id=29199

challenges include contracting; liability during removal; unanticipated project expansion (e.g. additional vessels or pollutants are discovered during removal); logistics of on-site deconstruction; shipyard availability; and permitting at both the removal *and* the deconstruction sites. Permitting can be especially challenging if there are no permanently permitted facilities for deconstructing large commercial vessels.

If dry docks are not available or are not large enough for the vessel, then shipbreaking activities must occur in the water. This can further complicate matters as it often requires local, regional, and multi-state agency approval.

As mentioned in the "Authorities" section, USCG will often assist when oil or hazardous materials are involved. Even when there is a threat of an oil spill rather than an active release, they can access the Oil Spill Liability Trust Fund. These funds, however, are limited to addressing the pollution threat only. Once the oil is removed, the USCG is obligated to cease involvement, even after deploying a crane barge to lift a vessel. In such instances, they may put the vessel back in the water, even though they have already incurred significant expenses to raise it.

During deconstruction, disposing hazardous and solid waste is an additional obstacle. Such waste may contain lead, PCB-laden paint, bunker C fuel, and asbestos. Local disposal sites may not be permitted to accept this type of waste, which means they must be trucked or barged elsewhere, sometimes to neighboring states. All of this requires careful planning, permitting, and additional disposal funds, as well as liability protection for responding agencies and cleanup operations.

The cost of vessel removal is highly variable depending on the size and age of the vessel and its location, among other criteria. Small recreation vessels may cost only a few hundred dollars, while commercial vessels requiring a dry dock may exceed over $1 million. Due to this wide range of costs, state agencies are often left deciding between removing numerous small boats or removing a single large commercial vessel with their limited funds. Further, once a vessel sinks, removal costs can be up to ten times the estimated cost when the vessel was floating.

Case Study: *Challenger*

The Tug Challenger, a 96-foot WWII tugboat owned by a local artist, sank in Gastineau Channel, Juneau Alaska, February 2016. The tug was deconstructed at a location of opportunity and cost the federal government over $2 million. *Photo: Michael Penn, Juneau Empire*

Recommendations

1. **Publish and maintain a list of qualified (licensed, bonded, insured) vessel removal/recycling contractors.**

State agencies could publish and maintain a list of qualified (licensed, bonded, insured) vessel removal/recycling contractors and establish a state-wide price agreement. Washington State already has such a list, which could serve as a model.

Flat-rate contracts through each state's head contracting agency allowing pre-approved and vetted contractors would save time and potentially attract a larger pool of candidates. While state agencies may directly contract with a source, procurement rule limits often impede their ability to do so. This often results in states needing to go through a formal Request for Proposal (RFP) process, which is labor-intensive and often yields no bids and meanwhile worsening condition for the vessel of concern. If the central administrative agency approves and vets a list of contractors, it could expand the contractor list and the number or type of projects they may support. A streamlined direct approach would especially help in emergency situations or with smaller vessel removal. The state of California has emergency contracting procedures which can be tapped in instances such as that described above. These emergency procedures could also be modeled by other west coast jurisdictions.

2. **Ensure that responding agencies are covered with liability protection.**
   States should ensure that responding agencies involved in cleanup operations have adequate liability protection.

3. **Encourage development of temporary permitted facilities for vessel deconstruction, including large commercial vessels.**

   Long-term permitted facilities help prevent delays in procuring approval for shipbreaking activities at non-permitted or ad hoc locations. They also provide better environmental protection through hazardous materials management.

4. **Coordinate with USCG to establish a practice of "passing" contractors from USCG employment during the *pollution control phase of a response*, to state or local control for the *vessel salvage and deconstruction phase*.**

   Using the equipment already deployed with federal funding during the pollution control phase will help reduce mobilization costs for state and local agencies during the deconstruction phase. This has already been done for small vessels in some instances and the practice could be expanded.

5. **Plan targeted local ADV removal events to leverage the cost of a single mobilization of contractor(s).**

   This will allow for efficient gathering of abandoned vessels from a small defined area for bulk deconstruction and disposal.

6. **Establish safe and secure shore-side vessel storage and identify secure and appropriate places for vessels to be stockpiled for bulk deconstruction and disposal.**

States should establish safe and secure shore-side vessel storage and identify secure and appropriate places for vessels to be stockpiled for bulk deconstruction and disposal. This ensures that necessary shipments of oil waste to a landfill for disposal can be timed with local shipping fluctuations to take advantage of empty return barges or trucks, which are often available at lower rates.

With the restriction of EPA's Ocean Dumping Permit requirements, ADVs are most often deconstructed and disposed of in landfills. However, it isn't uncommon for the nearest landfill to be too small to accept the volume of waste associated with vessel deconstruction, even for relatively small vessels. This is especially true in Alaska, where communities are not always connected by roadways, which makes shipment of solid waste extremely expensive. Local governments should consider encouraging negotiation of a reduced rate at the community landfill for deconstruction and disposal of vessels before they sink. This is especially true in communities where the landfill is government owned and operated.

This can significantly reduce the costs for contractors to clean and deconstruct vessels for mobilization. Site security is an important consideration to ensure that stockpiled vessels, especially if stored whole, do not attract dumping of trash or hazardous materials, or individuals looking for shelter.

7. Establish a vessel recycling waste stream pilot project.

Vessel recycling shows promise both as an environmentally responsible method of disposal for ADVs, as well as an economic resource for rural communities. Some states have successfully used wood and fiberglass waste as fuel for concrete and paper mill plants. Other endeavors have begun using wood and fiberglass waste as fiber material in new composite items like barriers, light poles, and manhole covers.

Rhode Island is exploring the feasibility of using fiberglass from vessels to heat kilns for fired cement. WA DNR is currently requesting an appropriation of about $150,000 from the state legislature to conduct a pilot project to create a vessel recycling waste stream. The project would find possible streams and test their viability with actual vessels. If the project is successful, it could serve as a model elsewhere.

States should support pilot programs or research about other creative disposal options to reduce the waste stream associated with this issue.

To reduce pollution risk, vessels should only be stockpiled once hazardous materials, especially liquids, have been removed. Older vessels and larger commercial vessels are much more likely to have other hazardous materials onboard including lead and PCB-laden paint and asbestos. Many landfills are not permitted to accept RCRA or hazardous waste. Shipping hazmat to permitted landfills can substantially increase the cost of disposal.

Section VII. Funding

Overview

Funding is a major obstacle for every Task Force jurisdiction. The specific funding obstacles include:

- Funding to address legacy ADVs, e.g., the stockpile of ADVs that each jurisdiction currently has as a result of the complexity of the issue and the lack of funds to remove them as they become abandoned and derelict.
- Funding to address new ADVs on an annual basis within each jurisdiction.

The issue is further complicated by the huge difference in costs to remove recreational versus commercial ADVs, both legacy and new. The average cost to remove a recreational vessel, based on data from Washington and California, is approximately $3,000. The cost to remove a large, sunken commercial vessel can reach well over $1 million. Appendix E reflects Washington State's appropriated funds for their Derelict Vessel Removal Program (DVRP) each biennium and is a good indicator of the costs of running such programs.
Most jurisdictions have no dedicated ADV funding at all, and very few have funding to address both recreational *and* commercial ADVs. Therefore, developing an adequate ADV funding mechanism is complex, and requires that both legacy *and* new ADVs are addressed, as well as commercial *and* recreational ADVs.

Further complicating the issue is that most jurisdictions do not currently have comprehensive inventories of the scope and scale of their ADV problems. One jurisdiction that has begun to get a handle on it is California, which has conducted a detailed inventory of the Sacramento/San Joaquin Delta. Based on this inventory, and using average known removal and disposal costs, California estimates that **$30 million is needed to remove the 52 existing, known commercial ADVs in the Sacramento/San Joaquin Delta**.

Given that commercial vessels are abandoned in this area at a rate of 1-2 per year, **approximately $4 million is needed *on an annual basis*.**[14] Proposed prevention actions may reduce this need in the future.

In summary, large initial sums of money are needed to address the backlog of legacy ADVs, and smaller sums will be needed to address new ADVs on an annual basis. The need for ongoing funding could be minimized with effective vessel turn-in programs and other preventative measures. (*See Section IV: Prevention*)

Gaps in ADV Funding (Key Findings of ADV White Paper)

- Washington, Oregon, and California all provide some state funds to local or state agencies for vessel removal; however, there are requirements that the lead agency pay for the removal up front and seek reimbursement later. This limits participation, excluding communities that cannot afford the initial costs.

[14] This estimate is based on the average costs for removal and disposal and the scope of the ADV problem in the state.

- Removal costs are highly variable, with a distribution heavily skewed toward relatively inexpensive removals. A small, floating recreational boat that can be put on a trailer and hauled to a dump may cost as little as $100 to remove. As vessels get larger and cannot be put on a trailer or sinks, the removal costs increase by several orders of magnitude.
- The average cost to remove a recreational vessel, based on data from Washington and California, is about $3,000. The cost to remove a large, sunken commercial vessel can reach over $1 million.

Recommendations

Recommendations for Task Force jurisdictions to develop sustainable funding for their ADV programs reflect three categories: amounts, structure, and sources.

Funding amounts

1. **Establish sufficient funds to address both recreational and commercial ADVs. This fund should address both legacy and future ADVs.**

   An annual budget is recommended to immediately begin a response to legacy ADVs already identified as high risk or active threats for pollution, waterway safety or traffic, or public safety. The budget should be adjusted up or down as the scope of the problem is better documented. It is likely to take up to a decade to fully address legacy ADVs.

   Following a 5 to 10-year effort to eliminate legacy ADVs, jurisdictions should expect to need $1-$5 million annually to remove new ADVs.

   In jurisdictions that have data about legacy and new ADVs, a simple formula to establish an initial, adequate funding pot, is:

   [($3,000 x average # of recreational vessels abandoned each year) + ($1 million x average number of commercial vessels abandoned each year)] + [($3,000 x # of legacy recreational vessels) + ($1 million x number of legacy commercial vessels)] (adjusted for inflation annually)

   Once the legacy ADVs have been addressed, the formula can revert to:

   [($3,000 x average # of recreational vessels abandoned each year) + ($1 million x average number of commercial vessels abandoned each year)] (adjusted for inflation annually)

   Note: In Alaska, given the remoteness of its shorelines and harbors, average removal and disposal costs are likely 1.5 to 2 times that of the averages listed above.

Funding structures

2. **Establish a quick and flexible mechanism for moving funds from the state to the agencies.**

Establish a process to move state funds to the local level as quickly as possible. ADV removal is frequently a matter of urgency; therefore, the process of allocating state funds must be reliable and efficient. Do not require local agencies to front the money and get reimbursed later. Establish a mechanism for the state to distribute funds quickly and upfront if needed. However, also allow for reimbursement if the local agency moves first.

3. **Develop a program that requires the companies that built, and make profit, from commercial vessels finance some or all of the future disposal of the vessel.**

   States should develop programs that requires the companies that built, and make profit, from commercial vessels finance some or all of the future disposal of the vessel.

   The common story across the country is commercial vessels are built by profitable and financially capable companies and sold on to progressively smaller, and often less financially capable, owners. Ultimately, we find formally commercial vessels owned by individuals or small businesses ill-suited to deal with the liability and cost of deconstruction and disposal of such vessels. This type of program would be best suited at the federal level to ensure compliance regardless of vessels crossing state lines. Barring that it is possible for adjacent states to enter reciprocal agreements supporting similar programs in multiple individual states.

Case Study: Black Kite

In 2014 and 2015, the USCG spent $90,000 responding to the Black Kite and Black Hawk, two 122' tugs found derelict and drifting in San Francisco Bay, and then found sinking at the dock. The tugs reverted to the City of Richmond, who used the US Federal Marshals to auction them. The Black Kite was sold for $1 to a local artist. Within months of the sale, both California and the USCG were responding to the threat of an oil spill from the vessel. *Photo: USCG*

Funding sources

4. **Establish a reliable annual funding mechanism.**

   Some revenue-generating alternatives include:
   1. Washington collects ADV funds from vessel registration, $800,000 annually from their approximate 250,000 recreational vessels and 1,700 commercial vessels. Recreational vessels are charged a $3 fee per year while commercial vessels are charged $1/linear foot per year.
   2. California collects ADV funds from a marine fuel surcharge, thus apportioning payment based on vessel use, not vessel ownership.
   3. Other states use annual appropriations of general funds, or funds associated with clean water programs.

Other

5. **Allow government agencies to seek cost recovery from financially-viable responsible parties.**

States (or local entities in some instances) need the authority to recover the costs of government-funded vessel removal efforts from the current, and potentially past, vessel owners.

Funding for VTiPs could come from leasing activity fees; non-compliance vessel information reporting fines, and gas taxes. A per gallon fee on marine diesel sales could help fund the program so larger and more active boats pay a larger fee than smaller or less used boats creating a "pay to play" system. California raises about $2 million per year through fuel surcharges on marine fuel which helps fund their vessel turn-in program.

6. **Establish a mechanism for local law enforcement agencies to be funded or compensated for time and equipment needed to enforce vessel registration and aquatic laws, and to issue civil penalties.**

   Enforcement of current laws would reduce the number of derelict and abandoned vessels. There is limited capacity in local law enforcement to conduct this enforcement.

7. **Allow states agencies to issue grants[15] to local law enforcement agencies to compensate for time and expenses related to ADV cleanup.**

Section IX: Recommendations for Federal Partners

Table 2 includes a summary of recommendations that the Task Force has identified for federal agencies. These recommendations include changes to existing federal laws and agency rules that contribute to ADV problem for west coast states and are recommended in order to more effectively partner and collaborate to comprehensively address ADVs across the west coast states.

