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

City of Homer
Agenda

Port & Harbor Advisory Commission Regular Meeting
Wednesday, May 25, 2022 at 6:00 PM
Cowles Council Chambers In-Person & Zoom Webinar
Webinar ID: 954 2610 1220 Password: 556404
Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 6:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

A. April 27, 2022 Regular Meeting Minutes **Page 3**

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

A. Port & Harbor YTD Budget/Financial Report **Page 10**

B. Port & Harbor Staff Report for May 2022 **Page 26**

C. Homer Marine Trades Association Report

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

A. Workforce Housing on the Spit **Page 29**
   i. HCC 21.28 & 21.30 Excerpts Permitted/Conditional Uses & Structures in MI & MC **Page 30**

B. South Central Radar Lease Amendment Request for Additional Parking **Page 34**
   i. South Central Radar Email – Lease Amendment Proposal for Additional Parking **Page 35**
   ii. Map of City & ADOT&PF Right-of-Ways & Boundaries **Page 38**
   iii. Plat Map **Page 39**
   iv. DRAFT 1st Amendment to Lease Agreement **Page 40**

C. Homer Spit Comprehensive Plan Review & Discussion **Page 43**

INFORMATIONAL MATERIALS

A. 2015-2016 Harbor Rate Study Info Packet **Page 44**

B. Port & Harbor Monthly Stats for April 2022 **Page 128**

C. Water/Sewer Bills Report for April 2022 **Page 129**

D. Ice & Crane YTD Report **Page 130**

E. Dock Activity YTD Report **Page 131**

F. PHC 2022 Meeting Calendar **Page 134**

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, JUNE 22, 2022 at 6:00 P.M.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 22-04, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 5:00 p.m. on April 27, 2022 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Commissioner Bruce Friend was appointed March 29, 2022 to fill the seat vacated by Jeff Erickson.

PRESENT: COMMISSIONERS ZEISET, MATTHEWS, SIEKANIEC, SHAVELSON, ULMER, FRIEND, PITZMAN (arrived at 5:12 p.m.), STUDENT REPRESENTATIVE STONOROV

CONSULTING MEMBER: MAYOR CASTNER

STAFF: PORT & HARBOR DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK TUSSEY

The Port and Harbor Advisory Commission held a worksession from 4:05 p.m. to 4:57 p.m. prior to the meeting to discuss the Port and Harbor Budget with Port Director Hawkins and Finance Director Walton.

AGENDA APPROVAL

ULMER/ZEISET 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. March 23, 2022 Regular Meeting Minutes

ZEISET/ULMER MOVED TO APPROVE THE MARCH 23RD REGULAR MEETING MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

A. Update on Workforce Housing Issue – Julie Engebretsen, Economic Development Manager

Economic Development Manager Engebretsen spoke about the number of other groups, such as City Council and the Economic Development Advisory Commission, who are also talking about the workforce housing issue in Homer, what steps the City is currently taking to address it, and that she expects to come back to the commission later in the process.

In reference to housing out on the Spit, Ms. Engebretsen referred to the City's Comprehensive Plan and the Homer Spit Comprehensive Plan and explained how the plans correlate with the PHC and land use, where the commissioners can find those documents online, and encouraged the commissioners to read them.

Commissioner Pitzman arrived at 5:12 p.m.

Ms. Engebretsen responded to questions and facilitated discussion on the following:

- Zoning code allowances/restrictions for worker housing on the Spit and how any code amendments would need to consider the different kinds of housing uses that are out there.
- The costs and involvement required to update the Spit Comprehensive Plan; it would require a budget line item to pay for doing an update/rewrite of the document.
- What the mission of the workforce housing issue would look like; the City is hoping to hire a special project coordinator with planning skills to look at the policies and development patterns regarding short-term rentals and affordable housing.
- How the commission can initiate a zoning code amendment to allow worker dormitories on the Spit; it could be an agenda item at a future meeting where a memo would be written up addressed to the City Manager.

City Staff and commissioners discussed having this topic as an agenda item at the May meeting. Commissioner Shavelson volunteered to work with Port Director Hawkins to prepare the memo and materials for the commission to review.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Port & Harbor Staff Report for April 2022

Port Director Hawkins spoke to his staff report, highlighting and answering questions on the following:

- Update on airport leases; how the harbor came to be the lease managers and the new lease with Kenai Aviation
- Attendance at an Alaskan Grant Symposium in Anchorage, hosted by Senator Lisa Murkowski
- How busy the Ice Plant and Fish Dock are, likely due to high prices for halibut
- Electrical issues and power outages all winter on the Spit, its causes, and their effect on the harbor and communities across the bay
- Success of the Winter King Salmon Tournament

B. Port & Harbor Budget/Financial Report

Chair Matthews and Port Director Hawkins spoke to the new budget report and how this will be a new monthly item in their meeting packets.

Commissioner Siekaniec inquired on why there is a waste oil revenue and waste oil expense account. Mr. Hawkins explained how the harbor charges for the disposal of large amounts of waste oil, their costs associated with having the collected waste oil disposed properly, and how local shops can use the used oil for heating in shops, but can't utilize the sludge that builds up due to soap and bilge water that gets mixed into used oil.

C. Homer Marine Trades Association Report

Commissioner Zeiset verbally reported on the HMTA meeting. Hot topic is worker housing and how it's hurting the marine trade businesses. Nomar put in a shower and laundry facility at their business for those workers who live in dry cabins. Other big topic is working with Alaska Vocational Technical Center (AVTEC) to develop training programs that would provide jobs after graduation, including welding and electrical. They are pushing to figure out what we can provide here for students that would eventually join the workforce. HMTA donated scholarship funds is almost at $5,000 total, all for people in the Homer area to attend local marine courses.

PUBLIC HEARING

PENDING BUSINESS

A. Homer Spit Parking Plan Discussion
   i. Updated/Revised HDL Parking Study Final Report
   ii. Current Spit Parking Map

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

Mr. Hawkins reported on HDL's presentation to City Council at their April 25th meeting. He spoke to the highlights of the presentation, what staff is currently doing, and provided an update on where harbor staff is at with implementing the plan that the commission supported at their March meeting. Staff is still coming up with the budget of what it would take to implement parking between Ramps 3 and 4, e.g. signage, pay kiosks, and any delineation to the lot.

The commission and staff discussed:

- Putting in a request to Alaska Department of Transportation and Public Facilities (ADOT&PF) if we can charge for parking in the Right-of-Way.
- Delays in implementation due to staffing shortages and what harbor functions are deemed essential during this time; commissioners voiced support for higher pay to attract the workers but it's a city-wide issue.
- How parking has only recently been seen as a revenue source to the PHC; up until now it's been primarily about control, and that's how Council still sees it. Consideration for contracting out the parking enforcement.
- Confirmation that harbor staff can still meet the July 1st implementation goal that the commission recommended
- The identified priority areas and emphasis on improving and setting the parking lines/boundaries at the Seafarer's Memorial parking lot
- Clarification that the commission has already made their recommendations so no further action is necessary at this time; staff will continue working on putting the budget plan together and bringing that, plus PHC's March recommendations, to Council for their consideration.

NEW BUSINESS

A. Annual Review of Strategic Plan & PHC Policies/Bylaws
   i. 2021-2022 PHC Strategic Plan
   ii. PHC Bylaws - Adopted November 8, 2021

Chair Matthews introduced the agenda item by reading the title and deferred to Deputy City Clerk Tussey.

Ms. Tussey explained how every year at the April meeting the PHC reviews their strategic plan/goals for the upcoming year and their policies, rules, and regulations, i.e. the bylaws. She did not expect much changes to the bylaws since the commission recently updated them last year, but this is their annual opportunity to review them and ask questions or propose any changes.

For the strategic plan and goals, Ms. Tussey shared screen and facilitated discussion on revisions the commissioners would like to see to their goals.

The following amendments were proposed and discussed:

- For Ongoing Goals: move Mid-Term Goal #4 to be #5 Promote and support the new Large Vessel Port Expansion Project.
- For Short Term Goals:
    - Edit #2 to read Continue developing more paid parking on the Spit.
    - Add #5 Promote workforce development and housing on the Spit, specifically to seasonal workers.
    - Add #6 Develop recommendations to hire a Port and Harbor Project Manager.
- For Mid Term Goals:
    - Goal #4 moved to be an ongoing goal
    - Add new #4 Explore a vessel and vehicle traffic study for the Spit to address congestion issues in the harbor.
    - Add #5 Review and provide support on rewriting the Spit Comprehensive Plan.
- For Long Term Goals: add #2 Continue to work on overslope opportunities and leasable properties.

ULMER/SIEKANIEC MOVED TO APPROVE THE AMENDED PORT AND HARBOR ADVISORY COMMISSION STRATEGIC PLAN FOR 2022-2023.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews asked if there were any questions, comments, or proposed changes to the bylaws.

Commissioner Shavelson pointed out a grammatical discrepancy in Article VII, Section 3 and provided his suggested rewording of the section to read “Any rule or resolution of the Commission, whether contained in these Bylaws or otherwise, may be suspended temporarily in connection with business at hand if two-thirds of those present shall so approve.” Ms. Tussey clarified that his suggested changes were simply wordsmithing and not a change to the content itself. She explained how much of the bylaws come directly from Homer City Code or Robert’s Rules of Order so may not read clearly, and that any little corrections such as typos can be done by the Clerk’s Office before the final bylaws are published.

In response to Chair Matthews inquiring if this item needed to be on the agenda again, Ms. Tussey explained that would not be necessary given Commissioner Shavelson’s suggested wording changes and not proposed amendments to the content itself. She further explained the two-meeting steps necessary to amend bylaws before they go to City Council for final approval.

The commission agreed there were no content changes to the bylaws.

INFORMATIONAL MATERIALS

A. Memo 22-045 Bruce Friend Appointment to PHC Info
B. Ordinance 22-19(A) Engaging R&M Consultants for Port Infrastructure Development Program (PIDP) Grant Application Assistance for Float Replacement Project
C. Resolution 22-028 Approving Copper River Seafoods' Amended Property Development Plan
D. Port & Harbor Monthly Stats for March 2022
E. Water/Sewer Bills Report
F. Ice & Crane Report
G. Dock Activity Report
H. PHC 2022 Meeting Calendar

Deputy City Clerk Tussey requested feedback from the commission on scheduling an annual review of the Spit Comprehensive Plan on the calendar; the commission agreed to have it at their September regular meeting. After further discussion, commissioners requested to have a paper copy of the plan provided to them.

There was discussion on the next PHC report to City Council, what would be included at the May 9th meeting that the commissioner would need to be able to speak to, potentially having Student Representative Stonorov give a future presentation, and that Commissioner Pitzman would likely provide a written report as he was unsure if he'd be in town to attend the meeting.

COMMENTS OF THE AUDIENCE

Shawn Grimes, Tackle Shop lessee, introduced himself to the commission and shared what he and his wife are looking to accomplish with their business as they reach the 1-year anniversary of owning the Tackle Shop. They are interested in investing into the property further and would like to request a private option to purchase the land that the Tackle Shop boardwalk sits on. The commission unanimously agreed to suspend the rules to allow Mr. Grimes to finish speaking past the three minute limit and to allow the commission to respond. Mayor Castner explained the channels that he would need to take to get the ball rolling, suggesting that Mr. Grimes start with a letter of intent to the City Manager and Port Director along with a sit-down conversation with Mr. Hawkins.

Mako Haggerty, non-resident, commended the commissioners for their work. He voiced his concerns regarding congestion and use of the bottom of ramps for water taxi use. In response to a question from Commissioner Shavelson, Mr. Haggerty shared his experiences/history with the harbor and his opinion on Homer Harbor's growth.

COMMENTS OF THE CITY STAFF

Port Director Hawkins noted that the use of the emergency loading/unloading area at the bottom of Ramp 7 is open to picking up and dropping off, you just can't tie off there.

Deputy City Clerk Tussey welcomed new commissioner Bruce Friend. She reminded the commission that their meetings will be switching over to 6:00 p.m. next month through September.

COMMENTS OF THE COMMISSION

Commissioner Ulmer thanked Commissioner Friend for joining the commission and the audience for their comments.

Commissioner Friend thanked the audience for their public input and opined how the water taxi businesses are an important part of the harbor. He wondered if developing the other side of the harbor for the water taxi offices would be better for them. He thanked everyone and noted it was great to be a part of the group.

Commissioner Shavelson welcomed Commissioner Friend and thanked the members of the public for coming out, City staff for their support, and Mayor Castner for being there and his comments. He commented on the nice additions the commission made to the strategic plan, noting the biggest challenge is following up with them. He looks forward to working with Mr. Hawkins on the housing agenda item they discussed.

Commissioner Siekaniec thanked City staff for their work and Chair Matthews for a good meeting.

Commissioner Zeiset thanked Commissioner Friend for joining and for having another good mind on the commission. He appreciated the public comments and how he enjoys the different perspective.

Student Representative Stonorov thanked Chair Matthews for suggesting she give the PHC report at the City Council meeting; she would be interested in doing that in the future. She welcomed Commissioner Friend and everyone for being there.

Consulting Member Mayor Castner recommended the PHC not just put their money into the reserve account but to spend/use the money and do the things they need to do within the new 2-year budget cycle. The commission needs to build a track record of why they want to use the money; if it's just placed in reserves Council may say that isn't a wise use of the funds. Mr. Castner commented on housing and how he's tempted to put together an ad-hoc committee to work on just the housing issue, both for City employees and the community. He likes Mr. Hawkins' idea of hiring a special project assistant or program manager that's specific to the Port and Harbor. He commented on the water taxi congestion issue and supported Commissioner Friend's suggestion on spreading out the used areas. Mr. Caster voiced his appreciation for the commission and the terrific job they are doing. He encouraged them to continue pressing the point that the harbor is the economic muscle in regards to capacity, what Homer is, taxes, and fees. He then thanked Commissioner Friend for accepting the position.

Chair Matthews thanked everyone for being there and voiced her appreciation for their support. It is paramount for all of them to keep the charge going and energizing them in their roles. She offered to donate an inflatable air dancer to direct the public to where the restrooms are out on the Spit. Chair Matthews noted that they are expecting a very busy summer season with tourists already showing up and the number of buses coming out of Anchorage onto the Kenai Peninsula. Parking is going to be another crisis and all part of what they can do to support Mr. Hawkins and City Staff in parking implementation efforts.

Commissioner Pitzman commented it was a really good meeting and that he opted to participate by Zoom given a slight cold. He thanked everyone for all their work tonight and will talk with them soon.