Table 2. Recommendations for Federal Partners

Topic	Issue	Recommendation
Applicable Agency: Multiple		
Surplus / auction off old vessels.	The federal government surpluses and auctions off vessels from its fleet as well as seized vessels, often at extremely low prices. Many of these vessels are in dilapidated condition and should be permanently retired from the water. As illustrated by the case of the *Black Kite* (see insert at right), these vessels often become ADVs because new owners cannot keep up with expensive maintenance and repairs. Restrictions and limitations should be set so that federal agencies are leaders in preventing ADVs, rather than contributors to the problem.	1. Establish requirements of new owners buying used federal vessels, such as proof of insurance and bonds, and proof of financial resources to address maintenance needs.

[15] $20,000-$50,000 is recommended by the Workgroup

Topic	Issue	Recommendation
Dedicate federal funding to support state ADV programs.	The problem of ADVs is growing across all west coast states. It is increasingly expensive and complicated to address and requires multiple authorities and coordination efforts to tackle. Existing state funding is currently insufficient. The federal government has a significant source of funding in the OSLTF and provides some very limited funding to state ADV programs via the Marine Debris Removal grant program.	2. Provide dedicated federal funding to support states in their efforts to address ADVs.
Applicable Agency: USCG		
Modify the vessel adrift rule.	To alleviate an undue burden on private moorage facilities, the USCG should deposit vessels under tow to the nearest <u>public</u> safe haven. Current rule (4.1.6.5 – Safe Haven Considerations) tows disabled vessels to the nearest safe haven and salvages them there. The assumption is that the nearest haven is willing to accept the vessel and is in contact with the USCG. Instead, parties are often surprised to find vessels moored at their facility with no recourse, as the vessel owner is frequently unknown.	3. Create a policy to prevent derelict vessels.
Streamline contractor response during ADV response phase transition (federal to state/local).	Using the equipment already deployed with federal funding during the pollution control phase will help reduce mobilization costs for state and local agencies during the deconstruction phase. Transitioning contractors has already been done in some instances for small vessels and the practice could be expanded.	4. Establish a policy of "passing" contractors from USCG employment after the *pollution control phase of a response* to state or local control for the *vessel salvage and deconstruction phase.*
Expand Oil Spill Liability Trust Fund (OSLTF) funding beyond the pollution phase to include for removal and disposal.	The USCG can access OSLTF funding and mobilize significant resources for the pollution response phase of an ADV situation. However, their authority frequently ends once the pollution is removed, leaving ADVs in place for state and local authorities to address. This practice, referred to as "catch and release", is extremely inefficient and expensive.	5. In instances where the USCG accesses the OSLTF for the pollution response phase of an ADV, these funds should also be available for the removal and disposal phase.
USCG vehicle documentation and flyover photos of vessels.	USCG vehicle documentation and flyover photos of vessels should also include vessel location. This information is not currently shared with states.	6. Use USCG vessel data and provide to state(s) for their own inventory, GIS layer, enforcement, etc.

Section X: Next Steps

Once the Blue-ribbon program is finalized, the Task Force will engage its numerous partners in conversations about how best to implement the recommendations. This may include some or all of the following activities:

- Meet with individual federal agencies to discuss federal recommendations and next steps.
- Host a round-table with ADV experts to discuss the Blue-ribbon program's recommendations and map a path forward for implementing the recommendations
- Develop a cohesive ADV outreach and education program that can be tailored by each jurisdiction's individual ADV program and program elements. This could include (but not be limited to) developing a suite of "Spills 911"-type outreach materials for distribution to recreational vessel owners via existing networks and programs (such as Dockwalkers), and developing outreach materials for state legislators and others in key positions to help implement recommendations in this report.
- Report on implementation/results.

APPENDICES

A. Definitions

For the purposes of this document, the following terms are defined.

Abandoned - the legal condition of the vessel, in terms of ownership.

Aquatic lands - means all tidelands, shorelands, harbor areas, and the beds of navigable waters, including lands owned by the state and lands owned by other public or private entities.

Aquatic land custodian - owner or lessee of the aquatic land either fresh or salt water.

Bunker C Fuel - the residual oil left over after the lighter, more volatile products (gasoline, #2 diesel, natural gas) are distilled out of the crude oil.

Commercial vessel - is defined by the United States Coast Guard as any vessel (i.e. boat or ship) engaged in commercial trade or that carries passengers for hire.

Commercial/Recreational - the original intent of the vessel usage as built (e.g. an old tug converted to a houseboat would be a commercial vessel).

Derelict - the physical condition of the vessel, in terms of seaworthiness.

Financial responsibility - refers to the proof or demonstration that a responsible party is able to pay for the costs and damages of a spill up to a specified amount. Typically, financial responsibility is evidenced by an insurance policy or Pollution and Indemnity (P&I) club documents, but also may involve surety bonds, guarantees, letters of credit, or qualification for self-insurance.

Recreational vessel - meets? every description of non-commercial watercraft used or capable of being used as a means of transportation on the water, other than a seaplane. This does not include inner tubes, air mattresses, and small rafts or flotation devices or toys customarily used by swimmers.

Seaworthy - means that a vessel and its equipment are physically fit and in full working order, able to encounter and withstand the ordinary perils of the sea during its contemplated use, and suitable for its intended purpose.

Secondary liability - refers to the responsibility of a person or entity that arises when the party directly liable fails to perform a duty.

B. Summary Table of Recommendations for States

#	RECOMMENDATION	Examples of effective programs (if applicable)	Resources (if applicable)
AUTHORITY			
1	Ensure broad responsibilities within ADV programs.	WA State DNR - Derelict Vessel Removal Program (DVRP).	
2	Empower local (e.g. county, city, Ports, etc.) authorities to remove ADVs.		
3	Mandate adherence to due process.	WA State Statute	https://pccharbormasters.org/wp-content/uploads/2016/11/derelict-vessel-removal-troy-wood-wa-dnr.pdf
4	Empower agencies to dispose of ADVs in publicly beneficial ways.		
5	Ensure that the agency with removal authority can remove any vessel, whether commercial or recreational	WA State DNR- DVRP	
6	Empower private property owners to declare vessels abandoned or derelict.		
7	Extend ticketing authority to state agencies to enforce vessel registration and other aquatic laws.		
PREVENTION			
1	Establish a vessel registration system, including fees and adequate enforcement, for both recreational and commercial vessels	WA State DNR - DVRP	
2	Establish a comprehensive database to track and (potentially) prioritize ADVs		

PREVENTION			
3	Require wreck removal insurance above the value of the vessel for both recreational and commercial vessels.	WA State DNR - DVRP	RCW 79.100.110.
4	Require surety or performance bonds for vessel removal and repair.	Port of Port Townsend (WA) and Port of Bremerton (WA)	
5	Require surety bonds for those lessees that are conducting marine industrial activities such as fish processing, vessel repair, and emergency response with larger ocean-going vessels such as barges and tugs.	CA and WA	
6	Implement a bond requirement for commercial vessels for disposal costs during initial construction and registration.		
7	Establish Secondary Liability laws for vessels larger vessels and require a vessel survey to assess seaworthiness of all larger and older vessels prior to vessel sales.	WA State Statute.	RWC 79.100.040 (See Appendix D).
8	Establish a vessel turn-in program.	WA State DNR and CA State Parks Division of Boating and Waterways (DBW)	
9	Reduce lease-period terms.	WA DNR	
10	Limit or place restrictions on state government auctioning off or surplussing their own old vessels.		
PUBLIC OUTREACH AND EDUCATION			
1	Develop a comprehensive, strategic ADV stakeholder outreach and engagement plan.	NOAA Marine Debris Action Plans for WA, OR, CA and HI	
2	Build on/expand the numerous outreach/education programs already advanced by the Task Force's Pacific Oil Spill Prevention Education Team (POSPET), and in place within Task Force jurisdictions.		

REMOVAL AND DECONSTRUCTION			
1	Publish and maintain a list of qualified (licensed, bonded, insured) vessel removal/recycling contractors.	WA and CA	
2	Ensure that responding agencies are covered with liability protection.		
3	Encourage development of temporary permitted facilities for vessel deconstruction, including large commercial vessels		
4	Coordinate with USCG to establish a practice of "passing" contractors from USCG employment during the pollution control phase of a response, to state or local control for the vessel salvage and deconstruction phase.		
5	Plan targeted local ADV removal events to leverage the cost of a single mobilization of contractor(s).		
6	Establish safe and secure shore-side vessel storage and identify secure and appropriate places for vessels to be stockpiled for bulk deconstruction and disposal.		
7	Establish a vessel recycling waste stream pilot project.	Rhode Island and WA DNR.	
FUNDING			
1	Establish sufficient funds to address both recreational and commercial ADVs. This fund should address both legacy and future ADVs.		
2	Establish a quick and flexible mechanism for moving funds from the state to the agencies.		
3	Develop a program that requires the companies that built, and make profit, from commercial vessels finance some or all of the future disposal		

FUNDING			
4	Establish a reliable annual funding mechanism.	WA DNR; CA DBW.	
5	Allow government agencies to seek cost recovery from financially-viable responsible parties.	CA DBW.	
6	Establish a mechanism for local law enforcement agencies to be funded or compensated for time and equipment needed to enforce vessel registration and aquatic laws, and to issue civil penalties.		
7	Allow states agencies to issue grants to local law enforcement agencies to compensate for time and expenses related to ADV cleanup.		

C. WA State's Due Process Requirements

Legal notice requirements:
(Process overview – not comprehensive):

1. Day 0 – place a notice on the vessel and send a copy to DNR so we can place it on the department's website.
2. Day 1 to 7 – Letter of intent to gain custody sent by both registered and regular mail addresses to last registered owner(s) and any lien holder(s) on record.
3. Day 10 to 20 – publish once, a notice, in a newspaper of general circulation for the county in which the vessel was found.
4. Owner Liability. If the owner does not take action to remove a vessel declared derelict or abandoned, he or she may be liable for costs such as:
    a. Administrative costs incurred in the custody action.
    b. Removal and disposal costs.
    c. Costs associated with environmental damages directly or indirectly caused by the vessel.
5. The owner **may also be subject to a criminal misdemeanor** charge for causing a vessel to become abandoned or derelict.

RWC 79.100.040 - An authorized public entity must:

(a) Mail notice of its intent to obtain custody, at least twenty days prior to taking custody, to the last known address of the previous owner to register the vessel in any state or with the federal government and to any lienholders or secured interests on record. A notice need not be sent to the purported owner or any other person whose interest in the vessel is not recorded with a state or federal agency;

(b) Post notice of its intent clearly on the vessel for thirty days and publish its intent at least once, more than ten days but less than twenty days prior to taking custody, in a newspaper of general circulation for the county in which the vessel is located; and

(c) Post notice of its intent on the department's internet web site on a page specifically designated for such notices. If the authorized public entity is not the department, the department must facilitate the internet posting.

(2) All notices sent, posted, or published in accordance with this section must, at a minimum, explain the intent of the authorized public entity to take custody of the vessel, the rights of the authorized public entity after taking custody of the vessel as provided in RCW 79.100.030, the procedures the owner must follow in order to avoid custody being taken by the authorized public entity, the procedures the owner must follow in order to reclaim possession after custody is taken by the authorized public entity, and the financial liabilities that the owner may incur as provided for in RCW 79.100.060.

(3) (a) Any authorized public entity may tow, beach, or otherwise take temporary possession of a vessel if the owner of the vessel cannot be located or is unwilling or unable to assume immediate responsibility for the vessel and if the vessel:

i. Is in immediate danger of sinking, breaking up, or blocking navigational channels; or
ii. Poses a reasonably imminent threat to human health or safety, including a threat of environmental contamination.

(b) Before taking temporary possession of the vessel, the authorized public entity must make reasonable attempts to consult with the department or the United States coast guard to ensure that other remedies are not available. The basis for taking temporary possession of the vessel must be set out in writing by the authorized public entity within seven days of taking action and be submitted to the owner, if known, as soon thereafter as is reasonable. If the authorized public entity has not already provided the required notice, immediately after taking possession of the vessel, the authorized public entity must initiate the notice provisions in subsection (1) of this section. The authorized public entity must complete the notice requirements of subsection (1) of this section before using or disposing of the vessel as authorized in RCW 79.100.050.

D. WA State's Secondary Liability Insurance Information

WA State Agencies must title and register vessels prior to selling them. The registration requirement makes the State Agencies subject to the transfer law and its secondary liability.
RCW 79.100.150
Transfer of certain vessels—Vessel inspection—Secondary liability.

(1) A vessel owner must obtain a vessel inspection under this section prior to transferring a vessel that is:
    (a) More than sixty-five feet in length and more than forty years old; and
    (b) Either:
        1. Is registered or required to be registered under chapter 88.02 RCW; or
        2. Is listed or required to be listed under chapter 84.40 RCW.
(2) If the vessel inspection determines the vessel is not seaworthy and the value of the vessel is less than the anticipated costs required to return the vessel to seaworthiness, then the vessel owner may not sell or transfer ownership of the vessel unless:
    (a) The vessel is repaired to a seaworthy state prior to the transfer of ownership; or
    (b) The vessel is sold for scrap, restoration, salvage, or another use that will remove the vessel from state waters to a person displaying a business license issued under RCW 19.02.070 that a reasonable person in the seller's position would believe has the capability and intent to do based on factors that may include the buyer's facilities, resources, documented intent, and relevant history.
(3) Where required under subsection (1) of this section, a vessel owner must provide a copy of the vessel inspection documentation to the transferee and, if the department did not conduct the inspection, to the department prior to the transfer.
(4) Unless rules adopted by the department provide otherwise, the vessel inspection required under this section must be contained in a formal marine survey conducted by a third party to the transaction. The survey must include, at a minimum, a conclusion relating to the seaworthiness of the vessel, an estimate of the vessel's fair market value, and, if applicable, an estimate as to the anticipated cost of repairs necessary to return the vessel to seaworthiness.
(5) The department may, by rule, allow other forms of vessel condition determinations, such as United States coast guard certificates of inspection, to replace the requirements for a formal marine survey under this section.
(6) Failure to comply with the requirements of this section will result in the transferor having secondary liability under RCW 79.100.060 if the vessel is later abandoned by the transferee or becomes derelict prior to a subsequent ownership transfer.
(7) Nothing in this section prevents a vessel owner from removing, dismantling, and lawfully disposing of any vessel lawfully under the vessel owner's control.

RCW 47.01.475
Transfer of ownership of department-owned vessel—Further requirements.

(1) Following the inspection required under RCW 47.01.470 and prior to transferring ownership of a department-owned vessel, the department shall obtain the following from the transferee:
    (a) The purposes for which the transferee intends to use the vessel; and

(b) Information demonstrating the prospective owner's intent to obtain legal moorage following the transfer, in the manner determined by the department.

(2) (a) The department shall remove any containers or other materials that are not fixed to the vessel and contain hazardous substances, as defined under RCW 70.105D.020.

(c) However, the department may transfer a vessel with:

(i) Those containers or materials described under (a) of this subsection where the transferee demonstrates to the department's satisfaction that the container's or material's presence is consistent with the anticipated use of the vessel; and

(ii) A reasonable amount of fuel as determined by the department, based on factors including the vessel's size, condition, and anticipated use of the vessel, including initial destination following transfer.

(d) The department may consult with the department of ecology in carrying out the requirements of this subsection.

(3) <u>Prior to sale, and unless the vessel has a title or valid marine document, the department is required to apply for a certificate of title for the vessel under RCW 88.02.510 and register the vessel under RCW 88.02.550.</u>

RCW 79.100.060
Reimbursement for costs.

(1) The <u>owner</u> of an abandoned or derelict vessel, <u>or any person or entity that has incurred secondary liability</u> for an abandoned or derelict vessel under this chapter or RCW 88.26.030, <u>is responsible for reimbursing</u> an authorized public entity for all reasonable and auditable costs associated with the removal or disposal of the owner's vessel under this chapter. These costs include, but are not limited to, costs incurred exercising the authority granted in RCW 79.100.030, all administrative costs incurred by the authorized public entity during the procedure set forth in RCW 79.100.040, removal and disposal costs, and costs associated with environmental damages directly or indirectly caused by the vessel. An authorized public entity that has taken temporary possession of a vessel may require that all reasonable and auditable costs associated with the removal of the vessel be paid before the vessel is released to the owner.

(2) Reimbursement for costs may be sought from an owner, or any person or entity that has incurred secondary liability under this chapter or RCW 88.26.030, who is identified subsequent to the vessel's removal and disposal.

(3) If the full amount of all costs due to the authorized public entity under this chapter is not paid to the authorized public entity within thirty days after first notifying the responsible parties of the amounts owed, the authorized public entity or the department may bring an action in any court of competent jurisdiction to recover the costs, plus reasonable attorneys' fees and costs incurred by the authorized public entity.

E. WA State: Appropriated Funds for the DVRP, per biennium

Table 3

Biennium	DVRA	Additional Appropriation	Number of APE Reimbursements	Reimbursement Total Cost	Average Reimbursement Cost
03-05	$1,028,000.00	$0.00	11	$144,659.12	$13,150.83
05-07	$1,037,000.00	$0.00	55	$555,635.31	$10,102.46
07-09	$1,554,000.00	$3,000,000.00	53	$1,016,956.96	$19,187.87
09-11	$1,045,800.00	$765,000.00	32	$211,835.00	$6,619.84
11-13	$1,645,800.00	$3,000,000.00	43	$318,421.65	$7,405.15
13-15	$1,602,200.00	$4,828,955.00	27	$232,902.38	$8,626.01
15-17	$1,930,000.00	$0.00	35	$504,850.24	$14,424.29
17-19	$1,946,000.00	$0.00	70	$1,240,136.50	$17,716.24
19-21	$2,001,000.00	$2,500,000.00			

Table 4: Summary of Revenue Proposals

Options	*% of Excise Tax*	*Rec vessel fee*	*Comm vessel per/ft*	*Biennial total*
1	14%	$3	$1	$6,179,592
2	13%	$3	$3	$6,201,112
3	12%	$3.50	$3	$6,127,444
4	12%	$3.50	$2	$5,955,444
5	11%	$4	$3	$6,053,776

F. Links to ADV websites for Task Force jurisdictions

JURISDICTION	WEBSITE	FOCUS/CONTENT
Alaska	http://www.alaskaharbors.org/Derelict-Vessels	Laws, registration, reporting.
	http://www.alaskacleanharbors.org/derelict-vessels/	Laws, task force work, reporting, case studies, news.
Washington	https://www.dnr.wa.gov/derelict-vessels	Laws, funding, removals, requirements, reporting, vessel turn-in program, inventory. Brochure.[16]
Oregon	https://www.oregon.gov/osmb/boater-info/Pages/Abandoned-Derelict-Boats.aspx	Definition, prevention, reporting, removal, funding, recycling, turn-in grants, commercial ADV task force.
California	https://dbw.parks.ca.gov/?page_id=28816	Grants, turn-in program, disposal, recycling/dismantling, clean boating, laws, salvage, publications. Poster (.doc).[17] Fact sheet.[18]
	https://www.slc.ca.gov/abandoned-vessels-program/	Laws, news, removal, stories.
Hawai'i	https://dlnr.hawaii.gov/marine-debris/	Marine debris – reporting, tsunami, invasive species, volunteering, news.

[16] https://www.dnr.wa.gov/publications/aq_derelict_vessel_broch.pdf
[17] https://dbw.parks.ca.gov/pages/28702/files/8.5x11 interactive IS YOUR BOAT AN ANCHOR POSTER.docx
[18] https://dbw.parks.ca.gov/pages/28702/files/2014dbw_vtip_weblayout.pdf

PHC 22-002

AGENDA ITEM REPORT

Meeting Schedule for 2023

Item Type: Action Memorandum

Prepared For: Port & Harbor Advisory Commission

Meeting Date: 26 Oct 2022

Staff Contact: Rachel Tussey, Deputy City Clerk

Department: Clerks

Attachments: Reso 22-0xx Meeting Schedule

Summary Statement:

Please review the draft resolution that establishes your meetings for 2023 and make any changes by way of motion.

Requests for meeting schedule changes will then go to City Council, who will be setting the 2023 meeting schedule for Council and boards and commissions via resolution no later than their November 28, 2022 meeting.

Staff Recommendation:

Review the attached draft resolution; make a motion to approve the resolution either as-is or with amendments and recommend adoption by City Council.

Attachments:

Reso 22-0xx Meeting Schedule

CITY OF HOMER
HOMER, ALASKA

City Clerk

RESOLUTION 22-0xx

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING THE 2023 REGULAR MEETING SCHEDULE FOR CITY COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION, LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION, PLANNING COMMISSION, PORT AND HARBOR ADVISORY COMMISSION, AND AMERICANS WITH DISABILITIES ACT (ADA) ADVISORY BOARD.

WHEREAS, Pursuant to Homer City Code (HCC) Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Planning Commission, Advisory Commissions and Boards; and

WHEREAS, The public is informed of such meetings through notices located at the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Website, and postings at the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2023 meeting schedule is established for the City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Planning Commission, Port and Harbor Advisory Commission, and the American with Disabilities Act (ADA) Advisory Board of the City of Homer, Alaska, as follows:

HOLIDAYS – City Offices closed:

January 2, New Year’s Day, Monday*	February 20, Presidents’ Day, third Monday*	March 27, Seward's Day, last Monday	May 29, Memorial Day, last Monday	July 4, Independence Day, Tuesday	September 4, Labor Day, first Monday
October 18, Alaska Day, Wednesday	November 10, Veterans Day, Friday*	November 23 Thanksgiving Day, Thursday	November 24, Friday, the day after Thanksgiving	December 25, Christmas, Monday	

*If a holiday is on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel Rules and Regulations.

CITY COUNCIL (CC)

January 9, 23	February 13, 27	March 13, 28*	April 10, 24	May 8, 22	June 12, 26
July 24**	August 14, 28	September 11, 25	October 3 Election	Canvass Board October 6	October 9, 23 Oath of Office October 9
November 7 Runoff Election, if needed	November 27**	December 11***	December 18*** if needed		

*Second meeting in March 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; the second Special Meeting the third week of December will not be held.

City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50 p.m. prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 p.m. Council will not conduct a First Regular Meeting in July or November.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 10	February 14	March 14	April 11	May 9	June 13
July 11	August 8	September 12	October 10	November 14	December 12

Economic Development Advisory Commission Regular Meetings are held on the second Tuesday of each month at 6:00 p.m.

LIBRARY ADVISORY BOARD (LAB)

January 17	February 21	March 21	April 18	May 16	
	August 15	September 19	October 17	November 21	December 19

Library Advisory Board Regular Meetings are held on the third Tuesday of January through May and August through December at 5:30 p.m.

PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION (PARC)

	February 16	March 16	April 20	May 18	June 15
	August 17	September 21	October 19	November 16	

Parks, Art, Recreation and Culture Advisory Commission Regular Meetings are held on the third Thursday February through June and August through November at 5:30 p.m.

PLANNING COMMISSION (PC)

January 4, 18	February 1, 15	March 1, 15	April 5, 19	May 3, 17	June 7, 21
July 19*	August 2, 16	September 6, 20	October 4, 16**	November 1*	December 6*

*There will be no First Regular Meeting in July or Second Regular Meetings in November and December.
**The second October meeting has been moved to Monday, October 16th due to Alaska Day.

Planning Commission Regular Meetings are held on the first and third Wednesday of each month at 6:30 p.m.

PORT AND HARBOR ADVISORY COMMISSION (PHC)

January 25	February 22	March 22	April 26	May 24	June 28
July 26	August 23	September 27	October 25		December 13

Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of January, February, March, April, September, and October at 5:00 p.m.; the fourth Wednesday of May, June, July, and August at 6:00 p.m.; and the second Wednesday of December at 5:00 p.m.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE COMMITTEE (ADA)

	February 9		April 13	May 11	June 8
July 13	August 10		October 12	November 9	

The Americans with Disabilities Act (ADA) Advisory Board Regular Meetings are held on the second Thursday at 5:00 p.m. in the months of February, April, May, June, July, August, October, November, with additional meetings called as needed.

PASSED AND ADOPTED by the Homer City Council this ______ day of November, 2022.

CITY OF HOMER

____
KEN CASTNER, MAYOR

ATTEST:

____
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Impact: Advertising of meetings in regular weekly meeting ad and advertising of any additional meetings.

PHC 22-004

AGENDA ITEM REPORT

Assignment of Lease Request for Bob's Trophy Charters

Item Type:	Action Memorandum
Prepared For:	Port & Harbor Advisory Commission
Meeting Date:	26 Oct 2022
Staff Contact:	Rachel Tussey, Deputy City Clerk
Department:	Clerks
Attachments:	Eagle Eye Charters Lease Application/Proposal Packet 10/20/22

Summary Statement:

Kachemak Corporation dba Bob's Trophy Charters submitted a request for Assignment of Lease in June 2022. In accordance with Homer City Code 18.08.160 Assignment, City Lease Staff has reviewed the request and the new lease application/proposal from the assignee, Eagle Eye Charters.The attached Proposal Review and Staff Recommendations form provides the summary and details of that review.

The lessee and lease assignee applicant have met the criteria outlined in City Code, and the City Manager will make a final recommendation to City Council to approve the lease assignment, tentatively scheduled for their November 14, 2022 regular meeting.

Per HCC 18.08.160(c)(5), assignment of long-term leases on the Homer Spit or within the Marine Commercial or Marine Industrial zoning districts shall be reviewed by the Port and Harbor Advisory Commission prior to submission to Council for approval. The commission is being asked to review the attached proposal review, share any comments or feedback with me, and make a motion of recommendation to City Council.

Staff Recommendation:

Make a motion supporting an Assignment of Lease from Kachemak Corporation to Eagle Eye Charters dba Bob's Trophy Charters, and recommend for City Council approval.

Attachments:

Eagle Eye Charters Lease Application/Proposal Packet 10/20/22

City of Homer
www.cityofhomer-ak.gov

Office of the City Clerk
491 East Pioneer Avenue
Homer, Alaska 99603
clerk@cityofhomer-ak.gov
(p) 907-235-3130
(f) 907-235-3143

City of Homer Lease Application
Proposal Review & Staff Recommendations

Proposal Synopsis

Application is for:	Eagle Eye Charters LLC dba Bob's Trophy Charters Representative: Cory DeCook
Lease Proposal Synopsis:	Assignment of Lease request from Kachemak Corporation to Eagle Eye Charters. New lessee would take over the existing lease as-is at the same terms, duration, and rental rate. • Per HCC 18.08.160 Assignment, the City Manager determines that a lessee is in full compliance with a lease before an assignment will be effective. After Lease Staff's review, the current lessee (Kachemak Corporation dba Bob's Trophy Charters) is found to be in good standing and eligible to assign the lease. • Current lease is a 20-year lease from 1/1/2017 to 12/31/2036 with two 5-year options to renew; would expire with no options remaining 12/31/2046. • Last appraisal was done in 2022 (every 5 years); current Annual Market Rent is $7,026.60. • Applicant's proposal was initially submitted to Port Staff June 2022. At the time there were questions on the financial aspects of the applicant. City staff had a transition of lease management duties in the interim the applicant was working on reorganizing their financials. City Hall/Lease Staff started working with the applicant September 2022 to finalize their proposal. • The updated request has been reviewed by Lease Staff and the City Manager; applicant has been determined to be a qualified assignee.