ADJOURNMENT

There being no further business to come before the Commission, Chair Matthews adjourned the meeting at 7:05 p.m. The next regular meeting is scheduled for Wednesday, May 25, 2022 at 6:00 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:____________________________________

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

A/C Num.	Revenue Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
0600	**HARBOR ADMINISTRATION**						
4515	Ferry Lease	18,000	9,000	18,000	100.0%	18,000	18,000
4650	Rents & Leases	463,319	211,259	406,570	88.4%	460,000	460,000
	Operating Revenue - Admin	**481,319**	**220,259**	**424,570**	**88.8%**	**478,000**	**478,000**
4527	PERS Revenue	90,217	-	-	0.0%	-	-
4634	Port Storage Fee	99,125	50,537	92,858	102.0%	91,076	92,002
4635	Port Impound Fee	-	-	-	0.0%	-	-
4705	Business Licenses	45	10	10	31.6%	32	34
4801	Interest On Investments	37,796	(3,078)	(45,936)	-195.8%	23,461	24,531
4901	Surplus Property	-	8,767	26,078	777.4%	3,355	8,014
4902	Other Revenue	-	573	-	0.0%	986	883
	Non-Operating Revenue - Admin	**227,184**	**56,809**	**73,010**	**61.4%**	**118,909**	**125,464**
0601	**HARBOR**						
4245	Waste Oil Disp	1,139	503	603	46.4%	1,301	1,564
4249	Oil Spill Recovery	109	-	(100)	-64.5%	155	296
4318	Parking Revenue	115,747	80,508	119,074	118.6%	100,418	117,134
4319	Electrical Supplies	2,726	1,554	1,972	96.0%	2,053	2,298
4624	Berth Transient Monthly	587,406	296,811	469,226	77.4%	606,202	625,600
4625	Berth Reserved	1,443,635	752,979	1,552,784	101.0%	1,537,910	1,587,123
4626	Berth Transient Annual	271,277	113,854	288,517	103.1%	279,956	288,914
4627	Berth Transient Semi Annual	127,456	88,268	115,156	87.5%	131,533	135,742
4628	Berth Transient Daily	126,018	74,230	98,923	76.1%	130,049	134,210
4629	Metered Energy	101,891	79,370	171,376	199.3%	86,007	91,546
4644	Pumping	222	-	-	0.0%	237	339
4645	Wooden Grid	4,773	3,959	3,049	51.5%	5,921	6,185
4646	Commerical Ramp	60,233	35,441	39,794	66.3%	60,000	60,000
4647	Berth Wait List	13,309	12,012	14,309	118.3%	12,097	12,055
4648	Steel Grid Fees	8,302	6,512	3,245	35.2%	9,232	9,121
4663	Trans Energy 110v	39,723	14,468	37,511	89.2%	42,063	44,355
4664	Trans Energy 220v	20,310	6,011	8,204	26.2%	31,268	28,194
4665	Trans Energy 208v	196,756	105,604	179,992	122.3%	147,173	153,840
4666	Commerical Ramp Wharfage	44,483	15,310	33,873	81.3%	41,651	44,666
	Operating Revenue - Harbor	**3,165,514**	**1,687,393**	**3,137,509**	**97.3%**	**3,225,225**	**3,343,182**
4802	Penalty/Int	6,265	2,263	5,368	37.6%	14,279	13,598
4902	Other Revenue	70,073	36,259	65,836	90.7%	72,596	71,241
	Non-Operating Revenue - Harbor	**76,338**	**38,523**	**71,205**	**82.0%**	**86,875**	**84,838**
0602	**PIONEER DOCK**						
4631	USCG Leases	37,087	18,808	35,067	96.9%	36,205	36,808
4637	Seafood Wharfage-PD	-	-	-	0.0%	-	-
4638	PD Fuel Wharfage	169,379	75,257	175,924	75.8%	232,023	232,477
4639	Pioneer Dock - Wharfage	-	-	-	0.0%	-	-
4641	PD Water Sales	16,269	5,652	10,916	111.2%	9,816	9,569
4642	PD Docking	47,906	24,626	37,409	71.1%	52,602	52,285
	Operating Revenue - Pioneer Dock	**270,641**	**124,344**	**259,317**	**78.4%**	**330,646**	**331,140**
0603	**FISH DOCK**						
4620	Ice Sales	224,991	82,463	232,246	90.0%	258,010	266,797
4621	Cold Storage	21,314	21,724	27,398	158.3%	17,306	17,705
4622	Crane Rental	162,314	88,510	152,475	78.4%	194,544	197,594
4623	Card Acess Fees	7,102	3,722	5,198	61.9%	8,398	8,748
4637	Seafood Wharfage	11,890	5,013	16,010	97.1%	16,482	16,795
4700	Other Wharfage Fish Dock	25,812	-	6,694	44.0%	15,206	9,843
	Operating Revenue - Fish Dock	**453,422**	**201,431**	**440,020**	**86.3%**	**509,946**	**517,482**

FUND 400 - PORT & HARBOR ENTERPRISE FUND REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE							
A/C Num.	**Revenue Categories & Descriptions**	**FY20 1/1/20 - 12/31/20 ACTUAL**	**FY21 1/1/21 - 6/30/21 ACTUAL**	**FY22 YTD ACTUAL $**	**FY22 YTD ACTUAL %**	**FY22 7/1/21 - 6/30/22 BUDGET**	**FY23 7/1/22 - 6/30/23 BUDGET**
4206	**Fish Tax**	**71,970**	**0**	**66,865**	**120.9%**	55,296	54,760
0604	**DEEP WATER DOCK**						
4633	Stevedoring	6,245	2,794	8,112	66.4%	12,225	14,080
4637	Seafood Wharfage	-	-	-	0.0%	419	558
4640	Deep Water Dock Wharfage	116,271	18,675	-	0.0%	33,245	37,314
4643	Deep Water Dock Docking	96,863	63,859	101,995	106.2%	96,000	100,000
4668	Dwd Water Sales	20,547	15,454	30,091	150.5%	20,000	25,000
4672	Port Security Revenues	-	-	-	0.0%	-	-
	Operating Revenue - DW Dock	**239,926**	**100,782**	**140,198**	**86.6%**	**161,889**	**176,953**
0605	**OUTFALL LINE**						
4704	**Outfall Line**	**7,200**	**2,400**	**4,800**	**100.0%**	4,800	4,800
0606	**FISH GRINDER**						
4706	**Fish Grinder**	**6,360**	**1,040**	**7,018**	**97.6%**	7,191	7,998
0615	**LOAD AND LAUNCH RAMP**						
4653	L & L Ramp Revenue	128,259	74,855	84,639	66.9%	126,483	126,663
	Operating Revenue - L & L Ramp	**128,259**	**74,855**	**84,639**	**66.9%**	**126,483**	**126,663**
	Total Revenues	**5,128,133**	**2,507,836**	**4,709,150**	**92%**	**5,105,259**	**5,251,279**
	Net Surplus (Deficit)	**768,733**	**521,089**	**1,771,201**		**0**	**0**

FUND 400 - PORT & HARBOR ENTERPRISE FUND COMBINED EXPENDITURES							
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	1,170,091	538,123	993,453	89.6%	1,108,734	1,210,211
5102	Fringe Benefits	277,587	318,951	494,609	72.5%	682,023	737,330
5103	Part-time Wages	59,170	43,425	79,000	57.8%	136,721	146,292
5104	Part-time Benefits	7,953	5,054	9,118	57.9%	15,742	16,844
5105	Overtime	29,013	11,473	28,810	76.3%	37,762	37,766
5107	Part-time Overtime	1,120	142	843	21.7%	3,879	3,879
5108	Unemployment Benefits	13,405	3,465	348	0.0%	-	-
5112	PERS Relief	90,217	-	-	0.0%	-	-
	Total Salaries and Benefits	**1,648,557**	**920,633**	**1,606,181**	**80.9%**	**1,984,860**	**2,152,322**
	Maintenance and Operations						
5201	Office Supplies	2,668	1,472	2,173	51.7%	4,200	4,200
5202	Operating Supplies	17,131	8,783	14,853	57.1%	26,000	26,000
5203	Fuel and Lube	33,044	21,026	30,277	85.8%	35,300	36,300
5204	Chemicals	2,983	6,060	6,410	106.8%	6,000	6,000
5207	Vehicle and Boat Maintenance	27,030	(1,710)	17,104	68.4%	25,000	25,000
5208	Equipment Maintenance	51,852	20,729	30,013	47.6%	63,000	63,000
5209	Building & Grounds Maintenance	30,380	14,304	20,255	32.7%	62,000	62,000
5210	Professional Services	15,560	15,245	11,372	65.0%	17,500	17,500
5211	Audit Services	22,668	5,450	25,729	70.1%	36,686	38,520
5213	Survey and Appraisal	4,850	-	-	0.0%	33,000	12,500
5214	Rents & Leases	6,570	1,375	2,391	34.2%	7,000	7,000
5215	Communications	7,875	3,381	12,629	157.9%	8,000	8,000
5216	Freight and Postage	5,070	68	2,561	46.6%	5,500	5,500
5217	Electricity	607,698	309,842	296,916	50.2%	591,546	650,701
5218	Water	87,092	23,147	57,889	58.1%	99,581	99,581
5219	Sewer	10,612	4,071	10,471	74.7%	14,018	14,018
5220	Refuse and Disposal	49,062	27,326	31,331	49.5%	63,300	63,300
5221	Property Insurance	54,891	30,344	64,722	100.0%	64,722	71,194
5222	Auto Insurance	10,558	5,105	10,007	107.1%	9,341	10,275
5223	Liability Insurance	16,095	29,030	63,433	135.2%	46,918	51,610
5227	Advertising	3,833	432	5,731	81.9%	7,000	7,000
5228	Books and Subscriptions	-	-	26	0.0%	-	-
5231	Tools and Equipment	10,876	5,595	7,365	46.9%	15,700	15,700
5235	Membership Dues	4,089	3,710	5,093	72.8%	7,000	7,000
5236	Transportation	3,888	-	5,016	54.5%	9,200	9,200
5237	Subsistence	2,485	285	5,578	95.6%	5,837	5,837
5238	Printing and Binding	1,342	178	-	0.0%	3,500	3,500
5248	Lobbying	-	10,500	17,500	79.5%	22,000	22,000
5249	Oil Spill Response	1,338	-	990	99.0%	1,000	1,000
5250	Camera Area Network	1,651	214	8,584	47.7%	18,000	18,000
5252	Credit Card Expenses	81,339	24,727	82,701	92.9%	89,000	89,000
5256	Waste Oil Disposal	36,526	17,976	12,054	26.8%	45,000	45,000
5258	Float and Ramp Repairs	17,421	5,661	8,329	33.3%	25,000	25,000
5287	Electrical Supplies	2,937	914	2,326	110.8%	2,100	2,100
5601	Uniform	6,714	3,198	6,311	66.4%	9,500	9,500
5602	Safety Equipment	7,278	1,552	4,843	32.3%	15,000	15,000
5603	Employee Training	1,235	100	7,868	87.4%	9,000	9,000
5606	Bad Debt Expenses	9,709	40,151	12,723	42.4%	30,000	30,000
5608	Debt Payment-Interest	111,830	66,650	11,700	0.0%	-	-
5627	Port Security	1,000	-	-	0.0%	2,500	2,500
5635	Software	-	-	-	0.0%	4,000	4,000
5637	Diving Services	10,269	-	4,350	51.2%	8,500	8,500
5638	Signage Parking Delineation	12,781	14,897	6,263	40.4%	15,500	15,500
	Total Maint. and Operations	**1,392,232**	**721,788**	**925,886**	**59.2%**	**1,562,949**	**1,616,536**
	C/O and Transfers						
5106	Leave Cash Out	31,457	20,620	66,243	100.0%	66,243	62,025
5241	GF Admin Fees	579,038	-	-	0.0%	-	-
5990	Transfers To	708,116	323,705	335,718	22.5%	1,491,207	1,420,397
	Total Others	**1,318,611**	**344,325**	**405,882**	**26.1%**	**1,557,450**	**1,482,422**
	Total	**4,359,400**	**1,986,747**	**2,937,949**	**57.5%**	**5,105,259**	**5,251,279**

FUND 400 - PORT & HARBOR ENTERPRISE FUND							
DEPT 0600 - ADMINISTRATION							
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	228,856	99,009	167,638	86.4%	194,039	212,698
5102	Fringe Benefits	50,795	61,284	81,022	67.3%	120,321	130,203
5103	Part-time Wages	-	-	-	0.0%	2,661	2,848
5104	Part-time Benefits	-	-	-	0.0%	306	328
5105	Overtime	2,277	555	(794)	-13.6%	5,845	5,845
5107	Part-time Overtime	-	-	-	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	17,483	-	-	0.0%	-	-
	Total Salaries and Benefits	**299,410**	**160,847**	**247,866**	**76.7%**	**323,173**	**351,921**
	Maintenance and Operations						
5201	Office Supplies	1,442	774	1,278	51.1%	2,500	2,500
5202	Operating Supplies	2,026	767	2,720	108.8%	2,500	2,500
5209	Building & Grounds Maintenance	4,458	1,813	4,753	95.1%	5,000	5,000
5210	Professional Services	2,071	4,687	2,548	84.9%	3,000	3,000
5211	Audit Services	22,668	5,450	25,729	70.1%	36,686	38,520
5213	Survey and Appraisal	4,850	-	-	0.0%	33,000	12,500
5214	Rents & Leases	6,570	1,375	2,391	34.2%	7,000	7,000
5215	Communications	7,875	3,381	12,629	157.9%	8,000	8,000
5216	Freight and Postage	5,070	68	2,561	46.6%	5,500	5,500
5221	Property Insurance	54,891	30,344	64,722	100.0%	64,722	71,194
5222	Auto Insurance	10,558	5,105	10,007	107.1%	9,341	10,275
5223	Liability Insurance	16,095	29,030	63,433	135.2%	46,918	51,610
5227	Advertising	3,833	432	5,585	93.1%	6,000	6,000
5228	Books and Subscriptions	-	-	26	0.0%	-	-
5231	Tools and Equipment	550	518	-	0.0%	1,500	1,500
5235	Membership Dues	1,504	1,730	2,703	77.2%	3,500	3,500
5236	Electrical Supplies	2,902	-	2,125	47.2%	4,500	4,500
5237	Subsistence	2,217	285	4,362	124.6%	3,500	3,500
5238	Printing and Binding	713	-	-	0.0%	3,000	3,000
5248	Lobbying	-	10,500	17,500	79.5%	22,000	22,000
5252	Credit Card Expenses	76,472	24,001	78,473	92.3%	85,000	85,000
5603	Employee Training	50	-	100	10.0%	1,000	1,000
5606	Bad Debt Expenses	9,709	40,151	12,723	42.4%	30,000	30,000
5608	Debt Payment-Interest	111,830	66,650	11,700	0.0%	-	-
5635	Software	-	-	-	0.0%	4,000	4,000
	Total Maintenance and Operations	**348,354**	**227,061**	**328,068**	**84.5%**	**388,167**	**381,599**
	Capital Outlay and Transfers						
	Transfer to Reserves	286,611	-	-	0.0%	1,086,204	1,023,675
	Transfer to Reserves for Energy Project Repay	-	-	-	0.0%	-	-
	Transfer to Revolving Energy Fund	4,303	1,341	1,341	100.0%	1,341	-
	Transfer to Bond Fund	300,000	225,000	300,000	100.0%	300,000	300,000
	Transfer to Health Insurance Fund	147	673	176	100.0%	176	212
5990	**Total C/O, Transfers & Reserves**	**591,061**	**227,013**	**301,517**	**21.7%**	**1,387,721**	**1,323,886**
	Others						
5106	Leave Cash Out	31,457	20,620	66,243	100.0%	66,243	62,025
5241	GF Admin Fees	579,038	-	-	0.0%	-	-
	Total Others	**610,495**	**20,620**	**66,243**	**100.0%**	**66,243**	**62,025**
	Total	**1,849,320**	**635,542**	**943,693**	**43.6%**	**2,165,303**	**2,119,432**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0601 - HARBOR						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	%	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	415,486	192,889	367,989	89.6%	410,849	447,470
5102	Fringe Benefits	98,516	115,214	184,140	73.8%	249,505	269,477
5103	Part-time Wages	36,095	22,487	45,079	53.8%	83,733	89,594
5104	Part-time Benefits	4,525	2,510	5,032	52.2%	9,641	10,316
5105	Overtime	16,502	7,002	17,817	100.3%	17,772	17,772
5107	Part-time Overtime	46	136	281	16.5%	1,700	1,700
5108	Unemployment Benefits	8,486	649	348	0.0%	-	-
5112	PERS Relief	32,178	-	-	0.0%	-	-
	Total Salaries and Benefits	**611,834**	**340,888**	**620,686**	**80.3%**	**773,200**	**836,328**
	Maintenance and Operations						
5201	Office Supplies	350	288	93	15.5%	600	600
5202	Operating Supplies	5,810	3,008	6,102	81.4%	7,500	7,500
5203	Fuel and Lube	14,248	10,619	13,755	80.9%	17,000	17,000
5204	Chemicals	2,820	3,528	5,069	169.0%	3,000	3,000
5207	Vehicle and Boat Maintenance	7,386	219	1,644	32.9%	5,000	5,000
5208	Equipment Maintenance	1,501	-	16	1.6%	1,000	1,000
5209	Building & Grounds Maintenance	3,407	1,948	3,474	46.3%	7,500	7,500
5210	Professional Services	1,806	1,240	251	10.0%	2,500	2,500
5217	Electricity	403,925	226,932	183,668	48.7%	376,890	414,579
5218	Water	50,617	11,545	30,500	54.8%	55,624	55,624
5219	Sewer	5,969	2,407	6,513	82.6%	7,880	7,880
5220	Refuse and Disposal	46,699	26,144	29,985	50.0%	60,000	60,000
5227	Advertising	-	-	146	14.6%	1,000	1,000
5231	Tools and Equipment	2,866	709	2,542	127.1%	2,000	2,000
5235	Membership Dues	140	-	535	107.0%	500	500
5236	Transportation	-	-	2,213	82.0%	2,700	2,700
5237	Subsistence	63	-	1,000	74.8%	1,337	1,337
5238	Printing and Binding	629	178	-	0.0%	500	500
5249	Oil Spill Response	1,338	-	990	99.0%	1,000	1,000
5287	Electrical Supplies	2,937	914	2,326	110.8%	2,100	2,100
5601	Uniform	2,959	1,027	1,486	49.5%	3,000	3,000
5602	Safety Equipment	2,147	584	2,282	45.6%	5,000	5,000
5603	Employee Training	300	-	1,991	66.4%	3,000	3,000
5638	Signage Parking Delineation	12,781	14,897	6,263	40.4%	15,500	15,500
	Total Maintenance and Operations	**570,698**	**306,187**	**302,842**	**52.0%**	**582,131**	**619,820**
	Capital Outlay and Transfers						
	Transfer to Loan Payment to GF - Prin.	56,359	59,791	-	0.0%	65,364	65,364
	Transfer to Loan Payment to GF - Interest	13,980	10,547	3,922	100.0%	3,922	1,961
5990	Transfers To	-	-	-	0.0%	-	-
	Total C/O, Transfers & Reserves	**70,338**	**70,338**	**3,922**	**5.7%**	**69,285**	**67,325**
	Total	**1,252,870**	**717,413**	**927,450**	**65.1%**	**1,424,617**	**1,523,473**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0602 - PIONEER DOCK						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	45,053	20,959	39,905	141.6%	28,183	30,629
5102	Fringe Benefits	10,220	12,261	19,584	116.8%	16,765	18,089
5103	Part-time Wages	-	-	101	0.0%	-	-
5104	Part-time Benefits	-	-	14	0.0%	-	-
5105	Overtime	1,602	678	1,708	158.6%	1,077	1,081
5107	Part-time Overtime	-	-	25	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	3,477	-	-	0.0%	-	-
	Total Salaries and Benefits	**60,353**	**33,899**	**61,337**	**133.3%**	**46,025**	**49,799**
	Maintenance and Operations						
5202	Office Supplies	669	-	-	0.0%	1,500	1,500
5208	Operating Supplies	-	-	-	0.0%	1,000	1,000
5209	Vehicle and Boat Maintenance	-	-	-	0.0%	2,000	2,000
5210	Tools and Equipment	-	-	3,626	181.3%	2,000	2,000
5217	Membership Dues	18,658	8,609	6,375	30.6%	20,831	22,914
5218	Transportation	10,500	1,938	5,859	96.1%	6,095	6,095
5231	Safety Equipment	569	-	-	0.0%	1,000	1,000
5602	Employee Training	-	-	666	66.6%	1,000	1,000
	Total Maintenance and Operations	**30,396**	**10,547**	**16,526**	**46.6%**	**35,426**	**37,509**
	Capital Outlay and Transfers						
5990	Transfers To	-	-	-	0.0%	-	-
	Total C/O, Transfers & Reserves	**-**	**-**	**-**	**0.0%**	**-**	**-**
	Total	**90,749**	**44,446**	**77,863**	**95.6%**	**81,451**	**87,309**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0603 - FISH DOCK						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	%	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	203,183	92,516	178,074	82.8%	215,132	236,125
5102	Fringe Benefits	52,598	57,052	91,301	66.2%	137,834	149,502
5103	Part-time Wages	14,041	9,025	12,841	81.2%	15,823	16,931
5104	Part-time Benefits	2,288	1,221	1,740	95.5%	1,822	1,949
5105	Overtime	2,924	1,448	3,529	45.8%	7,701	7,701
5107	Part-time Overtime	1,059	-	505	23.2%	2,179	2,179
5108	Unemployment Benefits	2,363	2,816	-	0.0%	-	-
5112	PERS Relief	15,422	-	-	0.0%	-	-
	Total Salaries and Benefits	**293,877**	**164,080**	**287,992**	**75.7%**	**380,491**	**414,387**
	Maintenance and Operations						
5201	Office Supplies	410	286	754	150.8%	500	500
5202	Operating Supplies	2,929	1,988	2,385	79.5%	3,000	3,000
5203	Fuel and Lube	4,533	580	3,976	132.5%	3,000	3,000
5204	Chemicals	163	2,532	1,341	44.7%	3,000	3,000
5207	Vehicle and Boat Maintenance	133	-	120	0.0%	-	-
5208	Equipment Maintenance	26,021	14,037	15,612	42.2%	37,000	37,000
5209	Building & Grounds Maintenance	12,666	3,456	2,801	21.5%	13,000	13,000
5210	Professional Services	7,467	9,044	1,722	57.4%	3,000	3,000
5217	Electricity	163,945	62,757	97,186	56.4%	172,295	189,524
5218	Water	15,166	4,944	9,786	57.8%	16,926	16,926
5219	Sewer	542	219	377	28.0%	1,347	1,347
5231	Tools and Equipment	1,353	982	2,060	137.3%	1,500	1,500
5235	Membership Dues	360	-	140	0.0%	-	-
5250	Camera Area Network	550	-	-	0.0%	4,000	4,000
5601	Uniform	76	-	707	23.6%	3,000	3,000
5602	Safety Equipment	1,013	12	761	76.1%	1,000	1,000
5603	Employee Training	488	50	712	71.2%	1,000	1,000
	Total Maintenance and Operations	**237,813**	**100,888**	**140,440**	**53.3%**	**263,568**	**280,797**
	Total	**531,691**	**264,968**	**428,432**	**66.5%**	**644,058**	**695,185**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0604 - DEEP WATER DOCK						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	45,053	20,959	39,905	121.3%	32,896	35,672
5102	Fringe Benefits	10,220	12,261	19,584	101.7%	19,260	20,757
5103	Part-time Wages	-	-	101	0.0%	-	-
5104	Part-time Benefits	-	-	14	0.0%	-	-
5105	Overtime	1,602	678	1,708	135.5%	1,260	1,260
5107	Part-time Overtime	-	-	25	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	3,477	-	-	0.0%	-	-
	Total Salaries and Benefits	**60,353**	**33,899**	**61,337**	**114.8%**	**53,416**	**57,689**
	Maintenance and Operations						
5203	Fuel and Lube	-	-	-	0.0%	1,000	1,000
5209	Building & Grounds Maintenance	-	230	3,600	360.0%	1,000	1,000
5210	Professional Services	-	(1,200)	-	0.0%	2,000	2,000
5217	Electricity	9,621	5,910	4,377	43.4%	10,093	11,102
5218	Water	5,733	3,526	7,116	65.2%	10,918	10,918
5219	Sewer	558	384	736	82.0%	898	898
5231	Tools and Equipment	1,122	-	-	0.0%	1,000	1,000
5250	Camera Area Network	-	-	293	7.3%	4,000	4,000
5602	Safety Equipment	-	-	-	0.0%	1,000	1,000
5627	Port Security	1,000	-	-	0.0%	2,500	2,500
	Total Maintenance and Operations	**18,034**	**8,849**	**16,123**	**46.9%**	**34,409**	**35,418**
	Total	**78,387**	**42,749**	**77,460**	**88.2%**	**87,824**	**93,107**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0605 - OUTFALL LINE						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	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	-	-	-	0.0%	3,000	3,000
5231	Tools and Minor Equipment	-	-	55	0.0%	-	-
5637	Diving Services	6,519	-	4,350	124.3%	3,500	3,500
	Total Maintenance and Operations	**6,519**	**-**	**4,405**	**67.8%**	**6,500**	**6,500**
	Total	**6,519**	**-**	**4,405**	**67.8%**	**6,500**	**6,500**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0606 - FISH GRINDER						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	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	312	333	-	0.0%	4,000	4,000
5208	Equipment Maintenance	13,912	3,536	7,958	56.8%	14,000	14,000
5209	Building & Grounds Maintenance	444	-	-	0.0%	2,500	2,500
5218	Water	2,643	550	3,095	42.2%	7,333	7,333
5235	Membership Dues	1,715	1,715	1,715	68.6%	2,500	2,500
	Total Maintenance and Operations	**19,027**	**6,133**	**12,768**	**42.1%**	**30,333**	**30,333**
	Total	**19,027**	**6,133**	**12,768**	**42.1%**	**30,333**	**30,333**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0611 - HARBOR MAINTENANCE						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	165,185	79,242	141,217	88.1%	160,231	174,303
5102	Fringe Benefits	39,516	43,213	69,833	71.6%	97,552	105,286
5103	Part-time Wages	-	5,766	9,176	58.0%	15,823	16,931
5104	Part-time Benefits	-	640	1,019	55.9%	1,822	1,949
5105	Overtime	2,713	685	3,228	107.6%	3,000	3,000
5107	Part-time Overtime	-	-	-	0.0%	-	-
5108	Unemployment Benefits	2,556	-	-	0.0%	-	-
5112	PERS Relief	12,906	-	-	0.0%	-	-
	Total Salaries and Benefits	**222,877**	**129,546**	**224,472**	**80.6%**	**278,428**	**301,469**
	Maintenance and Operations						
5201	Office Supplies	466	124	48	8.0%	600	600
5202	Operating Supplies	5,145	2,323	3,504	58.4%	6,000	6,000
5203	Fuel and Lube	12,694	8,371	11,446	88.0%	13,000	14,000
5207	Vehicle and Boat Maintenance	19,511	(1,929)	15,339	76.7%	20,000	20,000
5208	Equipment Maintenance	10,418	3,156	6,427	64.3%	10,000	10,000
5209	Building & Grounds Maintenance	5,929	3,485	1,477	12.3%	12,000	12,000
5210	Professional Services	4,216	1,474	3,076	68.4%	4,500	4,500
5217	Electricity	7,715	3,883	3,730	48.4%	7,702	8,472
5218	Water	612	230	534	79.1%	675	675
5219	Sewer	719	323	894	119.5%	748	748
5231	Tools and Equipment	2,931	3,140	1,583	39.6%	4,000	4,000
5235	Membership Dues	370	265	-	0.0%	500	500
5236	Transportation	986	-	678	33.9%	2,000	2,000
5237	Subsistence	204	-	217	21.7%	1,000	1,000
5256	Waste Oil Disposal	36,526	17,976	12,054	26.8%	45,000	45,000
5258	Float and Ramp Repairs	17,421	5,661	8,329	33.3%	25,000	25,000
5601	Uniform	3,680	2,170	4,118	117.6%	3,500	3,500
5602	Safety Equipment	3,494	957	1,133	37.8%	3,000	3,000
5603	Employee Training	398	50	5,065	126.6%	4,000	4,000
5637	Diving Services	3,750	-	-	0.0%	5,000	5,000
	Total Maintenance and Operations	**137,186**	**51,660**	**79,651**	**47.3%**	**168,225**	**169,995**
	Total	**360,062**	**181,206**	**304,122**	**68.1%**	**446,653**	**471,464**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0612 - PIONEER DOCK MAINTENANCE						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	%	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	20,882	9,955	17,920	89.2%	20,098	21,863
5102	Fringe Benefits	4,956	5,419	8,824	72.2%	12,226	13,195
5103	Part-time Wages	-	721	1,147	58.0%	1,978	2,116
5104	Part-time Benefits	-	80	127	55.9%	228	244
5105	Overtime	353	85	425	177.9%	239	239
5107	Part-time Overtime	-	-	-	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	1,633	-	-	0.0%	-	-
	Total Salaries and Benefits	**27,823**	**16,260**	**28,443**	**81.8%**	**34,768**	**37,657**
	Maintenance and Operations						
5202	Operating Supplies	-	-	-	0.0%	500	500
5209	Building & Grounds Maintenance	163	821	188	6.3%	3,000	3,000
5231	Tools and Equipment	-	83	-	0.0%	1,500	1,500
5602	Safety Equipment	-	-	-	0.0%	1,000	1,000
	Total Maintenance and Operations	**163**	**904**	**188**	**3.1%**	**6,000**	**6,000**
	Total	**27,986**	**17,164**	**28,631**	**70.2%**	**40,768**	**43,657**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0614 - DEEP WATER DOCK MAINTENANCE						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	20,882	9,955	17,920	89.2%	20,098	21,863
5102	Fringe Benefits	4,956	5,419	8,824	72.2%	12,226	13,195
5103	Part-time Wages	-	721	1,147	58.0%	1,978	2,116
5104	Part-time Benefits	-	80	127	55.9%	228	244
5105	Overtime	353	85	425	177.9%	239	239
5107	Part-time Overtime	-	-	-	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	1,633	-	-	0.0%	-	-
	Total Salaries and Benefits	**27,823**	**16,260**	**28,443**	**81.8%**	**34,768**	**37,657**
	Maintenance and Operations						
5202	Operating Supplies	-	233	-	0.0%	500	500
5203	Fuel and Lube	456	457	261	0.0%	-	-
5209	Building & Grounds Maintenance	3,313	2,551	3,795	47.4%	8,000	8,000
5231	Tools and Equipment	-	-	-	0.0%	1,000	1,000
5250	Camera Area Network	734	-	-	0.0%	5,000	5,000
5602	Safety Equipment	625	-	-	0.0%	2,000	2,000
	Total Maintenance and Operations	**5,128**	**3,241**	**4,056**	**24.6%**	**16,500**	**16,500**
	Total	**32,951**	**19,501**	**32,500**	**63.4%**	**51,268**	**54,157**