Criteria Checklist

Complete Lease Application form and a clear, precise narrative that addresses all proposal criteria: ☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Lease Application, Written Narrative, and fee received/paid.

A letter from the current lessee, Todd Strand, formally requested the lease assignment in accordance with HCC. It explained how he wishes to sell the business; sale is contingent upon the applicant being able to secure a lease with the City.

Proposal is compatible with neighboring uses and consistent with applicable land use regulations including the Land Allocation Plan, Comprehensive Plan: ☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Feedback from Planning Staff has verified the proposal is consistent with zoning code and the Land Allocation Plan.

Development plan details out any proposed improvements with a specific time schedule and benchmarks for development:

☐ **Yes** ☐ **No** ☒ **N/A** ☐ **Incomplete**

Notes: Applicant does not have any proposed improvement plans to the existing office building or lot.

Financial capability or backing of the applicant (including credit history, prior lease history, assets, capital investments) has been verified to support the lease proposal:

☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Absent bank financing for the business and that Applicant is the sole owner, the City has relied on personal financial history to prove financial solvency. Applicant submitted a current credit report that indicated any debts and payment history; it provided sufficient evidence they are capable of making timely monthly payments.

Applicant has a closing date set for December 1st to purchase the business. Applicant has proven financial capability of buying the business; current lessee has voiced his support of the sale and is moving forward with it.

Applicant has not had been found in default or sent to collections, has not filed bankruptcy, does not have any pending litigation against them, and has a credit history of making all payments on time over the past 7 years.

Proposal found to be sufficient in other evaluation criteria per HCC 18.08.060 (includes experience of applicant in the proposed business or venture, economic, financial, and social impacts):

☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Applicant's proposal to continue the business as-is has found to be sufficient. He has worked for this charter company and is looking to keep it running as the current owner is seeking to sell. The applicant is a local resident and home owner; this helps retain seasonal earnings in the community year round and supports the social and economic goals of the city.

Applicant has verified they are insurable and licensable in the City, Kenai Peninsula Borough, and/or the State of Alaska for their proposed use:

☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Applicant has proven they are insurable; signing of a lease is contingent upon Applicant being able to provide final insurance.

Applicant has the appropriate business licenses with the State.

Health requirement documentation not applicable for this type of business/land use.

Any other information that is directly pertinent to the proposal:

☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Applicant does not intend to sublease, which requires prior approval of City Council per HCC 18.08.140 Sublease.

FOR ASSIGNMENTS ONLY – Current lessee is in full compliance with the lease terms and is eligible for lease reassignment:

☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

Notes: Port staff verified Kachemak Corporation is in good standing with their bills.

All applicable documentation has been provided: ☒ **Yes** ☐ **No** ☐ **N/A** ☐ **Incomplete**

- ☒ Lease Application and Narrative
- ☒ Plot Plan
- ☒ Development Plan – *n/a*
- ☒ Financial Information
- ☒ Verification that Insurance can be provided at Signing of Lease
- ☒ Business Entity and Licensing Information

Comments/Recommendations from Planning & Zoning

Rick Abboud, City Planner: After a quick look at the site and business, my initial recommendation is to ensure that that structure is approved by the Fire Marshal for overnight accommodations. From a look on the outside, I do not see any zoning problems.

Julie Engebretsen, Economic Development Manager: There is some Fire Marshal info in the files; I am following up with the Fire Marshal on if the accommodations have been reviewed or not. If not, we would make that a condition of the lease. It's something the new leaseholder could reasonably resolve by the start of the 2023 season. Or, he can use it as employee housing without a review.

Comments/Recommendations from Port & Harbor Staff *(if applicable)* ☐ N/A

Bryan Hawkins, Port Director: Initial concerns were addressed by the Applicant providing a written narrative. From a harbor operation perspective there were no objections.

Recommendation from Port & Harbor Advisory Commission *(if applicable)* ☐ N/A

Pending review at the PHC's October 26, 2022 regular meeting.

Comments from City Manager's Office

No additional comments

Recommended Action to City Council

By Resolution, approve an Assignment of Lease from Kachemak Corporation to Eagle Eye Charters, and authorize the City Manager to execute the appropriate documents for the continuation of the current 20-year lease, term ending December 31, 2036 with two 5-year renewal options at an Annual Base Rent of $7,026.60, for Tract 1-B, Fishing Hole Subdivision No. 2.

Application Verified By: ______________________ Date: __________

City Manager Approval: ______________________ Date: __________

Cory DeCook
Eagle Eye Charters LLC
DBA Bobs Trophy Charters
PO Box 2592
Homer, AK 99603
Corydecook@yahoo.com
907-756-3755

October 19, 2022

City of Homer
Attn: Rachel Tussey

After eight years as an employee with Bobs Trophy Charters the opportunity to purchase the company has become a reality. Todd Strand (current owner) and I have come to an agreement to make this possible. This is super exciting for me since it is where I started my charter fishing career. One year as a deckhand and seven years as a captain for Bobs Trophy Charters I feel that this is the time to move forward. I have secured all the funds needed to purchase the business, but have to make sure that the lease for the office land, through the city of Homer can be reassigned to myself before I am able to move forward. My belief is that after 43 years in business Bobs Trophy Charters Office is a critical part of the company and that its location is important to the success and longevity of one of Homers original charter companies. This location is unique in being one of the first charter companies that people see when the drive down the spit. Also the size of the lot is very special because it allows our customers to drive right up to the front door to check-in. This company employs anywhere from 12 to 14 people of which roughly seven or eight of them meet at the office each day. My goal is to proceed with Bobs Trophy Charters just the way it is. The current owner has kept the office updated so at this point in time I don't believe there will be any updates needed for the office. Please let me know if there is any further information that will be helpful in securing this lease.

Sincerely,
Cory DeCook

BOB'S TROPHY CHARTERS
1-800-770-6400
In Homer 1-907-235-6544

Bob's Trophy Charters

A division of Kachemak Corporation

P.O. Box 1775

Homer, AK 99603

June 13, 2022

Homer City Hall
Rob Dumouchel, City Manager
491 East Pioneer Ave
Homer, AK 99603

Dear Mr. Dumouchel,

I have been negotiating the sale of Bob's Trophy Charters with a buyer by the name of Cory DeCook. At this time, it looks as though an agreement has been made for him to buy the assets of Bob's Trophy Charters and I would like to request an Assignment of our lease to his new entity called Eagle Eye Charters.

The sale of this business is contingent upon the approval of this lease assignment as the location of the building is critical for the continued successful operation of the business.

Attached please find the Lease Application, Personal Financial Statement and check for $280.00 that has been completed by Mr. DeCook. Please let us know how to proceed.

Sincerely,

Todd Strand, President

Kachemak Corporation dba Bob's Trophy Charters

Cc: Bryan Hawkins, Harbormaster

Lease Application/Assignment Form

Directions:

1. Please submit this application form to the City Manager's Office, 491 Pioneer Avenue, Homer, AK, 99603.
2. Please answer all questions on this form, or put "N/A" in the space if it is non-applicable.
3. Please include all applicable fees in the form of a check, made payable to the City of Homer.

Applicant Name:	Cory DeCook
Business Name:	Bob's Trophy Charters
Social Security Number:	[redacted]
Mailing Address:	P.O. Box 2592 Homer, AK 99603
City, State, ZIP code:	Homer AK 99603
Business Telephone No.	907-756-3755
Representative's Name:	Cory DeCook
Mailing Address:	
City, State, ZIP code:	
Business Telephone No.	
Property Location:	3978 Homer Spit Road Homer, AK 99603
Legal Description:	Tract 1-B Fishing Hole Subdivision NO. 2 Homer Recording district, State of Alaska
Type of Business to be placed on property:	Fishing Charter Booking Office Currently on the Site
Duration of Lease requested:	20 years
Options to re-new:	yes

	The following materials must be submitted when applying for a lease of City of Homer real property	
1.	**Plot Plan**	A drawing of the proposed leased property showing: See attached ☑ Size of lot - dimensions and total square footage (to scale) ☑ Placement and size of buildings, storage units, miscellaneous structures planned (to scale). ☑ Water and sewer lines – location of septic tanks, if needed. ☑ Parking spaces – numbered on the drawing with a total number indicated
2.	**Development Plan**	☐ List the time schedule from project initiation to project completion, including major project milestones. **Dates** **Tasks** None For each building, indicate: **Building Use** **Dimensions and square footage**
3.	**Insurance**	Policy to be issued if Application is Approved ☒ Attach a statement of proof of insurability of lessee for a minimum liability insurance for combined single limits of $1,000,000 showing the City of Homer as co-insured. Additional insurance limits may be required due to the nature of the business, lease or exposure. Environmental insurance may be required. If subleases are involved, include appropriate certificates of insurance.
4.	**Subleases**	N/A ☑ Please indicate and provide a detailed explanation of any plans that you may have for subleasing the property. The City of Homer will generally require payment of 25% of proceeds paid Lessee by subtenants. Refer to chapter 13 of the Property Management Policy and Procedures manual.
5.	**Health Requirements**	N/A ☑ Attach a statement documenting that the plans for the proposed waste disposal system, and for any other necessary health requirements, have been submitted to the State Department of Environmental Conservation for approval. Granting of this lease shall be contingent upon the lessee obtaining all necessary approvals from the State DEC.

6.	**Agency Approval**	☐ Attach statement(s) of proof that your plans have been inspected and approved by any agency which may have jurisdiction of the project; i.e. Fire Marshall, Army Corps of Engineers, EPA, etc. The granting of this lease shall be contingent upon lessee obtaining approval, necessary permits, and/or inspection statements from all appropriate State and/or Federal agencies.
7.	**Fees**	All applicable fees must be submitted prior to the preparation and/or execution of a lease. ■ **Application fee - $30.00.** Covers costs associated with processing the application. *Please make check payable to the City of Homer.* ☐ **Lease fee - $300.00.** Covers the costs of preparing and processing the actual lease. ■ **Assignment fee - $250.00.** Covers the costs of preparing and processing the lease transfer. *Please make check payable to the City of Homer.*
8.	**Financial Data**	Please indicate lessee's type of business entity: ☑ Sole or individual proprietorship. ☐ Partnership. ☐ Corporation. ☐ Other – Please explain: ________ ☑ **Financial Statement** – *Please attach a financial statement showing the ability of the lessee to meet the required financial obligations.* See Attached ☑ **Surety Information** – Has any surety or bonding company ever been required to perform upon your default or the default of any of the principals in you organization holding more than a 10% interest ☒ No ☐ Yes. If yes, please attach a statement naming the surety or bonding company, date and amount of bond, and the circumstances surrounding the default or performance. ☑ **Bankruptcy information** - Have you or any of the principals of your organization holding more than a 10% interest ever been declared bankrupt or are presently a debtor in a bankruptcy action? ☒ No ☐ Yes. If yes, please attach a statement indicating state, date, Court having jurisdiction, case number and to amount of assets and debt. ☑ **Pending Litigation** – Are you or any of the principals of your organization holding more than a 10% interest presently a party to any pending litigation? ☒ No ☐ Yes. If yes, please attach detailed information as to each claim, cause of action, lien, judgment including dates and case numbers.

9.	**Partnership Statement**	☐ If the applicant is a partnership, please provide the following: **Date of organization:** None **Type:** ☐ General Partnership ☐ Limited Partnership **Statement of Partnership Recorded?** ☐ Yes ☐ No Where ______ When ______ **Has partnership done business in Alaska?** ☐ Yes ☐ No Where ______ When ______ **Name, address, and partnership share. If partner is a corporation, please complete corporation statement.** ***Please attach a copy of your partnership agreement.***
10.	**Corporation Statement**	☐ If the applicant is a corporation, please provide the following: **Date of Incorporation:** None at this time **State of Incorporation:** ______ **Is the Corporation authorized to do business in Alaska?** ☐ No ☐ Yes. Is so, as of what Date? ______ **Corporation is held?** ☐ Publicly ☐ Privately If publicly held, how and where is the stock traded? ______ **Officers & Principal Stockholders [10%+]:** Name Title Address Share ______ ______ ______ ______ ☐ **Please furnish a copy of Articles of Incorporation and By-laws.** **Please furnish name and title of officer authorized by Articles and/or By-laws to execute contracts and other corporate commitments.** Name Title ______ ______ ______ ______

11.	Applicant References	Please list four persons or firms with whom the Applicant or its owners have conducted business transactions with during the past three years. Two references named shall have knowledge of your financial management history, of which at least one must be your principal financial institution. Two of the references must have knowledge of your business expertise.
		Name: Autumn B Johnson **Firm:** Wells Fargo Bank **Title:** Personal Banker **Address:** 88 Sterling Hwy Homer AK 99603 **Telephone:** 907.953.2659 **Nature of business association with Applicant:** member in good standing since 1996.
		Name: Todd Strand **Firm:** Bob's Trophy Charters **Title:** Owner **Address:** 9952 East Gold Dust PL Gold Canyon, AZ 85118 **Telephone:** 1-651-402-6606 **Nature of business association with Applicant:** Owner of the Charter Company that I fish for.
		Name: Keith Kalke **Firm:** Ocean Hunter Charters **Title:** Owner **Address:** P.O. Box 1900 Homer AK 99603 **Telephone:** 907-299-1735 **Nature of business association with Applicant:** Charter Fishing
		Name: Brad Needham **Firm:** Tenacious Charters **Title:** Owner **Address:** 5545 Saber AVE Homer AK **Telephone:** 1-919-744-7080 **Nature of business association with Applicant:** Charter Fishing

I hereby certify that the above information is true and correct to the best of my knowledge.