FUND	400 - PORT & HARBOR ENTERPRISE FUND						
DEPT	0615 - LOAD AND LAUNCH RAMP						
A/C Num.	Expenditure Categories & Descriptions	FY20 1/1/20 - 12/31/20 ACTUAL	FY21 1/1/21 - 6/30/21 ACTUAL	FY22 YTD ACTUAL $	FY22 YTD ACTUAL %	FY22 7/1/21 - 6/30/22 BUDGET	FY23 7/1/22 - 6/30/23 BUDGET
	Salaries and Benefits						
5101	Salary and Wages	25,510	12,638	22,887	84.1%	27,208	29,589
5102	Fringe Benefits	5,809	6,826	11,496	70.4%	16,334	17,626
5103	Part-time Wages	9,035	4,705	9,407	63.9%	14,725	15,756
5104	Part-time Benefits	1,140	523	1,045	61.6%	1,695	1,814
5105	Overtime	689	256	765	121.5%	629	629
5107	Part-time Overtime	15	6	7	0.0%	-	-
5108	Unemployment Benefits	-	-	-	0.0%	-	-
5112	PERS Relief	2,010	-	-	0.0%	-	-
	Total Salaries and Benefits	**44,208**	**24,954**	**45,606**	**75.3%**	**60,592**	**65,414**
	Maintenance and Operations						
5202	Operating Supplies	240	132	142	28.4%	500	500
5203	Fuel and Lube	1,113	998	840	64.6%	1,300	1,300
5209	Building & Grounds Maintenance	-	-	167	3.3%	5,000	5,000
5210	Professional Services	-	-	150	30.0%	500	500
5217	Electricity	3,834	1,751	1,580	42.3%	3,736	4,109
5218	Water	1,821	413	999	49.7%	2,009	2,009
5219	Sewer	2,825	738	1,951	62.0%	3,145	3,145
5220	Refuse and Disposal	2,363	1,182	1,346	40.8%	3,300	3,300
5231	Tools and Equipment	1,485	164	1,125	51.1%	2,200	2,200
5250	Camera Area Network	367	214	8,291	165.8%	5,000	5,000
5252	Credit Card Expenses	4,867	725	4,228	105.7%	4,000	4,000
5602	Safety Equipment	-	-	-	0.0%	1,000	1,000
	Total Maintenance and Operations	**18,913**	**6,317**	**20,819**	**65.7%**	**31,690**	**32,063**
	Capital Outlay, Transfers and Reserves						
5990	Transfers To Reserves	46,717	26,354	34,201	100.0%	34,201	29,186
	Total C/O, Transfers & Reserves	**46,717**	**26,354**	**34,201**	**100.0%**	**34,201**	**29,186**
	Total	**109,838**	**57,625**	**100,625**	**79.6%**	**126,483**	**126,663**

Port Fleet Reserve
452 - 374
Expenses thru 5/18/22

	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Budget
Beginning Balance	**162,603**	**192,603**	**214,394**	**214,394**	**107,394**
Revenue:					
	-	-	-	-	
Total Revenue	-	-	-	-	-
Transfers:					
Transfers Out		(8,209)			
Operating Budget Transfer	30,000	30,000	-		
Total Transfers	30,000	21,791	-	-	-
Total Expenditures	-	-	-	90,000	-
Ending Balance	192,603	214,394	214,394	124,394	107,394
Encumbered				17,000	
Ending Balance after Encumbrance	**192,603**	**214,394**	**214,394**	**107,394**	**107,394**

Expenditure Detail		FY19		FY20		FY21		FY22		FY23		
	Ord #	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Open**
Port Maint. Plow Truck Replacement	21-36(S-2)(A)							35,000	35,000			-
Fire Cart Rebuild #5	21-36(S-2)(A)							25,000	25,000			-
Fish Dock Manlift Replacement	21-36(S-2)(A)							30,000	30,000			-
Port Maint. Mobile Welding Van	21-36(S-2)(A)							17,000				17,000
Pending Description												
		-	**-**	**-**	**-**	**-**	**-**	**107,000**	**90,000**	**-**	**-**	**17,000**

Port Reserve
456 - 0380
Expenses thru 5/18/22

	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Budget
Beginning Balance	**3,228,104**	**1,829,802**	**2,128,657**	**2,114,208**	**1,030,677**
Revenue:					
Other Revenue	326	326	163	299	
Total Revenue	326	326	163	299	-
Transfers:					
Transfers To		-	-	-	
Project Closeout (ORD 19-57(S-2))	(1,766,580)				
Transfers From	149,420	8,209	-	-	
Operating Budget Transfer	280,805	303,328	26,354		
Total Transfers	(1,336,356)	311,537	26,354	-	-
Total Expenditures	62,271	13,008	40,966	137,572	-
Ending Balance	1,829,802	2,128,657	2,114,208	1,976,936	1,030,677
Encumbered - Load and Launch				280,180	
Encumbered - Port Projects				666,079	
Ending Balance after Encumbrance	**1,829,802**	**2,128,657**	**2,114,208**	**1,030,677**	**1,030,677**
Port Reserve Balance	**1,622,693**	**1,874,831**	**1,834,028**	**1,696,755**	**750,496**
Load and Launch Reserve Balance	**207,110**	**253,827**	**280,180**	**280,180**	**280,180**

Expenditure Detail		FY19		FY20		FY21		FY22		FY23		
	Ord #	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Open**
R&M Consultants - Grant Assistance	22-19(A)							56,450				56,450
Dumpster Regulation Changes	21-53							3,000	3,000			-
Float Repair for End Caps K thru Q	21-52							147,900				147,900
Heating Upgrades - Old Ferry Terminal, City Water Tank Storage	21-48							16,000	15,430			570
Deep Water Dock Security Gate	21-36(S-2)(A)							10,000				10,000
Fish Grinder Building Replacement Design	21-36(S-2)(A)							15,000				15,000
Fish Carcass Trailer x2	21-36(S-2)(A)							30,000	10,182			19,818
Harbor Basin Pile Cathodic Protection	21-36(S-2)(A)							200,000				200,000
Harbor Office ADA Entry Door Improvements	21-36(S-2)(A)							10,000				10,000
Camera System Design Ramps 1-5	21-36(S-2)(A)							20,000				20,000
Electrical Meter Replacement Inventory	21-36(S-2)(A)							5,000				5,000
Fish Grinder Building Replacement	21-36(S-2)(A)							100,000				100,000
System 5 Re-Float Engineering	21-36(S-2)(A)							15,000				15,000
Electrical Pedestal Replacement EE Float	21-36(S-2)(A)							10,000				10,000
Crane 4 Rebuild	21-36(S-2)(A)							90,000	87,849			2,151
Commercial Barge Ramp Improvement	19-51(A)					6,000			4,910			1,090
Spit Plan (50% Planning CARMA, 50% PH Reserves)	19-51(A)					25,000						25,000
Fuel Island Replacement	20-35(S)			19,800								19,800
Ramp 3 Parking Lot Drainage Improvement	18-44(A)	24,500							16,200			8,300
Previous Projects			62,[illegible]									
		213,421	**62,27[illegible]**	**52,800**	**13,008**	**129,700**	**40,966**	**728,350**	**137,572**	**-**	**-**	**666,079**

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MAY 2022 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Rob Dumouchel, City Manager and other Dept. Head staff- leadership team/dept. head meetings
- Juneau Fly In- Meetings with members of the Alaska delegation- Re State Budget
- Aurah Landau, HDR (Juneau) – Review of HDR grant services department and project discussion
- Cynthia Upah and USACE stake holders(videoconference)- Re Corp's small boat harbor stakeholder panel
- Michael Tencza, USACE- Re annual dredging in the Homer Harbor and Hickory berth
- Russell Cooper, Petro 49 and Rick Abboud, Planning- Re Fuel tank replacement project (main float) planning and review- project scheduled for fall
- Bruce Friend, PHC- Re Harbor tour
- Ronald McPherson- RE Homer lagoon ADA access meeting and site visit
- Rob Dumouchel and City Dept. Heads, Former Governor Walker- Re City meet and greet and discussion of City topics
- AAHPA Board Members- Re review of scholarship Applications and awards.
- Crisi Matthews, Port Commission Chair- Re planning for next PHC meeting agenda
- Ken Phillips, Marine Exchange- Re Annual Facility Security Plan audit.
- Rob Dumouchel, City manager, Julie Engebretsen, Rachel Tussey, and Christine Drais- Re lease management planning discussion
- John Daley, R&M and Aaron Glidden, Port maintenance(video conference)- Re Pioneer Dock Damage report and planning session for repairs
- Senator Sullivan Staff & Jennifer Carroll, Economic development (video conference)- Re review of homer projects and updates in prep for upcoming meeting
- Penelope Haas and Carson Chambers with Kachemak Heritage Land Trust- Re informational signage for locations around the harbor
- Federal Bureau of Investigation agents- Re general meet and greet
- Melissa Jacobsen and Rachel Tussey, Clerk's office- Re lease management planning session
- Nick Souza, Coastal Villages- Re harbor tour and discussion on the possibility of overwintering vessels from Coastal Villages' fleet in Homer
- Rob Dumouchel, City Manager; Mayor Castner; Jenny Carrol, Economic Development; US Senator Sullivan and his staff- Re Port Expansion Project and Homer goals/projects

Staff notes on overslope land advertising – At April's PHC meeting a question was posed regarding the possibility of doing a special advertising to push the available overslope land around the harbor. Staff did a bit of research to look into it. We've had a couple of recent interested parties for overslope development, but due to the high cost of construction materials, the extra expense needed to build both a platform and the business on top of said platform, and the projected revenues possible, banks in general do not currently view it as an appealing investment consideration for financing in this current climate. This land is currently posted as available and advertised in the City's land allocation plan and would be included on any future

RFP/advertisement the City issued for other available for lease properties (right now the Harbor has none, we're at max capacity), but staff view that the expense of a special advertisement for overslope specific property would not be timed well for a good return right now.

In AAHPA news – Alaska Association of Harbormasters and Port Administrators awarded 3 scholarships this year, two for $3,400 each and one for $2,500, to impressive young scholars from the communities of Ketchikan, Unalaska, and Juneau. Congratulations to all.

2. Operations

The months of April and May signify a peak mobilization period for the majority of the port & harbor base. Commercial fishing vessels participating in the federal halibut and sable fish fisheries are delivering on a weekly basis. The herring sac roe fisheries have concluded in Sitka, Kodiak, and Togiak and the home port seiners and tenders have returned to Homer. Charter vessels, marine tour operators, and water taxis have all commenced with seasonal operations. Coastal freight vessels have been busy moving project cargo and supplies from the barge ramp terminal. Recreational vessels are arriving in greater numbers with each week progressing into May. The associated use of the load and launch ramp and boat trailer parking lots has increased accordingly. Restaurant, retail shops, and charter offices have opened for the summer and the associated congestion in the parking lots notable.

As of May 15th, there were 685 vessels moored in the small boat harbor. The majority of vessels participating in the commercial salmon fisheries remain stored in boatyards. We are expecting a very condensed arrival of the fleet over the next three weeks with anticipated harbor moorage occupancy to swell to 950 vessels.

The following vessels conducted landings at the P/D and D/W/D: Perseverance, Endeavor, Ann T Cheramie & Petro Alaskan, Barge Redoubt, Tiglax, and Coastal Standard, and Kennicott.

The following notable events occurred over the past month:

- Despite local labor market challenges, a full crew of five harbor assistants have been hired for the summer season. Their duties primarily focus on grounds keeping and fee collection at the load and launch ramp.
- Parking enforcement officers Baker and Cook have commenced with orientation and training. Early season efforts have focused on 7-day parking and long-term parking permit compliance. They're currently installing seasonal fee pay signage in ramp access lots 1-4 and the boathouse pavilion.
- Paint and signage designating ADA transient moorage was installed at the moorings directly below ramp 6 and on EE transient.
- Two No Wake Buoys were refurbished recently. The project included new paint, reflective decals, and tackle. The buoy stationed at the harbor channel entrance was deployed on May 18th.
- Lot 9, adjacent to Fish Dock Road, has been converted from a commercial gear storage lot, to public parking.

3. Ice Plant

Ice Plant operation is now open 0800-1800 7 days a week. Up and down weather has slowed Halibut and Black cod landings over the last month. 2022 3A Halibut landings are down 4% at 21% vs. 25% last year. Central Gulf

Black Cod is down 4% at 26% vs. 30% last year at this time. Ice production is going well and our preventive maintenance program will insure that remains the same. Crane maintenance is a tough one this year due to a parts shortage and shipping snafus. Completed annual crane maintenance and inspection. #4 Crane installed and certified for public use.

In addition to the daily duties of making and selling ice, managing the Bait Room, issuing crane permits, and cleaning the dock, Ice Plant personnel:

- Welcomed James Young to the Ice Plant/Fish Dock.
- Assisted the ATS Technician on the annual Card Reader Preventative Maintenance program.
- Replaced wire on #3 Crane
- Installed bird deterrent equipment on ice plant infrastructure, ongoing and working.
- Finished water line hookups and turned on for the public.
- Doing weekly removal of hard ice buildups from around evaporators and ice rake sprockets and chains.
- Continued pressure washing of Ice Plant/Fish Dock

4. **Port Maintenance**

From mid-April to mid-May Port Maintenance has been busy getting ready for the summer season:

- Turned on potable water to the Harbor floats
- Repaired damage to potable water system that occurred this winter
- Installed fish cleaning tables at ramp 4, 6, and the fishing lagoon
- Re-assembled the refurbished fish carcass trailer
- Switched the 25/45 mph signs
- Met with stake holders regarding ADA ramp at fishing lagoon
- Met with R&M regarding Pioneer Dock damage from the Tustumena
- Assisted IT with cameras at the Launch Ramp
- Assisted Operations with a vessel with broken mooring lines
- Assisted Operations with No Wake Buoys
- Met with HVFD personnel regarding Fire/EMS operations
- Posted a full time Maintenance Tech position, as James Young moved to the Ice Plant

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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR

DATE: MAY 18, 2022

SUBJECT: WORKFORCE HOUSING ON THE SPIT

Commissioner Shavelson has requested workforce housing on the Spit be on the agenda for discussion. Staff has provided Homer City Code excerpts pertaining to permitted/conditionally permitted structures within Marine Commercial and Industrial zoning districts.

Additional materials will be provided by Mr. Shavelson in a supplemental packet.

If the commission wishes to take action, staff suggests submitting a zoning code amendment request to the Planning Commission. This request would need to be directed through the City Manager and carbon copy the City Planner.

Recommendation

For discussion.

Attached: HCC 21.28 & 21.30 Excerpts Re: Permitted/Conditional Uses & Structures in MI & MC

21.28.020 Permitted uses and structures.

The following uses are permitted outright in the Marine Commercial District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Offices for tourism-related charter and tour businesses, such as fishing, flightseeing, day excursions and boat charters and tours;

b. Marine equipment sales, rentals, service, repair and storage;

c. Retail stores limited to the sale of seafood products, sporting goods, curios, and arts and crafts;

d. Business offices for water-dependent and water-related activities such as fish brokers, off-shore oil and gas service companies, and stevedores;

e. Customary accessory uses that are clearly subordinate to the main use of the lot or building such as piers or wharves; provided, that separate permits shall not be issued for the construction of an accessory structure prior to that of the main structure;

f. Mobile food services;

g. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;

h. Recreational vehicle parks, provided they shall conform to the standards in Chapter 21.54 HCC;

i. Restaurants;

j. Cold storage facilities;

k. Campgrounds;

l. Manufacturing, processing, cooking, and packing of seafood products;

m. Parks;

n. Boat launching or moorage facilities, marinas;

o. Caretaker, business owner or employee housing as an accessory use to a primary use, and limited to no more than 50 percent of the floor area of a building and for use by an occupant for more than 30 consecutive days;

p. Lodging as an accessory use, limited to no more than 50 percent of the floor area of a building;

q. As an accessory use, one small wind energy system per lot. [Ord. 13-11(A) § 2, 2013; Ord. 09-34(A) § 18, 2009; Ord. 08-29, 2008].

21.28.030 Conditional uses and structures.

The following uses may be permitted in the Marine Commercial District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Drinking establishments;

b. Public utility facilities and structures;

c. Hotels and motels;

d. Lodging;

e. More than one building containing a permitted principal use on a lot;

f. Planned unit developments, limited to water-dependent and water-related uses, with no dwelling units except as permitted by HCC 21.28.020(o);

g. Indoor recreational facilities;

h. Outdoor recreational facilities;

i. The location of a building within a setback area required by HCC 21.28.040(b). In addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building must meet the following standards:

1. Not have a greater negative effect on the value of the adjoining property than a building located outside the setback area; and

2. Have a design that is compatible with that of the structures on the adjoining property. [Ord. 14-49(A) § 8, 2014; Ord. 13-11(A) § 3, 2013; Ord. 08-29, 2008].

21.30.020 Permitted uses and structures.

The following uses are permitted outright in the Marine Industrial District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

a. Port and harbor facilities;

b. Manufacturing, processing and packing of sea products;

c. Cold storage;

d. Dry docks;

e. Wharves and docks, marine loading facilities, ferry terminals, marine railways;

f. Marine equipment sales, rentals, service, repair and storage;

g. Boat launching or moorage facilities, marinas, boat charter services;

h. Warehouse and marshaling yards for storing goods awaiting transfer to marine vessels or off-loaded from a marine vessel and awaiting immediate pickup by land-based transportation;

i. Mobile food services;

j. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;

k. Recreational vehicle parks, provided they shall conform to the standards in Chapter 21.54 HCC;

l. Caretaker, business owner or employee housing as an accessory use to a primary use, and limited to no more than 50 percent of the floor area of a building and for use by an occupant for more than 30 consecutive days;

m. More than one building containing a permitted principal use on a lot;

n. Restaurant as an accessory use;

o. Parks;

p. As an accessory use, one small wind energy system per lot;

q. Boat sales, rentals, service, repair and storage, and boat manufacturing. [Ord. 19-50 § 1, 2019;

Ord. 13-11(A) § 6, 2013; Ord. 09-34(A) § 19, 2009; Ord. 08-29, 2008].

21.30.030 Conditional uses and structures.

The following uses may be permitted in the Marine Industrial District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

a. Planned unit development, limited to water-dependent or water-related uses and excluding all dwellings;

b. Extractive enterprises related to other uses permitted in the district;

c. Campgrounds;

d. Bulk petroleum storage;

e. Helipads;

f. Heliports;

g. Indoor recreational facilities;

h. Outdoor recreational facilities;

i. Public utility facilities and structures;

j. The location of a building within a setback area required by HCC 21.30.040(b). In addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building must meet the following standards:

1. Not have a greater negative effect on the value of the adjoining property than a building located outside the setback area; and

2. Have a design that is compatible with that of the structures on the adjoining property. [Ord. 19-50 § 2, 2019; Ord. 14-49(A) § 9, 2014; Ord. 13-11(A) § 7, 2013; Ord. 08-29, 2008].

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR

DATE: MAY 18, 2022

SUBJECT: SOUTH CENTRAL RADAR – LEASE AMENDMENT REQUEST FOR ADDITIONAL PARKING

Please review the attached proposal from South Central Radar (SCR) on expanding their parking lot.

Staff has reviewed the proposal, located the boundaries of the City and State Right-of-Way (ROW) sections, and determined that it would be possible to expand the parking area as proposed. It is our opinion that this proposal will not negatively affect the public parking but will instead be a more efficient use of space. At this time the area in question is used for long term permit parking and free short term parking.

Staff does not recommend that Lot 33 be re-plated and that the existing lot line not be moved as this would be president-setting, expensive, and unnecessary. The additional space would be rented at the same rate per sq. ft. as the current lease and would be subject to CPI increases just as the main lease.

If the commission approves of the proposal, Staff recommends amending the lease between SCR and the City to include the conditional use of a 20 foot by 88 foot strip of land directly adjacent to Lot 33 for the purpose of expanding the SCR parking lot.

There are two other examples of leases that we have amended for purposes such as this. The lessees in both cases pay for and utilize the space in a similar manner, specifically for uses that prohibit permanent structures or changes to the ROW. This means that the transient buffering nature of the ROW remains intact.

Recommendation

Make a recommendation to City Council supporting the approval of the proposed lease amendment to expand South Central Radar's parking lot.

Attached:
South Central Radar Email Re: Lease Amendment Proposal for Additional Parking
Map of City & ADOT&PF Right-of-Ways & Boundaries
Plat Map
DRAFT 1st Amendment to Lease Agreement

From:	Mark Zeiset
To:	Erica Hollis
Cc:	Bryan Hawkins
Subject:	Re: South Central Parking
Date:	Wednesday, April 6, 2022 8:16:45 AM
Attachments:	image001.png

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I attached a letter and copied the text below in case the attachment doesn't work. Let me know if this is what you were looking for.

Mark

Port and Harbor, and City of Homer,

My name is Mark Zeiset, owner of South Central Radar. We are the marine electronics shop on the Homer Spit at 4406 Homer Spit Rd Homer, AK 99603.

We are requesting more parking area for our business. You can see our proposal and current parking on the map sheets.

Here are our reasons for expanding.

-We have had parking issues since I took over the store in 2012. Our lot is very small. It is hard for customers to park in our lot due to the odd shape and small size. We have had several “fender benders” in our lot because of its size.

-During the peak summer season the public parking outside of our lot fills up and we have many folks that will double park or block the entrance of our store lot. Also the public area gets dangerous to pedestrians due to cars pulling in so close to our business. It creates a false walkway behind cars and between cars.

-The expansion will improve our parking and public parking. By expanding our parking it will get rid of the large area of false walkway behind cars.

-The expansion will improve public parking. The expansion we are proposing will not eliminate any public parking. It will add public parking as it creates spots on the end of the paved lot between South Central Radar and Baleen Café.

-The expansion will still allow for cars to back out of the public parking without having to back directly onto the highway.

Please let me know if you have questions.