Signature: [signature] **Date:** 6-8-22

PLAT APPROVAL

THIS PLAT WAS APPROVED BY THE KENAI PENINSULA BOROUGH PLANNING COMMISSION AT THE MEETING OF 3-14-94

KENAI PENINSULA BOROUGH

BY ______________
AUTHORIZED OFFICIAL

NOTES

1. BASIS OF BEARING IS THE CITY OF HOMER COORDINATE SYSTEM, AS SHOWN ON PLAT 87-3 HRD, "CITY OF HOMER AREA RECORD OF SURVEY".

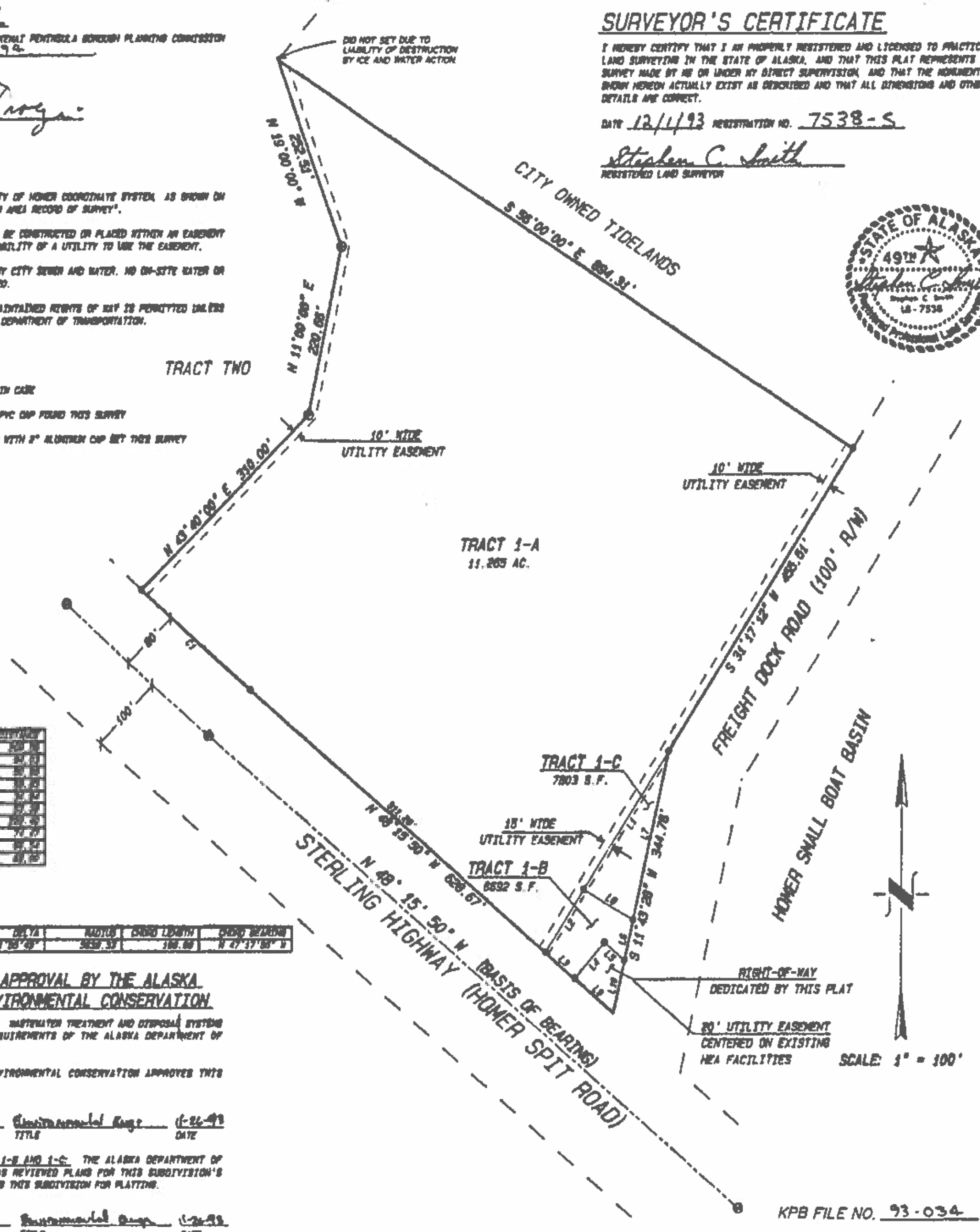
2. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN AN EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.

3. THESE LOTS SHALL BE SERVED BY CITY SEWER AND WATER. NO ON-SITE WATER OR WASTE-WATER SYSTEMS ARE PERMITTED.

4. NO DIRECT ACCESS TO STATE MAINTAINED RIGHTS OF WAY IS PERMITTED UNLESS APPROVED BY THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION.

LEGEND

- INDICATES ADM BC MONUMENT IN CASE
- INDICATES 5/8" REBAR WITH PVC CAP FOUND THIS SURVEY
- INDICATES 5/8" X 30" REBAR WITH 2" ALUMINUM CAP SET THIS SURVEY



LINE TABLE

LINE	BEARING	DISTANCE
L1	[illegible]	[illegible]
L2	[illegible]	[illegible]
L3	[illegible]	[illegible]
L4	[illegible]	[illegible]
L5	[illegible]	[illegible]
L6	[illegible]	[illegible]
L7	[illegible]	[illegible]
L8	[illegible]	[illegible]
L9	[illegible]	[illegible]
L10	[illegible]	[illegible]

CURVE TABLE

CURVE	ARC	DELTA	RADIUS	CHORD LENGTH	CHORD BEARING
C1	[illegible]	[illegible]	[illegible]	[illegible]	N 47°17'55" W

CERTIFICATE OF APPROVAL BY THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

WASTEWATER DISPOSAL: TRACT 1-A: WASTEWATER TREATMENT AND DISPOSAL SYSTEMS MUST MEET THE REGULATORY REQUIREMENTS OF THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION APPROVES THIS SUBDIVISION FOR PLATTING.

______________ Environmental Engr. 1-26-94
SIGNATURE TITLE DATE

WASTEWATER DISPOSAL: TRACTS 1-B AND 1-C: THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION HAS REVIEWED PLANS FOR THIS SUBDIVISION'S WASTEWATER DISPOSAL, AND APPROVED THIS SUBDIVISION FOR PLATTING.

______________ Environmental Engr. 1-26-94
SIGNATURE TITLE DATE

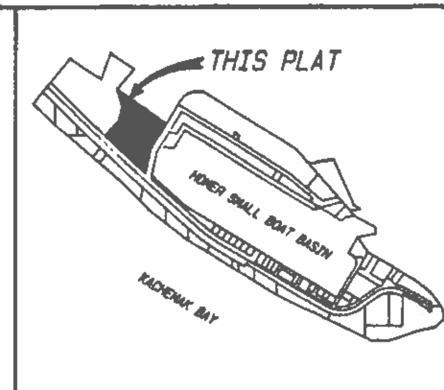
SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 12/1/93 REGISTRATION NO. 7538-S

Stephen C. Smith
REGISTERED LAND SURVEYOR

STATE OF ALASKA 49TH Stephen C. Smith LS-7538 Professional Land Surveyor



VICINITY MAP

SCALE 1" = 1500' LOCATED WITHIN THE CITY OF HOMER

CERTIFICATE OF OWNERSHIP

I HEREBY CERTIFY THAT I AM THE OWNER OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, AND THAT I HEREBY ADOPT THIS PLAT OF SUBDIVISION, AND BY MY FREE CONSENT DEDICATE ALL RIGHTS OF WAY AND PUBLIC AREAS TO PUBLIC USE AND GRANT ALL EASEMENTS TO THE USE SHOWN HEREON.

CITY OF HOMER

BY: RICHARD L. LELAND
HOMER CITY MANAGER
491 EAST PIONEER AVENUE
HOMER, ALASKA 99603

94-43
RECORDED - FILED 20 Homer REC. DIST.
DATE 1-8 19 94
TIME 3:57 P.M.
Requested by Herndon & Thompson

NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS 14th DAY OF December, 1993.

FOR RICHARD L. LELAND

____
NOTARY PUBLIC FOR ALASKA

MY COMMISSION EXPIRES 01/07/95

KPB FILE NO. 93-034

HOMER RECORDING DISTRICT

THE FISHIN' HOLE No. 2

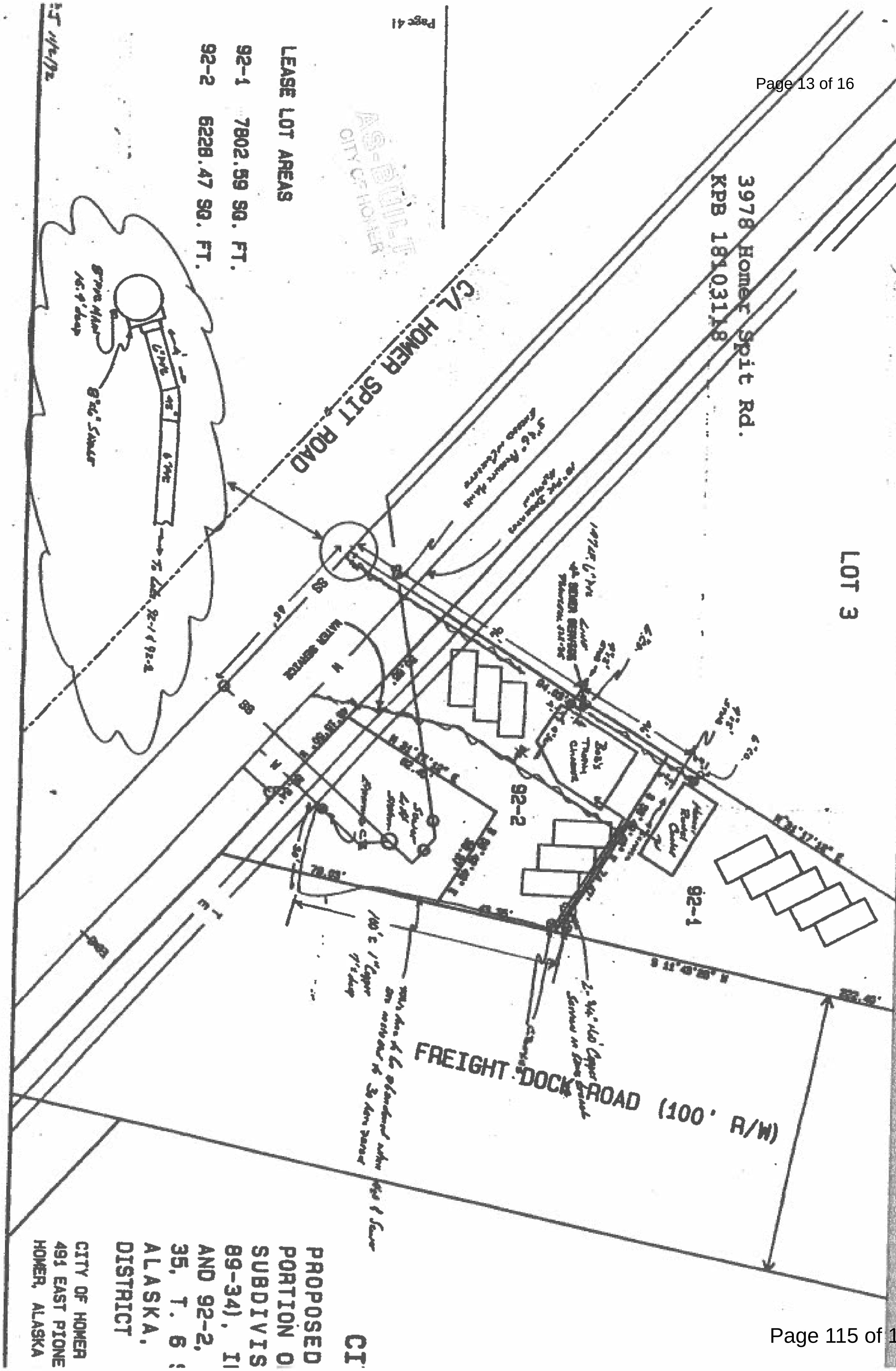
A REPLAT OF TRACT ONE, THE FISHIN' HOLE ACCORDING TO PLAT NO. 92-39, HRD LOCATED WITHIN THE SE1/4 S.35, T6S, R13W, SEWARD MERIDIAN, ALASKA AND WITHIN THE CITY OF HOMER

CONTAINING 11.667 ACRES

HERNDON & THOMPSON, INC.
STEPHEN C. SMITH, PLS
41745 BEAR CREEK DRIVE
HOMER, ALASKA 99603
907-235-8741

DRAWN BY: SCS	COMP BY: SCS	JOB #92-12
DATE: 4/12/93	SCALE: 1" = 100'	SHEET #1 OF 3

SHEETS NO. 2 & 3 ARE SIGNATURE SHEETS ONLY


Page 41
LEASE LOT AREAS
92-1 7802.59 SQ. FT.
92-2 6228.47 SQ. FT.
AS-BUILT
CITY OF HOMER
3978 Homer Spit Rd.
KPB 18103118
LOT 3
C/L HOMER SPIT ROAD
92-1
92-2
FREIGHT DOCK ROAD (100' R/W)
PROPOSED
PORTION O
SUBDIVIS
89-34), I
AND 92-2,
35, T. 6
ALASKA,
DISTRICT
CITY OF HOMER
491 EAST PIONE
HOMER, ALASKA

FOR DIVISION USE ONLY
Page 14 of 16

THE STATE of ALASKA

Department of Commerce, Community, and Economic Development
Division of Corporations, Business, and Professional Licensing
PO Box 110806, Juneau, AK 99811-0806
(907) 465-2550 • Email: corporations@alaska.gov
Website: corporations.alaska.gov

Domestic Limited Liability Company

Initial Biennial Report

Entity Name: EAGLE EYE CHARTERS LLC
Entity Number: 10196710
Home Country: UNITED STATES
Home State/Prov.: ALASKA
Physical Address: 4225 RONDA ST., APT #4, HOMER, AK 99603
Mailing Address: PO BOX 2592, HOMER, AK 99603

Registered Agent information cannot be changed on this form. Per Alaska Statutes, to update or change the Registered Agent information this entity must submit the Statement of Change form for this entity type along with its filing fee.