Thank you for your time

Mark Zeiset

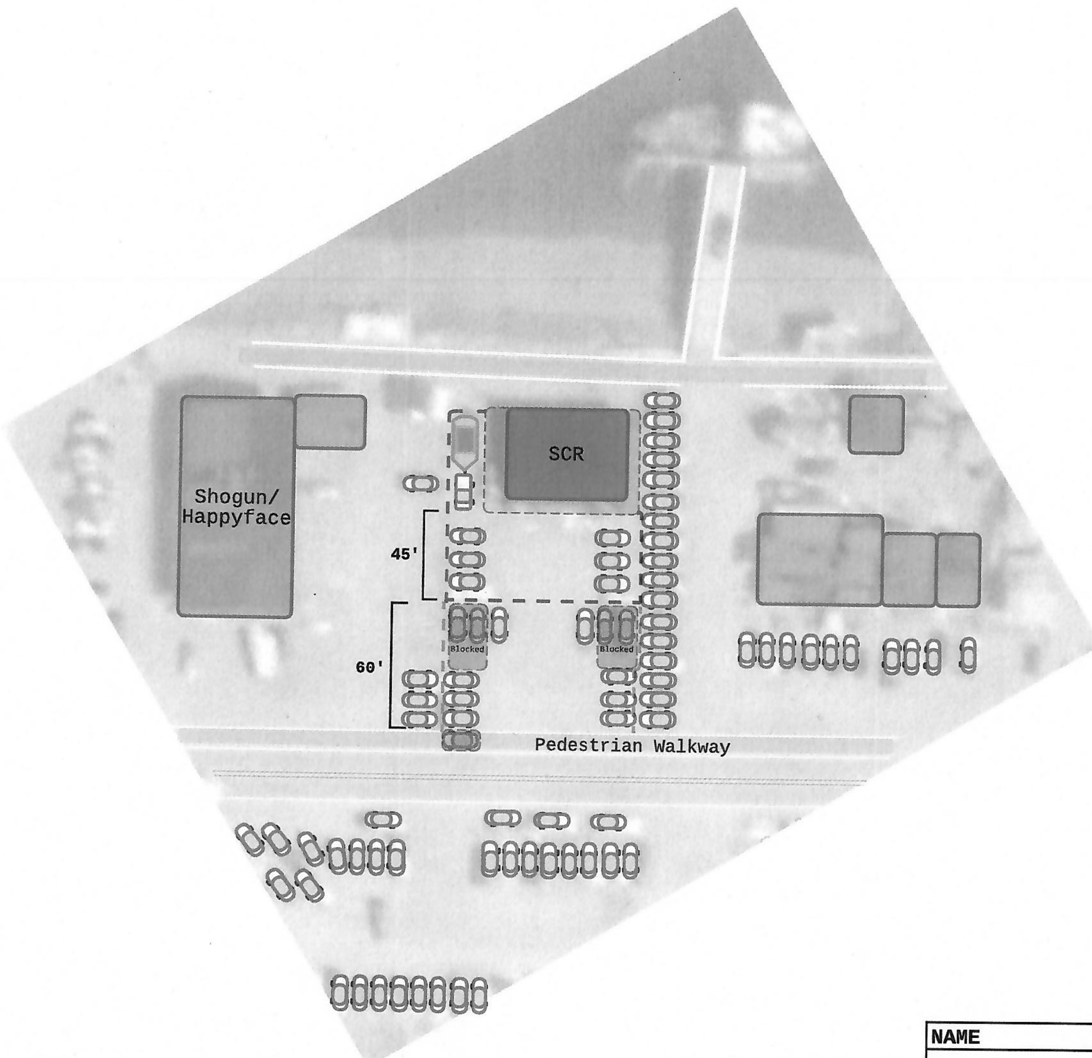
907-235-8008 work

907-351-1610

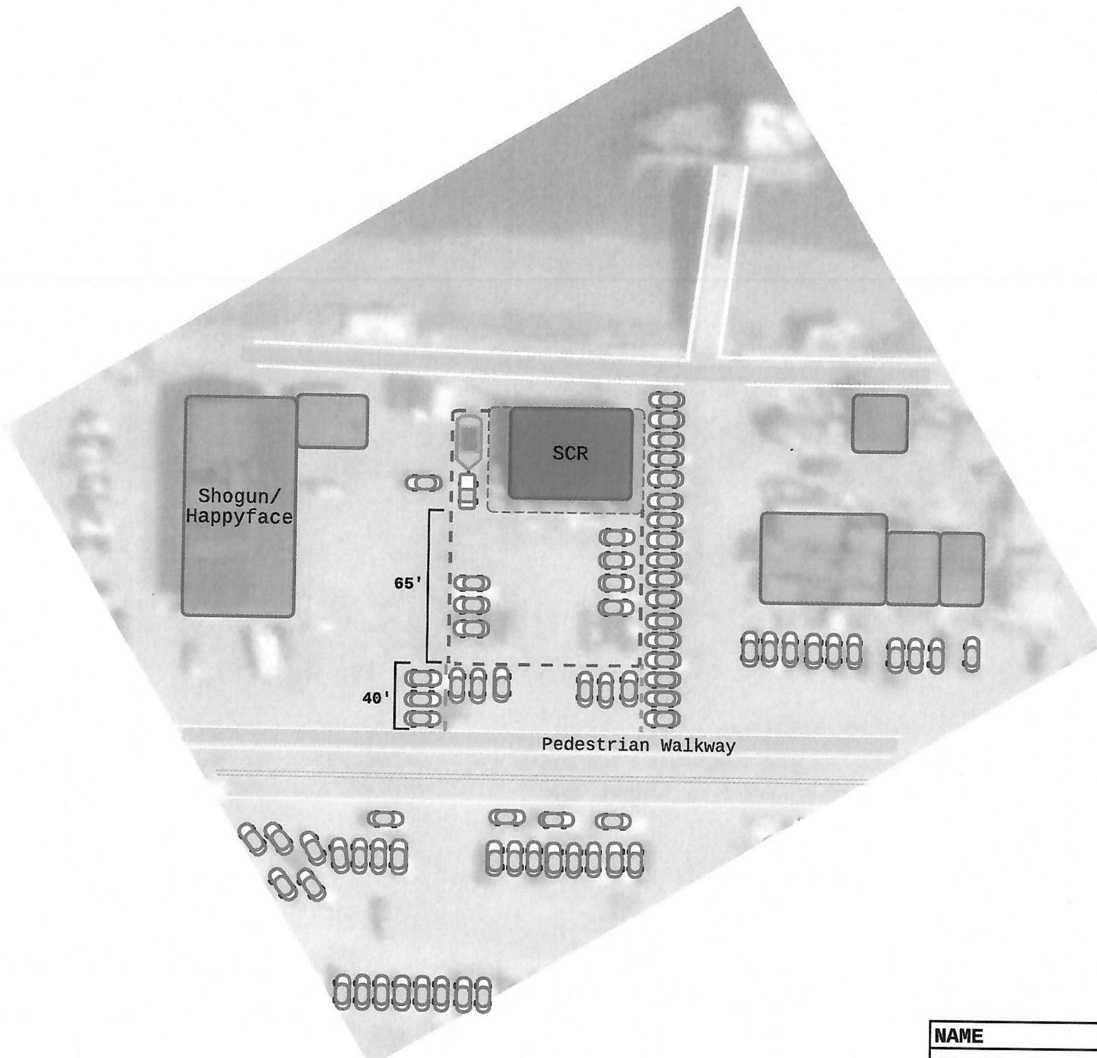
mark@southcentralradar.com

On Mon, Apr 4, 2022 at 5:30 PM Erica Hollis <ehollis@ci.homer.ak.us> wrote:

> Hi Mark,



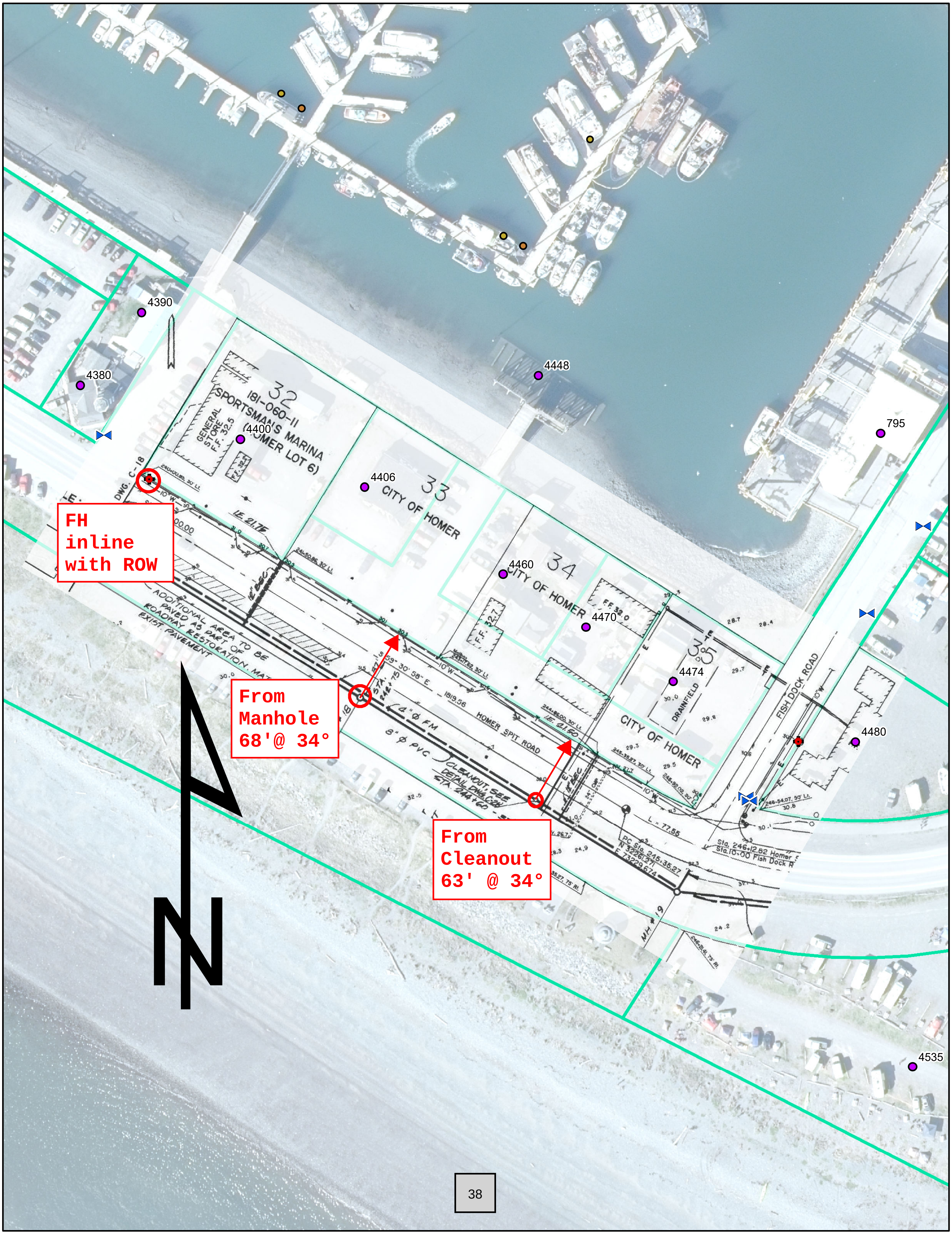
NAME	VESSEL
South Central Radar	
DATE: 02/09/2022	
Current Parking	
NOTES:	



NAME	VESSEL
South Central Radar	
DATE: 02/09/2022	

Proposed Parking

NOTES:


4390
4380
4400
4406
4448
4460
4470
4474
4480
795
4535
32
181-060-11
SPORTSMAN'S MARINA
(HOMER LOT 6)
GENERAL STORE
33
CITY OF HOMER
34
CITY OF HOMER
35
CITY OF HOMER
DRAINFIELD
FISH DOCK ROAD
HOMER SPIT ROAD
4" Ø FM
8" Ø PVC
CLEANOUT, SEE DETAIL DWG C24
STA. 244+60
ADDITIONAL AREA TO BE PAVED AS PART OF ROADWAY RESTORATION. MATCH EXIST. PAVEMENT
DWG. C-18
FH inline with ROW
From Manhole 68'@ 34°
From Cleanout 63' @ 34°
N

NOTES:

No access to State maintained Rights of Way is permitted unless approved by the State of Alaska Department of transportation.

Soils on these lots may or may not be suitable for conventional on-site waste disposal systems. No person may construct, install, operate or maintain a pressurized water system or a water-borne waste disposal system unless approval of the Alaska Department of Environmental Conservation is obtained. The burden of providing soils data, groundwater information, engineering designs and any other information required by the Department to complete a review of the proposed system rests solely on the individual lot owner.

All depiction of ATS 1373, and the associated survey data was taken from the official plat, and related data furnished by the CITY OF HOMER, and prepared by Stephen C. Smith RLS.

All survey monumentation shown is of record. Individual lot corners will be established as needed, upon completion of road and utility construction and parcel utilization.

SURVEYORS AFFIDAVIT

THE FOLLOWING CHANGES HAVE BEEN MADE TO THE PLAT:

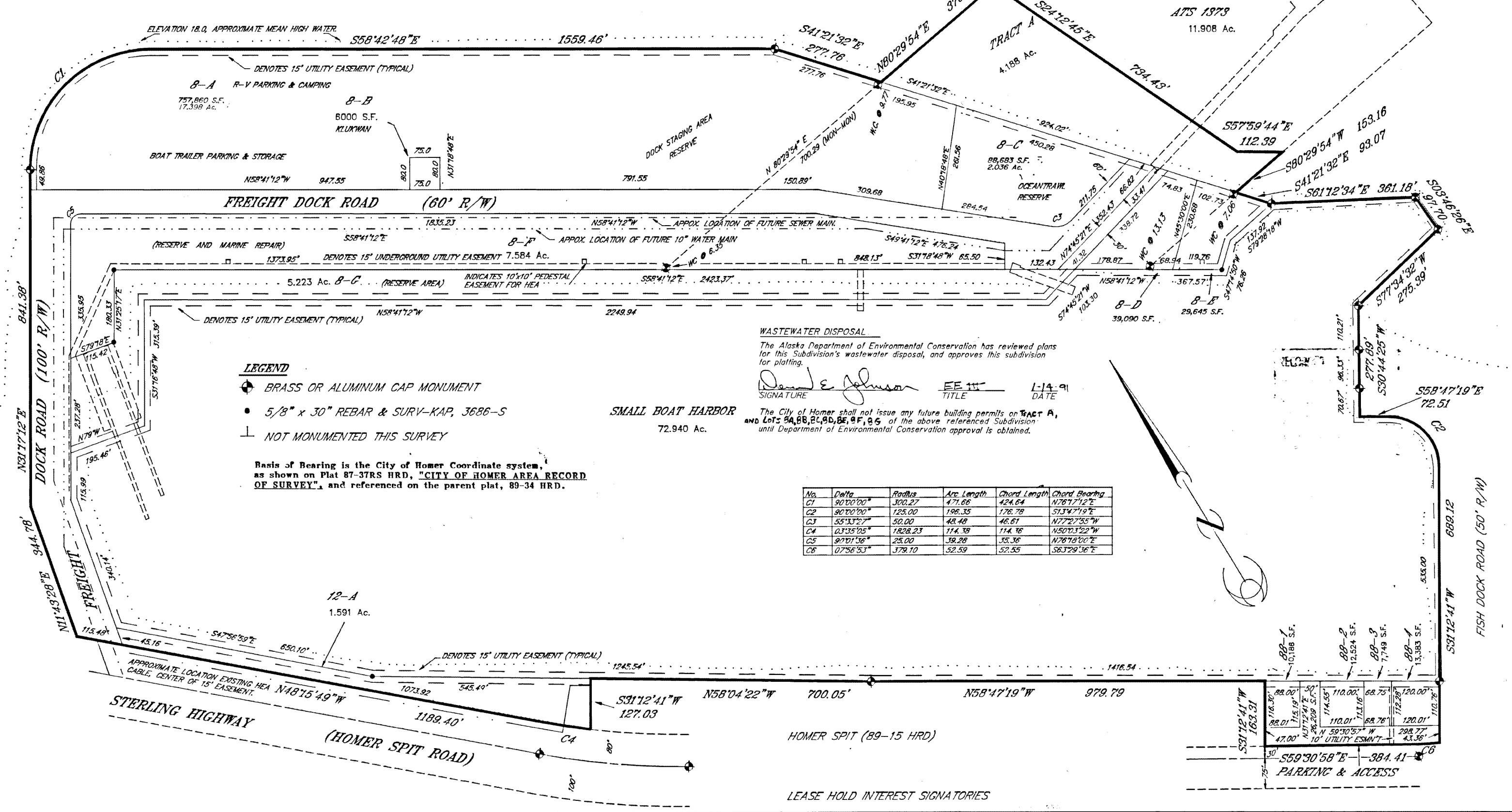
1. THE WORDS "AMENDED PLAT" HAVE BEEN ADDED TO THE TITLE BLOCK;
2. THE DIMENSION ALONG THE SOUTHWESTERLY BOUNDARY OF LOTS 8-D AND 8-E WAS CORRECTED TO READ "367.57'".

NO OTHER CHANGES OR MODIFICATIONS WERE MADE TO THIS PLAT.

11-3-92
JERRY A. ANDERSON RLS 3686-S

GRAPHIC SCALE

(IN FEET)
1 inch = 150 ft.



LEGEND

- BRASS OR ALUMINUM CAP MONUMENT
- 5/8" x 30" REBAR & SURV-KAP, 3686-S
- NOT MONUMENTED THIS SURVEY

Basis of Bearing is the City of Homer Coordinate system, as shown on Plat 87-37RS HRD, "CITY OF HOMER AREA RECORD OF SURVEY", and referenced on the parent plat, 89-34 HRD.

WASTEWATER DISPOSAL

The Alaska Department of Environmental Conservation has reviewed plans for this Subdivision's wastewater disposal, and approves this subdivision for platting.

SIGNATURE | TITLE EE III | DATE 1-14-91

The City of Homer shall not issue any future building permits on TRACT A, AND LOTS 8A, 8B, 8C, 8D, 8E, 8F, 8G of the above referenced Subdivision until Department of Environmental Conservation approval is obtained.