Name: Cory DeCook
Physical Address: 4225 RONDA ST., APT #4, HOMER, AK 99603
Mailing Address: PO BOX 2592 , HOMER, AK 99603

Officials: The following is a complete list of officials who will be on record as a result of this filing.

- **Provide all officials and required information. Use only the titles provided.**
- **Mandatory Members:** this entity must have at least one (1) Member. A Member must own a %. In addition, this entity must provide all Members who own 5% or more of the entity. A Member may be an individual or another entity.
- **Manager:** If the entity is manager managed (per its articles or amendment) then there must be at least (1) Manager provided. A Manager may be a Member if the Manager also owns a % of the entity.

Full Legal Name	Complete Mailing Address	% Owned	Member
CORY DECOOK	PO Box 2592, Homer, AK 99603	100	X

If necessary, attach a list of additional officers on a separate 8.5 X 11 sheet of paper.

NAICS Code: 487210 - SCENIC AND SIGHT-SEEING TRANSPORTATION, WATER

New NAICS Code (optional):

This form is for use by the named entity only. Only persons who are authorized by the above Official(s) of the named entity may make changes to it. If you proceed to make changes to this form or any information on it, you will be certifying under penalty of perjury that you are authorized to make those changes, and that everything on the form is true and correct. In addition, persons who file documents with the commissioner that are known to the person to be false in material respects are guilty of a class A misdemeanor. Continuation means you have read this and understand it.

Name: Noah Mery

Alaska Entity #10196710

State of Alaska
Department of Commerce, Community, and Economic Development
Corporations, Business, and Professional Licensing

Certificate of Organization

The undersigned, as Commissioner of Commerce, Community, and Economic Development of the State of Alaska, hereby certifies that a duly signed and verified filing pursuant to the provisions of Alaska Statutes has been received in this office and has been found to conform to law.

ACCORDINGLY, the undersigned, as Commissioner of Commerce, Community, and Economic Development, and by virtue of the authority vested in me by law, hereby issues this certificate to

EAGLE EYE CHARTERS LLC

IN TESTIMONY WHEREOF, I execute the certificate and affix the Great Seal of the State of Alaska effective **May 25, 2022**.

Julie Sande
Commissioner

Alaska Business License # **2157674**

Alaska Department of Commerce, Community, and Economic Development

Division of Corporations, Business, and Professional Licensing

PO Box 110806, Juneau, AK 99811-0806

This is to certify that

EAGLE EYE CHARTERS LLC DBA BOB'S TROPHY CHARTERS

PO Box 2592, Homer, AK 99603

owned by

EAGLE EYE CHARTERS LLC

is licensed by the department to conduct business for the period

May 25, 2022 to December 31, 2023
for the following line(s) of business:

48 - Transportation and Warehousing

This license shall not be taken as permission to do business in the state without having complied with the other requirements of the laws of the State or of the United States.

This license must be posted in a conspicuous place at the business location.
It is not transferable or assignable.

Julie Sande
Commissioner

PHC 22-006

AGENDA ITEM REPORT

Capital Improvements Projects Update

Item Type: Informational Item

Prepared For: Port & Harbor Advisory Commission

Meeting Date: 26 Oct 2022

Staff Contact: Bryan Hawkins, Port Director/Harbormaster

Department: Port & Harbor

Summary Statement:

Below are a list of informational updates on the "in progress" port capital improvement projects on deck right now.

R&M Float Replacement Assessment

The engineering float assessment, in preparation for the PIDP grant submittion May 2023, is still in process awaiting final deliverables. R&M engineers have completed their follow up site evaluation during the week of October 3rd through 7th.

HDR

Pre phase one of HDR's proposal included a quote price and scope of work for securing the USACE's study as a line item in the upcoming federal budget and for securing authorization of the project. Through the hard work of our legislators the Port Expansion general investigation study is currently on the federal budget for the Army Corps of Engineers and, if it passes, we are assured that will also achieve authorization. Given that current progress, we have held back on engaging HDR until the next phase (phase one- management of the general investigation study) to use our port reserve funds with the most efficiency and to greatest effect.

Harbor Cathodic Protection

The Request for Proposal's for this project has closed and the contact award has been issued and approved by council. The change order to include 65 piles in shallow water was approved by both Public works and the engineers and is within budget. This project is currently awaiting a finalized grant agreement from the State, including this amended scope of work. After receiving this grant agreement from the State, the next step will be acceptance of the agreement (and funds) by Council (currently scheduled for November). Acceptance of state funds by City Council will trigger the beginning of the construction phase of this project.

Parking Improvements

Below is the time line from the September Parking Memo with current updates noted in "Red"

Timeline for 2023 Spring Project Completion:

Step 1- Funding (min. 1 month) (two readings required, CC meets bi monthly) *(November 2022)*

- Submit an Ordinance to City Council amending the FY 23 Port Budget by appropriating $342,300 from the Port Reserves Fund [$312,300 for non-paved improvements per HDL study + $30,000 (2 pay kiosks for Sea Farer's memorial @ $15K per)]

  Update 10/19/22- the ordinance for funding this project is scheduled for the November 14th Council Meeting, (second reading Nov. 28th). This ordinance and accompanying memo will also include the PHC's supporting recommendation for funding made at the last monthly meeting. The further general PHC motions re fee increases and parking management will be included in the supporting memo to council **and also** added to PHC's December meeting for further discussion and hone fee changes in preparation for 2023 rates and rules. Staff research and input will also be included as informational materials for that December meeting.

  Funding requested from the port reserves will be for the portion of the project scope of work for the civil engineering design laid out in step 2. (A further funding ordinance will be submitted to council for construction costs after step 2, before step 3, to ensure accurate cost estimate numbers)

Step 2- Civil Engineering design for lot improvements (Ramp 2 Pavilion lot & Lot between Ramp 3 and 4)

- Through Public works, draft up scope of work and hire one of the city's contracted civil engineering firms (two weeks) *(Mid-December 2022)*
- Lot designs/engineering (min. 1 month) *(Mid-January 2023)*
  Update10/20/22- Port staff met with Jan Keiser, Director of Public Works to discuss using one of the City's contracted civil engineering firms for the parking lot improvements set for Winter of 2022-23. HDL, the civil engineering firm that generated the recent parking study, is a firm that is currently under contract with the city and is available for this engineering design and already familiar with the project. Public works recommended this firm to approach for the civil engineering design for the improvements and staff agree.

Step 3- Implementation

- Draft and publish an RFP for construction/contractor services to complete the work (publicly open for bid min. 1 month) *(Mid-February 2023)*
- Select and award contract to winning RFP proposal via City Council Resolution (1 reading, min. 2 weeks) *(Beginning of March 2023)*
- Physical construction and project completion (6 weeks) *(Mid-March to end of April)* Completion date by May 1

PHC 22-003

AGENDA ITEM REPORT

Think Tank Discussion Areas from Chair Matthews

Item Type:	Informational Item
Prepared For:	Port & Harbor Advisory Commission
Meeting Date:	26 Oct 2022
Staff Contact:	Crisi Matthews, Commissioner
Attachments:	Think Tank Discussion Area Notes

Summary Statement:

In order to have community-wide pre-planning efforts on any Harbor Expansion, a small think tank was formed to bring together stakeholders from respective fields. In attendance:

- Crisi Matthews, Port & Harbor Commission Chair
- Karin Marks, Economic Development Commission Chair
- Tim Dillion, KPEDD
- Brad Anderson, Homer Chamber of Commerce
- Brad Conley, Homer Planning Commission and Marine Trades Representative
- City Staff (Harbormaster, Jenny Carroll, City Manager)
- John Jungling, HEA
- Jeffrey Eided, SPH Foundation

Attached is a working document coded as follows; black-initial topic areas/agenda, blue-Harbormaster input, purple-think tank and post meeting contributions. It is in my opinion that this type of document and brainstorming session would help the ACOE or any future project manager and consultant utilize some of the key points for expansion areas to 'think about' as we work through the framework of the Spit Comprehensive and/or Development Plan and future Harbor Expansion planning. A copy was provided to the City Planner, Rick Abboud in attendance during the Spit Comprehensive Plan October 19th worksession. Any additional items missed may be emailed to the Chair to add onto the growing bank of ideas that may have been missed. Additionally, comments from the October 19th worksession will also be included in this.

For discussion.

Attachments:

Think Tank Discussion Area Notes

Think Tank Discussion Areas

Submitted by Chair Crisi Matthews

1. Access to Harbor, Homer is a multi-modal port community.
    a. Highway, (DOT)
    b. Ferry service Home port for the AMHS Tustumena (DOT), and Seldovia Village Tribe, Water Taxis
    c. Airport (DOT) and city of Homer (terminal building)
    d. Float Plane Access/Dock
    e. EV Shuttles, Public Transit Plan, Train/Tram Service?

2. Energy Needs/Opportunities (3-5 year to design and then to engineering) (substation builds are 5-7 years) (large demand load issues need to be envisioned early) expanded load for new vessels ideas of size lar
   Size up the service needed for the new harbor, talk about energy options, is there a viable energy generation option (kinetic or hydro) with this new facility? We should be planning for Hybrid vessels
    a. Electrification of the Port (Juneau & Seward) Initial Planning
    b. Infrastructure
        i. Transpotrtation plan for city
        ii. EV Charging Station
        iii. EVT
            1. Symposium for energy of tomorrow
            2. Tustamena replacement being hybrid
            3. Upgrades to current services
    c. Geo-Thermal or Tidal (HydroElectric) plans for these need to be started in January 2023 to synchronize with ACOES
3. Affiliate Services/Organizations
    a. USCG, USFW, NOAA, State Parks,
    b. Ferry Service
    c. local maritime freight services, local rescue services (SeaTow, Rescue 21) Charter and Tour vessels,
    d. Village Support Services & Access
    e. Public health/medical services
    f. Vessel Fueling service
    g. Water Taxi/Ferry support services
    h. Non motorized and small vessel launch designated areas

4. Communication Services
    a. Internet/Cellular
    b. Waterways (Radio Enhancement, Buoy Functions, Directional Signage for boats and autos, lights, cameras)
    c. Broadband
5. Structures and Land Surfaces to be added

a. Stack Storage On site or off site
b. Commercial (Marine Trade) Services shops and priority parking for servicing
c. Haul Out facilities (large vessel sling lift, and space for a floating dry dock capable of lifting ships.
d. Cruise Ships what size class of ship? Are you thinking of trying to build a harbor big enough to bring ships into?
e. Barge Access (commercial barge ramp and look into the possibility of providing barge moorage in the lee of the new harbor but not inside the harbor)
f. Fuel Services for the new facility
g. Parking
h. Dock and Launch Needs what is launch needs? seems like we could pull H and I into one heading that reads, large vessel harbor Cargo dock facility.
i. Cargo Offload (Crane/Truck/Ice Facility access) Ease to airport, helipad?
j. Flupsie

6. Public Works
    a. Sewer
    b. Water

7. Public Safety

    a. Fire
    b. Police
    c. EMT/Hospital Access
    d. Spit Evacuation plan for tsunami evacuation that includes shelter in place tower structures on the spit (City, State)

8. Planning
    c. Pedestrian Trails
    d. Housing
        1. Look at Sitka Land Bank model
        2. Update Comp plan and then Code
        3. How does the City work with Borough to expand into outlying areas
    e. Traffic Control
        1. Transportation and public transport on the entire Peninsula

9. Commerce and Business Expansion
    a. Community member opportunities (spin-off opportunities that enhance quality of life in Homer)
        i. what does homer want for the community and can this be how we pay for it?

  - ii. People want improvement to Homer but not change housing+transportation+childcare

b. Most of the fleet that will go into harbor are already waiting for a spot in our harbor with better services for them
c. USCG Port City
d. Planning Needs–look at Sitka and Seward for Planning Friendly areas and code to create new housing
e. Jan 5th KPEDD Industry Outlook hosted in Homer opportunity
  - i. where is Homer going Panel (Community Growth Board/Commission/Summit)

f. Fish Retail Services (think Seattle Fish Market)
g. FISH PORT Support
h. Goods Offload and Storage Plans

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **September 2022**

Moorage Sales	2022	2021
Daily Transient	204	313
Monthly Transient	182	212
Semi-Annual Transient	4	1
Annual Transient	17	26
Annual Reserved	436	500

Grid Usage		
1 Unit = 1 Grid Tide Use	2022	2021
Wood Grid	6	13
Steel Grid	1	2

Services & Incidents	2022	2021
Vessels Towed	1	0
Vessels Moved	24	49
Vessels Pumped	3	3
Vessels Sunk	0	1
Vessel Accidents	0	1
Vessel Impounds	0	0
Equipment Impounds	0	1
Vehicle Impounds	0	1
Property Damage	0	1
Pollution Incident	2	4
Fires Reported/Assists	0	0
EMT Assists	3	0
Police Assists	2	2
Public Assists	15	32
Thefts Reported	0	0

Parking Passes	2022	2021
Long-term Pass	3	1
Monthly Long-term Pass	4	4
Seasonal Pass	2	2

Crane Hours	2022	2021
	132.3	142.3

Stall Wait List		
No. on list at Month's End	2022	2021
20' Stall	2	10
24' Stall	79	82
32' Stall	227	204
32' A Stall	17	9
40' Stall	74	68
50' Stall	34	30
60' Stall	5	4
75' Stall	7	7
Total:	445	414

.

Docking & Beach/Barge Use		
1 Unit = 1 or 1/2 Day Use	2022	2021
Deep Water Dock	23	36
Pioneer Dock	35	30
Beach Landings	2	6
Barge Ramp	135	155

Marine Repair Facility	2022	2021
Vessels Hauled-Out	1	3
Year to Date Total	6	6
Vessels using facility uplands	4	4

Wharfage (in short tons)		
In Tons, Converted from Lb./Gal.	2022	2021
Seafood	297	252
Cargo/Other	1730	406
Fuel	6,692	53,478

Ice Sales	2022	2021
For the Month of September	202	198
Year to Date Total	1,602	1,872

Difference between
2021 YTD and 2022 YTD: 270 tons less

U:Office/Stats-Monthly/September 2022

Port & Harbor Water/Sewer Bills

Service Period: September, 2022 — Meter Reading Period: 8/15/22-9/22/22

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	$14.00	$772.54	$0.00	$786.54	1,682,300	1,754,500	72,200
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	$14.00	$1,613.56	$0.00	$1,627.56	4,893,100	2,037,200	75,400
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	$14.00	$1,532.24	$0.00	$1,546.24	325,200	403,400	6,500
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	$14.00	$211.86	$481.14	$707.00	942,000	961,800	19,800
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	$14.00	$1,866.08	$0.00	$1,880.08	5,590,900	5,765,300	174,400
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	$14.00	$651.63	$0.00	$665.63	211,700	272,600	60,900
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	$14.00	$1,399.56	$0.00	$1,413.56	259,200	3,900	130,800
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	$14.00	$1,747.31	$0.00	$1,761.31	205,400	368,700	163,300
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	$7.00	$0.00	$0.00	$7.00	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	$14.00	$898.80	$289.17	$1,201.97	437,100	449,000	11,900
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	$14.00	$179.76	$408.24	$602.00	588,900	605,700	16,800
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	$14.00	$0.00	$0.00	$14.00	-	-	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	$14.00	$11.28	$252.72	$378.00	612,200	622,600	10,400
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	$14.00	$27.82	$63.18	$105.00	172,900	175,500	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	$14.00	$39.59	$89.91	$143.50	197,200	200,900	3,700
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	$14.00	$63.13	$84.37	$161.50	130,100	13,600	5,900
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	$14.00	$115.56	$154.44	$284.00	626,800	637,600	10,600
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	$14.00	$462.24	$0.00	$476.24	2,565,100	2,608,300	43,200
					Overall Charges:	**$13,761.13**		**Overall Water Usage:**	**808,400**

Water/Sewer Monthly Comparison
CY 2018 to Current

	2018		2019		2020		2021		2022	
January	$1,458.89	83,400	$1,485.10	79,100	$3,419.82	217,800	$1,640.36	85,300	$2,236.49	166,800
February	$2,500.97	144,800	$1,458.19	74,100	$2,308.87	140,600	$1,743.64	109,000	$921.44	45,700
March	$2,271.05	138,300	$1,809.53	96,700	$1,715.03	97,800	$1,854.70	128,800	$1,739.30	117,100
April	$2,766.11	272,300	$4,105.23	206,800	$4,032.71	245,300	$3,186.73	245,400	$2,982.19	258,000
May	$3,951.58	304,600	$7,349.43	450,700	$4,577.16	288,700	$4,810.68	328,600	$5,199.93	363,800
June	$16,995.43	1,349,200	$11,917.20	756,800	$17,557.33	1,176,500	$13,982.13	999,200	$15,239.84	824,676
July	$18,540.31	1,391,400	$15,669.89	973,600	$18,256.51	1,222,700	$16,420.44	1,096,200	$19,474.09	1,132,900
August	$19,055.83	1,449,800	$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	$16,345.46	1,328,800	$22,850.15	1,425,100	$16,454.55	1,131,800	$14,777.10	1,117,300	$13,761.13	808,400
October	$8,965.86	728,200	$16,025.77	744,900	$8,669.03	589,000	$6,265.73	366,300		
November	$2,967.17	195,100	$7,391.65	338,900	$2,418.11	139,300	$1,511.37	93,300		
December	$1,294.53	69,100	$2,691.44	170,800	$1,575.72	87,900	$2,613.09	193,500		
YTD Total	$97,113.19	7,455,000	$116,632.97	6,871,000	$97,748.09	6,499,400	$87,258.01	6,010,400	$82,131.98	5,090,576

2022 Ice & Crane Report						
Date To	**Crane Weekly**	**Crane Month**	**YTD Crane**	**Ice Weekly**	**Ice Month**	**YTD Ice**
1/2/2022	6.8			shut down for maintenance		
1/9/2022	4.3			shut down for maintenance		
1/16/2022	25.3			shut down for maintenance		
1/23/2022	27.6			shut down for maintenance		
1/30/2022	25.8			shut down for maintenance		
		89.8	89.8		0	0
2/6/2022	43.5			shut down for maintenance		
2/13/2022	20.2			shut down for maintenance		
2/20/2022	47.4			shut down for maintenance		
2/27/2022	20.8			shut down for maintenance		
		131.9	221.7		0	0
3/6/2022	50.4			14		
3/13/2022	29.9			18		
3/20/2022	26.1			22		
3/27/2022	28.9			12		
		135.3	357		66	66
4/3/2022	12.2			36		
4/10/2022	27.1			47		
4/17/2022	44.5			22		
4/24/2022	22			28		
		105.8	462.8		133	199
5/1/2022	21			16		
5/8/2022	37			67		
5/15/2022	34.7			49		
5/22/2022	51.9			41		
5/29/2022	79.1			43		
		223.7	686.5		216	415
6/5/2022	42.5			53		
6/12/2022	56			37		
6/19/2022	37.9			36		
6/26/2022	37.8			62		
		174.2	860.7		188	603
7/3/2022	38			77		
7/10/2022	46.3			90		
7/17/2022	54.8			127		
7/24/2022	27.3			93		
7/31/2022	34.1			46		
		200.5	1061.2		433	1036
8/7/2022	44			67		
8/14/2022	52.5			89		
8/21/2022	60.8			94		
8/28/2022	79.7			114		
		237	1298.2		364	1400
9/4/2022	43.9			50		
9/11/2022	21.3			23		
9/18/2022	48.6			79		
9/25/2022	18.5			50		
		132.3	1430.5		202	1602
10/2/2022	31.9			36		
10/9/2022	23.6			52		
10/16/2022						
10/23/2022						
10/30/2022						
		55.5	1486		88	1690
11/6/2022						
11/13/2022						
11/20/2022				shut down for maintenance		
11/27/2022				shut down for maintenance		
		0	1486		0	1690
12/4/2022				shut down for maintenance		
12/11/2022				shut down for maintenance		
12/18/2022				shut down for maintenance		
12/25/2022				shut down for maintenance		
12/31/2022				shut down for maintenance		
		0	1486			[illegible]

Deep Water Dock 2022

Date	Vessel	LOA	Times	Billed	$ Dock	Srv Chg
1/6	ENDEAVOR		1100/1350	CISPRI	$506.00	$52.00
1/10	PERSEVERANCE		0900/1325	CISPRI	$788.00	$25.00
1/17	ENDEAVOR		1015/1345	CISPRI	$506.00	$52.00
1/24	PERSEVERANCE		0630/1335	CISPRI	$788.00	$52.00
1/26	PERSEVERANCE		0815/	CISPRI	$788.00	$52.00
1/27	PERSEVERANCE		/	CISPRI	$788.00	--
1/28	PERSEVERANCE		/1815	CISPRI	$788.00	--
2/2	ENDEAVOR	181	1015/1147	CISPRI	$506.00	$52.00
2/8	PERSEVERANCE	207	1500/1650	CISPRI	$788.00	$52.00
2/11	PACIFIC WOLF	395	1000/?	KIRBY	$1,206.00	$52.00
2/14	PERSEVERANCE	207	1732/	CISPRI	$788.00	$52.00
2/14	ENDEAVOR	181	0830/	CISPRI	$506.00	$52.00
2/15	PERSEVERANCE	207	/1215	CISPRI	$788.00	--
2/19	BILL GOBEL	111	1210/1329		$506.00	$52.00
2/28	ENDEAVOR	181	1000/1350	CISPRI	$506.00	$52.00
3/7	perseverance	207	0825/1340	CISPRI	$788.00	$52.00
3/14	endeavor	181	0955/1400	CISPRI	$506.00	$52.00
3/28	endeavor	181	1125/1330	CISPRI	$506.00	$52.00
3/30	sovereign	180	0900/1225	CISPRI	$506.00	$52.00
3/31	REDOUBT	332	1600/	CISPRI	$1,005.00	$52.00
4/1	REDOUBT	332	/	CISPRI	$1,005.00	--
4/2	REDOUBT	332	/	CISPRI	$1,005.00	--
4/3	REDOUBT	332	/	CISPRI	$1,005.00	--
4/4	REDOUBT	332	/1800	CISPRI	$1,005.00	--
4/4	Perseverance	207	1200/1420	CISPRI	$788.00	$52.00
4/5	ROSS CHOUEST	256	0640/1952	Servs Alyeska	$788.00	$102.00
4/11	ENDEAVOR	181	0832/1426	CISPRI	$506.00	$52.00
4/16	CAMAI	115	1200/1400	Pitzman	$506.00	$52.00
4/18	Perseverance	207	1050/1400	Cispri	$788.00	$52.00
19-Apr	ENDEAVOR	181	0900/1200	Cispri	$506.00	$52.00
25-Apr	endeavor	181	0747/	Cispri	$506.00	$52.00
26-Apr	ENDEAVOR	181	/	Cispri	$506.00	--
4/27	ENDEAVOR	181	/1520	Cispri	$506.00	--
4/29	responder	175	0745/1220	cispri	$506.00	$52.00
5/6/2022	redoubt	332	0830/1450	cispri	$1,005.00	$52.00
5/9/2022	ANN T CHERAMIE	116	0730/1910	Olympic Tug and Barge	$506.00	$52.00
5/12/2022	innoko	150	1410/	Cruz Construction	$506.00	$52.00
5/13/2022	innoko	150	/1452	Cruz Construction	$506.00	--
5/20/2022	SCT 180	180	2007/	Cook Inlet Tug & Barge	$506.00	$52.00
5/21/2022	SCT 180	180	/	Cook Inlet Tug & Barge	$506.00	--
5/22/2022	SCT 180	180	/0825	Cook Inlet Tug & Barge	$506.00	--
5/30/2022	perseverance	207	0855/1230	Cispri	$788.00	$52.00
5/31/2022	bill gobel & edward Itta	509	0930/2215	Olympic Tug and Barge	$1,996.00	
6/1/2022	camai	115	0930/2107		$ 506.00	$ 52.00
6/3/2022	tempo sea	0	1120/0930		$ 506.00	$ 52.00
6/8/2022	ENDEAVOR	181	0800/1710		$ 506.00	$ 52.00
6/9/2022	ann t cheramie	116	1800/2302		$ 506.00	$ 52.00
6/9/2022	petro alaskan	300	0015/		$ 788.00	$ 52.00
6/10/2022	petro alaskan	300	/		$ 788.00	--
6/11/2022	petro alaskan	300	/1315		$ 788.00	--
6/11/2022	ann t cheramie	116	0920/1240		$ 506.00	$ 52.00
6/13/2022	perseverance	207	0800/1000		$ 788.00	$ 52.00
6/14/2022	CISPRI BARGE 249	0	1100/1430		$ 338.00	$ 52.00
6/22/2022	perseverance	207	0900/1400		$ 788.00	$ 52.00
6/23/2022	perseverance	207	1655/1802		$ 788.00	$ 52.00