No.	Delta	Radius	Arc Length	Chord Length	Chord Bearing
C1	90°00'00"	300.27	471.66	424.64	N76°17'12"E
C2	90°00'00"	125.00	196.35	176.78	S13°47'19"E
C3	55°33'27"	50.00	48.48	46.61	N77°27'55"W
C4	03°35'05"	1828.23	114.38	114.36	N50°03'22"W
C5	90°01'36"	25.00	39.28	35.36	N76°18'00"E
C6	07°56'53"	379.10	52.59	52.55	S63°29'36"E

CERTIFICATE OF OWNERSHIP

I hereby certify that I am the owner of the property shown and described hereon. I hereby request approval of this plat showing such easements for public utilities and roadways dedicated by me for public use, or to the uses shown

6-11-90
C.E. SWACKHAMMER DATE:
HOMER CITY MANAGER
491 EAST PIONEER AVENUE
HOMER, ALASKA 99603

NOTARY'S ACKNOWLEDGEMENT

JERRY ANDERSON
NOTARY PUBLIC
STATE OF ALASKA

Subscribed and sworn to before me this 11th day of June 1990

Notary public for Alaska | 11-7-91 My Commission Expires

SURVEYORS CERTIFICATE

I hereby certify that this survey was performed by me or under my direct supervision. I declare that the information shown hereon is true and correct to the best of my knowledge and belief.

Jerry A. Anderson PLS No. 3686 | 7-11-90 Date:

PLAT APPROVAL

This plat was approved by the Kenai Peninsula Borough Planning Commission at the meeting of June 4, 1990

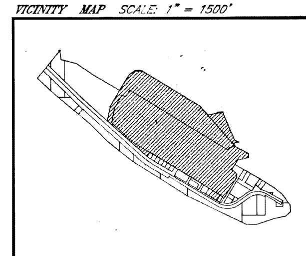
KENAI PENINSULA BOROUGH

BY
Authorized Official

91-3
RECORDED 20'
Homer REC. DIST.
DATE 1-16-91
TIME 3:03 P.M.
Requested by Ability Surveys Box 378 Homer AK 99603

92-50
RECORDED 20'
Homer REC. DIST.
DATE 11-24-92
TIME 11:24 A.M.
Requested by Family Freedom Trust

VICINITY MAP SCALE: 1" = 1500'



LEASE HOLD INTEREST SIGNATORIES

Paul G. Lovejoy, Pres. Homer Co-op
4460 Homer Spit Road
Homer, Alaska 99603

NOTARY'S ACKNOWLEDGEMENT

For: Paul G. Lovejoy, Pres. Homer Co-op
Subscribed and sworn to before me this 19th day of July 1990
Notary public for Alaska | MY COMMISSION EXPIRES My Commission Expires

Lonna Hobbs
FOR:
OCEANTRAWL INC.
1200 MARKET PLACE TOWER
2025 FIRST AVENUE
SEATTLE WASHINGTON 98121

NOTARY'S ACKNOWLEDGEMENT

For: Lonna Hobbs, for Oceantrawl
Subscribed and sworn to before me this 10th day of January ~~1990~~ 1991
Notary public for Alaska | 2/20/91 My Commission Expires

Hyden R. Ellyson
2170 Homer Spit Road
Homer, Alaska 99603

JERRY ANDERSON
NOTARY PUBLIC
STATE OF ALASKA

NOTARY'S ACKNOWLEDGEMENT

For: Hyden R. Ellyson
Subscribed and sworn to before me this 20th day of July 1990
Notary public for Alaska | 11-7-91 My Commission Expires

Klukwan Forest Products Inc.
Chief Operating Officer

NOTARY'S ACKNOWLEDGEMENT

For: D. Millison
Subscribed and sworn to before me this 9th day of October 1990
Notary public for Alaska | July 10, 1994 My Commission Expires

William B. Edens, Vice Pres. Terminal Oil Sales
4755 Homer Spit Road
Homer, Alaska 99603

JERRY ANDERSON
NOTARY PUBLIC
STATE OF ALASKA

NOTARY'S ACKNOWLEDGEMENT

For: William B. Edens, Vice Pres. Terminal Oil Sales
Subscribed and sworn to before me this 14th day of June 1990
Notary public for Alaska | 11-7-91 My Commission Expires

Roland Schwanke, President, Katch Canning Co, Inc.
PO Box 2713
Soldotna, AK 99669

NOTARY'S ACKNOWLEDGEMENT

For: Roland Schwanke, Pres. Katch Canning Co. Inc.
Subscribed and sworn to before me this 14th day of January 1990
Notary public for Alaska | May 9, 1991 My Commission Expires

DATE	FEB. 1990
SCALE	1" = 150'
GRID No.	H1 - H5
FLD. BK. No.	176
DISK No.	C.1.18
JOB No.	0457

49TH STATE OF ALASKA
Jerry A. Anderson
NO. 3686-S
REGISTERED PROFESSIONAL LAND SURVEYOR

HOMER SPIT No. TWO

AMENDED HOMER RECORDING DISTRICT PLAT

A REPLAT OF LOTS 8, 12, 33, 35, & THE BOAT HARBOR OF THE HOMER SPIT, ACCORDING TO PLAT 89-15, HRD
A PORTION OF ATS-612, ACCORDING TO PLAT 77-64 HRD, AND LOT 7 OF PLAT 67-444, HRD, ALL WITHIN Sec. 35 & 36, Twp. 6S, & Sec. 1 & 2, Twp. 7S Rge. 13W S.M., WITHIN THE CITY OF HOMER, ALASKA
CONTAINING 121.195 ACRES

ABILITY SURVEYS
JERRY A. ANDERSON PLS
(907) 235-8440
BOX 378, HOMER ALASKA 99603

Homer 91-003

1ST AMENDMENT TO LEASE AGREEMENT

This amendment is made and entered into effect as of___________, 2022 between the City of Homer, an Alaska municipal corporation ("Landlord") whose address is 491 East Pioneer Avenue, Homer, Alaska 99603, and South Central Radar, an Alaskan LLC ("Tenant"), whose address is PO Box 2145, Homer AK 99603 , and amends the Ground Lease Agreement ("Lease") entered into between South Central Radar, and the City of Homer, dated November 9 2012 and recorded by the Kenai Peninsula Borough's recorder's office on November 16 2012, Number 2012-003723-0, Homer Recording District 309, Alaska.

Landlord and Tenant agree as follows:

ARTICLE 2. THE PROPERTY, section 2.01 Lease of Property. Shall be amended to read as follows:

2.01 Lease of Property. Subject to the terms and conditions of this Lease, Landlord leases to Tenant and Tenant leases from Landlord the following described property ("Property"):

> Lot 88-1, Homer Spit Subdivision No.2, homer Recording District, State of Alaska, consisting of approximately 10,235 square feet, also known as Kenai Peninsula Borough Tax Parcel No. 181803431.
>
> **<u>A portion of Homer Spit Sub No. Two Amended Parking and Access Area, Homer Recording District State of Alaska, namely a 20 foot wide and 88 foot long area of land adjacent to the southwest lot line of Lot 88-1, containing of 1,760 square feet, more or less, and located within the City of Homer's Right-of-Way; also known as a portion of KPB Tax Parcel No. 181-03-441;</u>**

<u>The two described areas total 11,995 square feet, and are subject, however to reservations restrictions, easements and encumbrances of record, and to encroachments that may be revealed by an inspection of the Property</u>

AND

ARTICLE 4 RENT, TAXES, ASSESSMENTS AND UTILITIES, section 4.01 Base Rent. Shall be amended to read as follows:

4.01 Base Rent.

(a) Tenant shall pay to Landlord an initial annual rent of $8.703.12. Base Rent is payable monthly in advance in equal installments of $725.26. plus tax, on December 1 2012. And on the 1st day of each month thereafter, at the office of the City of Homer 491 East Pioneer Avenue, Homer AK 99603-7645, or at such other place as Landlord may designate in writing.

(b) Additionally, tenant shall pay to Landlord rent for the portion of the City of Homer's Right-0f-Way listed in Article 2.01 for an initial annual rent of $1,689.60 , payable monthly in advanced in equal installments of $ 140.80 plus tax starting on 1 2022, and on the 1st day of each month thereafter, at the office of the City of Homer 491 East Pioneer Avenue, Homer AK 99603-7645, or at such other place as Landlord may designate in writing. Annual rent for the portion of the City of Homer's Right-of-Way shall be calculated based on the current per square foot price of, and in addition to, the rent installment listed in 4.01 Base Rent (a). The combined rents shall hereafter be known collectively as "Base Rent"

All Base Rent shall be paid without prior demand or notice and without deduction or offset. Base Rent that is not paid on or before the due date will bear interest at the Default Rate. Base Rent is subject to adjustment as provided by Section 4.02

AND

ARTICLE 6. USE AND IMPROVEMENT OF PROPERTY, section 6.01 Use of Property. Shall be amended to read as follows:

6.01 Use of Property.

(a) Lot 88-1: Tenant's undertaking to use and improve the Property as described in Tenant's proposal to Landlord is a material inducement to Landlord leasing the Property to Tenant. Tenant shall improve and use the Property in the manner described in Tenant's proposal. Tenant's proposed use of the Property is a recreational Marine Electronics retail and repair facility and related activities. Tenant shall not use or improve the Property for any purpose other than as described in Tenant's proposal without Landlord's written consent, which consent Landlord may withhold in its sole discretion.

(b) Portion of City of Homer's Right-of-Way: shall be used strictly for the sole purpose of parking for the business located on the adjacent property Lot 88-1. No structures or improvements will be allowed in the City's Right-of Way.

IN WITNESS WHEREOF, the parties have executed this Lease Amendment as of the date set forth above.

Landlord:
City of Homer

By: ____________________________

____
Rob Dumouchel, City Manager

Tenant:
TENANT

By: __________________________

____
Printed Name, Title

ACKNOWLEDGMENTS

STATE OF ALASKA)
) SS.
THIRD JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me on _______________, 20 __ by Katie Koester, City Manager of the City of Homer, an Alaska municipal corporation, on behalf of the City of Homer.

____
Notary Public in and for Alaska
My Commission Expires: ______

STATE OF)
) SS.
)

The foregoing instrument was acknowledged before me on _______________, 20 __ by _name_, as __title__ of business/tenant__.

____
Notary Public in and for the state of _________
My Commission Expires: ______

After recording return to:
Melissa Jacobsen, MMC, City Clerk
City of Homer
491 E. Pioneer Avenue
Homer, AK 99603

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR

DATE: MAY 18, 2022

SUBJECT: HOMER SPIT COMPREHENSIVE PLAN REVIEW & DISCUSSION

At the PHC's April meeting, the Homer Spit Comprehensive Plan was discussed and the commission expressed a wish to review and go over the current plan with the intent to generate comments and edits to suggest to staff and City Council.

Deputy City Clerk Rachel Tussey provided printed versions of the current Spit Comprehensive Plan to the commission on May 4th in advance of today's meeting. Please bring this copy with you. This agenda item and memo are created as a placeholder to allow for discussion and action items on the topic, should the commission wish to do so.

Recommendation

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

CITY OF HOMER
HOMER, ALASKA

Port and Harbor Director/
Port & Harbor Advisory Commission

RESOLUTION 16-054

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE CITY OF HOMER FEE SCHEDULE TO IMPLEMENT A NEW GRADUATED HARBOR MOORAGE RATE STRUCTURE.

WHEREAS, The Port Director/Harbormaster established how harbor moorage fees are structured and implemented, and are to be included in the City of Homer Fee Schedule; and

WHEREAS, The City of Homer Fee Schedule to amend the harbor moorage rate structure is effective January 1, 2017.

WHEREAS, The Port and Harbor Advisory Commission discussed and unanimously supported the recommendation by the Port Director/Harbormaster to implement a new graduated harbor moorage rate structure of $0.05 increase per linear foot, based on the following equation,

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}}\right) \frac{\$43.49 + (\$0.05 \text{ x foot}) \text{ x vessel length per foot}}{\text{foot}}$$

and cap the increases at the 86 foot vessel size.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the City of Homer Fee Schedule to include the graduated harbor moorage rate structure effective January 1, 2017 as follows:

PORT AND HARBOR DEPARTMENT

Harbor Office - 235-3160
Fish Dock - 235-3162

(The following fees have been set by legislative enactments to HCC 10, Ord. 95-18(A) and Resolutions 14-114, 12-037(S), 12-023, 10-89, 06-52, 06-04, 05-123, 04-96, 03-154(S), 03-104, 03-88, 00-39, 99-118(A), 99-101, 99-78(S), 99-30(A), 95-69 (Port/Harbor Tariff No. 600), Resolution 95-19, Resolution 01-84(S)(A), Resolution 02-81(A), Resolution 07-121, Resolution 08-123, Resolution 15-091)

All rates except load and launch ramp fees and parking fees for Ramps 1 - 4, which are inclusive of sales tax, will have sales tax applied. The resulting figure will be rounded to the nearest half dollar for billing purposes.

BOAT CHANGE FEE:
$25.00 administrative fee

STALL WAIT LIST:
A $30.00 per year charge will be assessed for a listing on a permanent reserved stall assignment.
Large quantity waste oil disposal (with Harbor Master approval) - $3.25 gallon

PARKING FEES:
Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day). Parking fee is $5 per calendar day. Posted parking time limits will be established and enforced as per Homer city code 10.04.100.

Seasonal permits for day use parking (Ramps 1-4): $250.00.
Long Term parking permits required for Vehicles 20' or less parked in excess of seven (7) consecutive 24-hour days.

Long Term Parking annual permit (January 1st through December 31st): fee $200.00.

Long Term Parking annual permit fee for vessel owners paying annual moorage in the Homer Harbor: fee $100.00.

Vehicles over 20' and trailers are not eligible for long term parking permits.

Monthly parking permit for vehicles less than 20': fee $70.00 for 30 consecutive days.

Monthly parking permit for vehicles over 20': fee $85.00 for 30 consecutive days in a portion of Lot 9 only.

Long term parking will be enforced year around.

Parking lot restrictions for long term parking, May 1 through October 1, as depicted on attached map (Attachment A).

Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations apply.
Fines, $25.00 per calendar day, limited to $250.00 fine per calendar year, with $200.00 of the fine credited towards the long term parking annual permit.

ANNUAL HARBOR MOORAGE FEES:

$43.49 per linear foot **<u>with an increase of $0.05 per foot based on the following equation</u>**, plus $50.00 administrative charge:

Permanent Moorage Rate	$\left(\frac{\$}{\text{foot}}\right)$	$\frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$

<u>The graduated increases shall cap at the 86 foot vessel size.</u>

Reserved Stall - length of the float stall assigned, or overall length of vessel whichever is greater, plus $50.00 administrative charge.