6/27/2022	perseverance	207	0800/1400		$ 788.00	$ 52.00
6/28/2022	redoubt	332			$ 1,005.00	$ 52.00
6/28/2022	Responder	175	1230/1500		$ 506.00	$ 52.00
7/1/2022	Endeavor	181	0800/1800		$ 506.00	$ 7.00
7/4/2022	Endeavor	181	1000/1235		$ 506.00	$ 52.00
7/5/2022	dancing hare	180	1630/1915		$ 506.00	$ 52.00
7/6/2022	Endeavor	181	0700/1020		$ 506.00	$ 52.00
7/6/2022	Island Explorer	129	1620/		$ 506.00	$ 52.00
7/7/2022	Island Explorer	129	/		$ 506.00	--
7/8/2022	Island Explorer	129	/1840		$ 506.00	--
7/11/2022	perseverance	207	0800/1630		$ 788.00	$ 52.00
7/15/2022	TUSTUMENA	296	1000/1700		$ 788.00	$ 52.00
7/18/2022	Endeavor	181	0800/?		$ 506.00	$ 52.00
7/23/2022	UNALAQ	148	1000/1120		$ 506.00	$ 52.00
7/24/2022	perseverance	207	0815/		$ 788.00	$ 52.00
7/25/2022	TITAN	160	1300/2245	HILCORP	$ 506.00	$ 52.00
7/25/2022	perseverance	207	/		$ 788.00	--
7/26/2022	perseverance	207	/1610		$ 788.00	--
7/27/2022	TUSTUMENA	296	0040/1005		$ 788.00	$ 52.00
7/28/2022	perseverance	207	0845/1640		$ 788.00	$ 52.00
8/1/2022	ENDEAVOR	181	0815/1500	CISPRI	$ 506.00	$ 52.00
8/4/2022	IT integrity	235	0700/		$ 788.00	$ 52.00
8/5/2022	IT integrity	235	/0739		$ 788.00	--
8/8/2022	perseverance	207	0730/1515		$ 788.00	$ 52.00
8/8/2022	camai	115	1530/		$ 506.00	$ 52.00
8/9/2022	camai	115	/2106		$ 506.00	--
8/15/2022	endeavor	181	0830/1530		$ 506.00	$ 52.00
8/18/2022	BARGE 180	180	0800/1325		$ 506.00	$ 52.00
8/20/2022	BARGE 180	180	1215/		$ 506.00	$ 52.00
8/21/2022	BARGE 180	180	/		$ 506.00	--
8/22/2022	BARGE 180	180	/0730		$ 506.00	--
8/22/2022	perseverance	207	0815/1350		$ 788.00	$ 52.00
8/27/2022	it intrepid	345	0830/		$ 1,005.00	$ 52.00
8/28/2022	it intrepid	345	/		$ 1,005.00	--
8/29/2022	it intrepid	345	/		$ 1,005.00	--
8/30/2022	it intrepid	345	/		$ 1,005.00	--
8/31/2022	it intrepid	345	/0800		$ 1,005.00	--
9/5/2022	perseverance	207	0815/0545		$ 788.00	$ 52.00
9/7/2022	perseverance	207	1145/1600		$ 788.00	$ 52.00
9/8/2022	petro alaskan	300	0830/1900		$ 788.00	$ 52.00
9/12/2022	endeavor	181	0755/1530		$ 506.00	$ 52.00
9/18/2022	perseverance	207	1040/1830		$ 788.00	$ 52.00
9/20/2022	SOVEREIGN	180	0045/1100	HILCORP	$ 506.00	$ 52.00
9/23/2022	perseverance	207	1000/1245		$ 788.00	$ 52.00
9/25/2022	silver wind	509	0900/1620		$ 1,996.00	$ 52.00
9/26/2022	endeavor	181	0815/1500		$ 506.00	$ 52.00
9/29/2022	IT INTREPID	345	0925/		$ 1,005.00	$ 52.00
9/30/2022	IT INTREPID	345	/1330		$ 1,005.00	--
9/30/2022	ENDEAVOR	181			$ 506.00	$ 52.00

				Year to Date Totals:	$40,503.00	$2,259.00
10/21/22						

Pioneer Dock 2022

Date	Vessel	LOA	Times	Billed	$ Dock	Srv Chg
1/21	PACIFIC WOLF		0850/2200		$1,206.00	$52.00
1/27	BOB FRANCO		1228/1531		$506.00	$52.00
1/31	CISPRI ENDEAVOR		0835/1905		$506.00	$52.00
2/2	PACIFIC WOLF	395	1430/?	KIRBY	$1,206.00	$52.00
2/15	PACIFIC WOLF	395	1115/1640	KIRBY	$1,206.00	$52.00
2/22	PERSEVERANCE	207	0800/1530	CISPRI	$788.00	$52.00
3/17	PETRO ALASKAN	300		olympic Tug & Barge	$788.00	$52.00
6/28	Petro Alaskan	43604	49205	5601	217.37	102.00
3/21	PERSEVERANCE	207	0815/1625	CISPRI	$788.00	$52.00
4/1	BOB FRANCO	0	1350/1630	olympic Tug & Barge	$506.00	$52.00
4/2	PETRO ALASKAN	0	1045/1530	olympic Tug & Barge	$788.00	$52.00
4/6	COASTAL STANDARD	0	1400/2008		$788.00	$52.00
4/16	PETRO ALASKAN	0	1415/2130	olympic Tug & Barge	$788.00	$52.00
4/17	COASTAL STANDARD	0	2220/		$788.00	$52.00
4/18	COASTAL STANDARD	0	/0430		$788.00	--
5/14	PETRO ALASKAN	300	1710/2156		$788.00	$52.00
5/18	MAIA H	85	1330/1618		$338.00	$52.00
5/29	PETRO ALASKAN	300	0115/1000		$788.00	
6/8	Petro Alaskan	300	1030/1625		$788.00	52.00
6/13	perseverance	207	1015/1700		$788.00	52.00
6/24	zolotoi	0	1100/1415		$338.00	52.00
6/28	Petro Alaskan	300	1630/2355		$788.00	52.00
7/2	petro alaskan	300	1130/1735		788.00	52.00
7/5	dancing hare	180	1030/1600		506.00	52.00
7/7	bill gobel & edward itta	509	0800/	Olympic Tug & Barge	1,996.00	52.00
7/8	bill gobel & edward itta	509	/	Olympic Tug & Barge	1,996.00	--
7/9	bill gobel & edward itta	509	/0600	Olympic Tug & Barge	1,996.00	--
7/13	petro alaskan	300	0915/1930	Olympic Tug & Barge	$788.00	52.00
7/22	unalaq	148	0855/1950		506.00	52.00
7/23	petro alaskan	300	1145/1800		788	52.00
8/8	Petro Alaskan	300	1120/2000		788.00	52.00
8/10	Petro Alaskan	300	1140/1930		788.00	52.00
8/13	bob franco	120	1037/1401		506.00	52.00
8/16	Petro Alaskan	300	1245/1710		788.00	52.00
8/27	Petro Alaskan	300	1800/		788.00	39.25
8/29	endeavor	181	0810/1700		506.00	52.00
9/30	PETRO ALASKAN	300	0900/1020		788.00	52.00
10/21/22				**Year to Date Totals:**	**$30,589.37**	**$1,753.25**

Ferry Landings 2022

	Pioneer Dock	Deep Water Dock
January	2	0
February	0	0
March	0	0
April	0	0
May	6	0
June	5	0
July	13	0
August	21	0

September	0	0
October	0	0
November	0	0
December	0	0

Pioneer Dock - 2022 Water Usage

Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/6	ENDEAVOR	12472000	12479750	7,750	$ 300.78	$ 102.00
1/10	PERSEVERANCE	12479000	12485300	6,300	$ 244.50	$ 102.00
1/17	ENDEAVOR	12485290	12488290	3,000	$ 194.05	$ 102.00
1/24	PERSEVERANCE	12488290	12497200	8,910	$ 345.80	$ 102.00
1/26	BOB FRANCO	12497200	12502500	5,300	$ 205.69	$ 102.00
2/22	PERSEVERANCE	4883075	4890740	7,665	$ 297.48	$ 102.00
3/21	PERSEVERANCE	1346145	1361645	15,500	$ 601.56	$ 102.00
5/18	MAIA H - FEE ONLY	0	0	-	$ -	$ 52.00
6/28	Petro Alaskan	43604	49205	5601	$ 217.37	$ 102.00
7/7	bill gobel & edward itt	118051	125228	7177	$ 278.54	$ 102.00
7/14	tustumena	125478	133026	7548	$ 292.94	$ 102.00
7/22	unalaq	158643	160462	1819	$ 194.05	$ 102.00
7/23	petro alaskan	160462	161302	840	$ 194.05	$ 102.00
8/1	Tustumena	166843	190551	23708	$ 920.11	$ 102.00
8/8	Petro Alaskan	211540	213631	2091	$ 194.05	$ 102.00
8/29	endeavor	235439	241921	6482	$ 251.57	$ 102.00
9/2	bob franco	323562	327077	3515	$ 194.05	$ 102.00
9/5	perseverance	327077	336988	9911	$ 384.65	$ 102.00
9/12	endeavor	336308	365572	29264	$ 1,135.74	$ 102.00
9/12	bob franco	365572	368761	3189	$ 194.05	$ 102.00
9/20	SOVEREIGN	368761	422778	54017	$ 2,096.40	$ 102.00
9/25	bob franco	422778	424571	1793	$ 194.05	$ 102.00
9/26	endeavor	424571	428060	3489	$ 194.05	$ 102.00
9/29	IT INTREPID	428060	515356	87296	$ 3,387.96	$ 102.00
9/30	ENDEAVOR	515356	537351	21995	$ 853.63	$ 102.00
Year to Date Totals:				**54,425**	**$ 3,366.81**	**$ 1,276.00**

Notes:

Washing down dock results in missing begin/end reads

$194.05 Min Charge

$102.00 CONX

Deep Water Dock - 2022 Water Usage

Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/31	CISPRI ENDEAVOR	04879575	04883075	3500	$ 194.05	$ 102.00
2/14	ENDEAVOR	12502490	12510650	8160	$ 316.69	$ 102.00
2/19	BILL GOBEL	12510620	12514080	3460	$ 194.05	$ 102.00
2/27	BOB FRANCO	12514080	12519130	5050	$ 195.99	$ 102.00
2/28	ENDEAVOR	12519120	12523950	4830	$ 194.05	$ 102.00
3/7	perseverance	12523930	12528230	4300	$ 194.05	$ 102.00
3/12	Bob franco	12528230	12531500	3270	$ 194.05	$ 102.00
3/14	endeavor	12530150	12534000	3850	$ 194.05	$ 102.00
3/27	Bob franco	12534000	12536670	2670	$ 194.05	$ 102.00
3/28	endeavor	12536670	12546820	10150	$ 393.92	$ 102.00
4/3	BOB FRANCO	12547820	12548510	690	$ 194.05	$ 102.00
4/11	ENDEAVOR	12548520	12560210	11690	$ 464.17	$ 102.00
4/16	BOB FRANCO	12560200	12563900	3700	$ 194.05	$ 102.00
4/29	BOB FRANCO	12563000	12566070	3070	$ 194.05	$ 102.00
5/6	perseverance	12566000	12580890	14890	$ 577.88	$ 102.00
5/10	bob franco	12580890	12583000	2110	$ 194.05	$ 102.00
5/29	bob franco	12582000	12584630	2630	$ 194.05	$ 102.00
5/30	perseverance	12584630	12593460	8830	$ 342.69	$ 102.00
6/8	ENDEAVOR	12593000	12621970	28970	$ 1,124.33	$ 102.00
6/10	bob franco	12621970	12623910	1940	$ 194.05	$ 102.00
6/22	perseverance	168	2919	2751	$ 194.05	$ 102.00
6/30	bob franco	2919	6997	4078	$ 194.05	$ 102.00
7/1	Endeavor	89093	105923	16830	$ 653.17	$ 102.00
7/11	perseverance	6997	21490	14493	$ 562.47	$ 102.00
7/15	TUSTUMENA	21490	35836	14346	$ 556.77	$ 102.00
7/18	Endeavor	35836	53649	17813	$ 691.32	$ 102.00
7/25	TITAN	56692	134913	78221	$ 3,035.76	$ 102.00
7/26	perseverance	134912	160283	25371	$ 984.65	$ 102.00
7/28	perseverance	160287	190558	30271	$ 1,174.82	$ 102.00
8/1	ENDEAVOR	190558	194812	4254	$ 194.05	$ 102.00
8/8	perseverance	194812	200836	6024	$ 233.79	$ 102.00
8/14	bob franco	200847	202744	1897	$ 194.05	$ 102.00
8/22	perseverance	208978	213094	4116	$ 194.05	$ 102.00
8/31	it intrepid	213094	323559	110465	$ 4,287.15	$ 102.00
Year to Date Totals:				**3,500**	**$ 19,088.47**	**$ 3,468.00**

Notes:

Washing down dock results in missing begin/end reads

$194.05 Min Charge

$102.00 CONX

PORT & HARBOR ADVISORY COMMISSION
2022 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/19 5:00 p.m.	Wednesday 1/26 5:00 p.m.	Monday 2/14 6:00 p.m. **[Siekaniec]**	• Clerk Reappointment Notices Sent Out
FEBRUARY	Wednesday 2/16 5:00 p.m.	Wednesday 2/23 5:00 p.m.	Tuesday 2/28 6:00 p.m. **[Matthews]**	• Terms Expire February 1st • Election of PHC Officers • Annual Training Worksession
MARCH	Wednesday 3/16 5:00 p.m.	Wednesday 3/23 5:00 p.m.	Tuesday 3/29** 6:00 p.m. **[Matthews]**	
APRIL	Wednesday 4/20 5:00 p.m.	Wednesday 4/27 5:00 p.m.	Monday 5/9 6:00 p.m. **[Pitzman]**	• City Budget Review/Develop Requests *may be n/a during non-budget years • Annual Review of Strategic Plan/Goals & Commission's Policies
MAY	Wednesday 5/18 5:00 p.m.	Wednesday 5/25 6:00 p.m.	Monday 6/13 6:00 p.m. **[Siekaniec]**	
JUNE	Wednesday 6/15 5:00 p.m.	Wednesday 6/22 6:00 p.m.	Monday 6/27 6:00 p.m. **[Ulmer]**	
JULY	Wednesday 7/20 5:00 p.m.	Wednesday 7/27 6:00 p.m.	Monday 8/8 6:00 p.m. **[Ulmer]**	• Capital Improvement Plan Review
AUGUST	Wednesday 8/17 5:00 p.m.	Wednesday 8/24 6:00 p.m.	Monday 9/12 6:00 p.m. **[Shavelson]**	
SEPTEMBER	Wednesday 9/21 5:00 p.m.	Wednesday 9/28 5:00 p.m.	Monday 10/10 6:00 p.m. **[Zeiset]**	• Spit Comprehensive Plan Review
OCTOBER	Wednesday 10/19 5:00 p.m.	Wednesday 10/26 5:00 p.m.	Monday 11/14 6:00 p.m. **[Zeiset]**	• AAHPA Conference • Approve Meeting Schedule for Upcoming Year
NOVEMBER		No Regular Meeting		• Seattle Fish Expo
DECEMBER	Wednesday 12/7 5:00 p.m.	Wednesday 12/14 5:00 p.m.	Monday 1/9/2023 6:00 p.m. **[Shavelson]**	• Land Allocation Plan Review

*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.