Float Plane Fee - daily moorage rate of (2) 24' vessels shall be assessed on a daily basis for float planes or a monthly rate equal to the monthly rate for (2) 24' vessels.

PORT DOCKAGE FEES:

Dockage charges will be assessed based on lineal foot per calendar day or portion thereof as follows:

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

A service charge of $52 will be assessed to each vessel.

These charges are applicable to the “outer face” and “trestle berth” of Deep Water Dock and to all berthing locations on Pioneer Dock. The “inside berth” (berth No.2) of Deep Water Dock will have a 4-hour minimum dockage charge of 1/6 the daily rate, and a half day (up to 12 hours) docking charge of ½ the daily rate, with no service charge applicable.

WHARFAGE:

Minimum wharfage on any shipment will be ten dollars ($10). Except as otherwise specifically provided, rates are in dollars per short ton of 2,000 lbs. or per 40 cu. ft.

COMMODITY	WHARFAGE RATE
Freight N.O.S. (Not Otherwise Specified)	$7.96
Freight at barge ramp	$5.14
Poles, logs, cants or cut finished lumber per M.M.	$3.95/thousand board ft.

(Note: Industry standard conversion formulas shall be used in converting pounds to board feet measure.)

Logs that are unloaded at Port of Homer barge beaching site will be charged 50% of the wharfage rate applicable to outbound (export) shipment. However if these cargoes are not exported over Deep Water Dock with full payment of outbound wharfage within 60 days of unloading at the barge beaching site, then the additional 50% of wharfage will be owed and paid for inbound products.

Petroleum products	$0.84/barrel
(inbound and outbound)	$0.02 per gallon
Wood Chips (all grades)	$ as per contract

Seafood/fish product	Setting a tariff of $4.76 per ton of seafood/fish product across the dock, regardless of species.

Livestock: Horses, mules, cattle, hogs, sheep, goats, all other livestock	$10.12 per head

Fowl: Any kind, crated	$10.12 per crate

Boats: Up to and including twenty (20) feet LOA	$15.66 each
Over twenty (20) feet LOA	$1.60 per lineal ft.

(Fishing boats, pleasure craft, skiffs, dinghies and other boats moved over the docks.)

Demurrage: 0.09/sq. ft.

UPLANDS STORAGE:
Land for Gear Storage:
First come-first served basis; approved by Harbormaster; primarily for fishing related gear.

Open areas, fishing gear	0.12/ sq. ft.
Open areas, non-fishing gear	0.17/ sq. ft.

Boat Trailers:
Short term storage, up to 7 days - space available basis - no fee.
Long term storage, 8 days or more - not available May 1 to Oct 1

Up to 30 feet	$ 75.00/month Oct 1 to May 1

Over 30 feet $100.00/month Oct 1 to May 1

TIDAL GRIDS:

The City of Homer operates two tidal grids. The wooden grid is for vessels of less than 60 feet in length. The steel grid is only for use by vessels of 60 feet or greater in length. Vessels that remain on either grid after their scheduled tide may be assessed a 50% surcharge for each unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a 60' boat if a boat of less length is allowed to use this grid.

The rate per foot per tide is $1.05 for vessels 0' - 59'
The rate per foot per tide is $2.55 for vessels 60' - 80'
The rate per foot per tide is $3.25 for vessels 81' - 100'
The rate per foot per tide is $3.82 for vessels 101' - 120'
The rate per foot per tide is $4.24 for vessels 121' - 140'

WATER:

Potable water furnished to vessels at the Deep Water Dock and Main Dock:
Quantity charge - $38.81 per one thousand gallons (minimum five thousand gallons).
Scheduled deliveries will have a minimum charge of one hundred and two ($102.00) dollars for combined connection and disconnection.
Unscheduled deliveries will have a minimum charge of one hundred thirty nine dollars and thirty two cents ($139.32) for combined connection and disconnection.

ELECTRICITY (per kilowatt):

Reserved stalls having a meter base at the berth shall be charged a meter availability fee.
The meter availability fee - $23.95 per month
Connect/disconnect fee - $28.80

Metered transient vessels will be charged a meter availability fee of $28.80 per month with a one month minimum charge to be applied for shorter connection periods.
Connect/Disconnect fee 28.80. Unless other arrangements have been made in writing with the Harbormaster, transient vessels shall be charged the following rates (where metered power is unavailable).

	110 volt	220 volt	208 volt/3-phase
Daily (or part thereof)	$ 10.20	$ 20.12	$42.50
Monthly	$152.67	$341.70	available meter only

* Vessels requiring conversion plugs may purchase them from the Harbormaster's office for a nominal fee.

208 volt/3-phase electrical power is available at System 5 on a first come first served basis, for vessels will be charged the following rates:

1. There will be an electrical usage charge per kilowatt hour as determined by the local public utility:

2. Vessels will be charged a meter availability fee of $28.80 per month with a one month minimum charge to be applied for shorter connection periods.
3. There will be a $28.80 connect/disconnect fee.

TOWING:
Inside small boat harbor: Skiff with operator – 1/2 hour $68.00, Skiff with operator - 1 hour $102.00. Any additional personnel required will be charged at rate of $102.00 per hour each.

PUMPING VESSEL:
$40.79 per day or portion thereof for electrical pumps.
$69.97 per hour or portion thereof for gas pumps.

LABOR/PERSONNEL:
All labor provided by City personnel shall be charged at $102.00 per hour (1/2 hour minimum at $51.00). Work requiring callouts shall be charged at a minimum of two hours.

SPECIAL SERVICES:
Special services, including waste, bulk oil, or garbage disposal shall be billed at the City's actual cost plus 125% of city costs for services arranged for by the City but provided by others. Waste oil in quantities greater than 5 gallons, shall be charged a $3.35 per gallon handling and disposal fee.

REGULATED GARBAGE HANDLING FEE:
Contact the Homer Harbormaster office for a list of contractors certified to handle regulated garbage at the Port of Homer. Fees will be negotiated between the contractor and vessel managers.

SEARCH AND RESCUE FEES:
When the City utilizes city equipment and personnel to provide search and rescue assistance to vessels outside of the Homer Port and Harbor, such as towing and rescue, the Harbormaster will charge users of those services $102.00 per hour for skiff and operator for the first hour and for additional search and rescue assistance beyond one hour. Additional personnel will be charged at the rate of $102.00 per man per hour.

PUBLIC LAUNCH RAMPS:
Vessels shall be charged $13.00 per day to launch from the public launch ramps from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

Vessel owners or operators may obtain a seasonal permit for $130.00 entitling a specific vessel and owner to launch from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

BEACHES AND BARGE RAMP:
The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Harbormaster. A beach use agreement will be filled out and signed by the user and Harbormaster prior to use of the beach.

The Harbormaster shall charge a fee of $1.50 per foot based on the overall length of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp.

Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstances.

The user of any beach area or the barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by the harbor staff. The costs incurred by the harbor staff will be fully charged to the beach user. Labor rate for the harbor staff will be one hundred and two dollars ($102.00) per hour per person, plus appropriate equipment rental and material costs.

Sandblasting of vessel hull is not permitted on City beaches or barge ramp; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramp.

FISH DOCK:
The Fish Dock is to be used primarily for the loading and unloading of fish, fish products and fishing gear.

Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor Officer on duty.

Every person using a crane on the Fish Dock shall first obtain a license from the City.

Blocking access to cranes	$150.00/hour
Unattended vessels	$150.00/hour

Failure to obtain prior approval for a use other than loading and unloading fish, fish products or fishing gear will result in the imposition of a surcharge of thirty ($30.00) dollars per hour in addition to the regular fee.

ITEM	FEE
Annual access	$52.00 per year
Card (private license)	(annual renewal fee)

Card replacement fee	$15.00 per occurrence
Cold Storage	$334.75/month
(Cold storage rate structure is for storage area of eight (8) feet by ten (10) feet consecutive	$309/per month for two (2) consecutive months $283.25/per month for three (3) months $275.50/per month for nine (9) month season Minimum one month rental Inspection $50/per hour
Bait Storage Fee (4x4x4)	
Per Day	$5.15
Per Week	$25.75
Per Month	$77.25
Ice Plant Bin Storage (Roofed over, open sided storage bins at west end of of ice plant building sixteen (16) feet by twelve (12) feet)	$200/per month, minimum two (2) months
Fish Dock crane	$90.64/per hour
Minimum charge per hour for crane	Fifteen minutes
Ice	$130.90/per ton
Seafood Wharfage/Fish product	Setting a tariff of $4.76 per ton of seafood/fish product across the docks. Regardless of species bait in quantities greater than one ton that is loaded onto a vessel at Fish Dock, shall be charged seafood wharfage.
Freight NOS, Nonfish Cargo	$14.50/per ton for cargo going over the Fish Dock.
Fish Waste Disposal Fees/Fish Grinder	$5.00/Tub $30.00/Tote

Fishing gear is free from wharfage, except as otherwise provided under a lease agreement, contract or operating agreement with the City of Homer, ice brought onto Fish Dock to be loaded into totes or transferred to boats at the dock, shall be charged wharfage at the Freight NOS rate, unless this is ice that was purchased from the City Ice Plant.

Minimum per hour charge for the cranes and cold storage inspection will be one quarter hour (fifteen minutes). All additional charges will be in one-quarter hour (fifteen minutes) increments.

MARINE REPAIR FACILITY:
User fees and vendor fees to be collected for use of the Homer Marine Repair Facility are as follows:

(1) Upland Dry Dockage use Fee per Month: $ 0.17 per square foot/ for vessels paying annual moorage in Homer harbor 0.20 per square foot for transient daily, monthly, semiannual moorage vessels
(2) Administration Fee per month of Dry Dockage uplands usage: $50.00
(3) Beach Landing Fee per calendar day: $1.50 per foot
(4) Vendor Fee per calendar year: $150.00
(5) Harbor Labor Fee: $102.00 per hour/$51.00 minimum

PASSED AND ADOPTED by the Homer City Council this 23rd day of May, 2016.

CITY OF HOMER

____
MARY E. WYTHE, MAYOR

ATTEST:

____
JO JOHNSON, MMC, CITY CLERK

Fiscal Impact: To be determined.

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Memorandum 16-084

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL

FROM: PORT & HARBOR ADVISORY COMMISSION

THROUGH: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: MAY 13, 2016

SUBJECT: NEW MOORAGE RATE STRUCTURE

Background

As you know, the Port and Harbor Advisory Commission and Port and Harbor staff has been hard at work since 2011 on the subject of harbor moorage rate increases and fee structure changes with the goal of making Homer Harbor's moorage rates sustainable and equitable. The commission's first goal of rate increases and sustainability was completed by amending the Terminal Tariff with Resolution 14-115, annually increasing moorage rates to be consistent with the Consumer Price Index, and Resolution 15-072, have moorage fees increased 3.2% per year for ten consecutive years, both taking effect January 1, 2016.

The secondary goal regarding equitability and the application of the fee structure to harbor users was first studied in 2014 and a square foot model was discussed, but after much input from large vessel owners that a square foot model was unfair, they ultimately decided against it. The commission then began looking into a graduated liner method for applying the rates to harbor users. Resolution 15-073 was adopted by City Council on August 15, 2015, allowing the Port and Harbor to contact with Northern Economics to assist the Port and Harbor Commission and staff in developing a graduated moorage rate structure, accompanied by a linear method version for comparison.

Northern Economics prepared a final study on January 12, 2016 and presented their findings to staff and the commission at their regular meeting on January 27, 2016. They recommended two rate structures and different approaches to applying each option. The first recommended alternative, Alternative A, was a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alterative, Alternative B, was a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}}\right) \frac{\$43.49 + (\$0.05 \text{ x foot}) \text{ x vessel length per foot}}{\text{foot}}$$

Two more discussions and public hearings were held on this topic and the commission came to a final consensus at their March 23, 2016 meeting and voted a unanimous yes to the following motion:

STOCKBURGER/DONICH MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET.

As stated previously, the current Marina billing software cannot support a different billing method. This software is out of date and falling further and further behind in supplying our needs; Harbor Staff has been working on finding a replacement software program, so far realizing that there is not a program currently on the market that fits our needs and we will have to have a custom program made. Staff is still hoping to resolve this issue before the end of the year so a new rate structure can be implemented by January 1, 2017.

Recommendation

Approve Resolution 16-054 amending the City of Homer Fee Schedule and Resolution 16-055 amending the Port of Homer Terminal Tariff No. 600 to change from the standard per linear foot moorage rate structure to a graduated rate structure of $0.05 increase per linear foot, based on the given equation, and cap the increases at the 86 foot vessel size. This new rate structure shall take effect January 1, 2017. An extension will be requested by Port and Harbor staff if there is a delay in implementing the new Marina billing software.

Attached: Resolution 14-115 Amending Terminal Tariff to Include Annual CPI Moorage Rate Increases
Resolution 15-072 Amending Terminal Tariff to Include 3.2% Moorage Rate Increases for 10 Years
Resolution 15-073 Approving the 3.2% Moorage Rate Increase & to Contract with Northern Economics for a Harbor Rate Structure Study
Northern Economics Moorage Rate Structure Study dated January 12, 2016
Port & Harbor Advisory Commission Meeting Minutes dated March 23, 2016 Re: Pending Business – Harbor Rates

CITY OF HOMER
HOMER, ALASKA

City Clerk

RESOLUTION 14-115

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600 MOORAGE RATES.

WHEREAS, Fees are reviewed annually during the budget cycle; and

WHEREAS, The Port and Harbor Advisory Commission discussed and recommended that the harbor moorage rates should be increased to the Port of Homer Terminal Tariff No. 600, consistent with the Consumer Price Index.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the Port of Homer Terminal Tariff No. 600 as follows:

RULE: 34.18 - HARBOR MOORAGE RATES (A)
EFF: 01JAN2013
SUBSECTION 200

(a) CALCULATION OF MOORAGE RATES:

Mooring charges shall commence when a vessel is made fast to a wharf, pier, harbor float or other facility, or when a vessel is moored to another vessel so berthed (rafting). Charges shall continue until such vessel is completely free from and has vacated the port and harbor facilities.

A vessel moored at any time between 12:01 A.M. and 10:00 A.M. shall be charged a full day's moorage. The Harbormaster may, in his discretion and with proper and appropriate advance notice, waive a daily rate for a vessel that will occupy mooring space for a minimum time and, provided that the Harbormaster determines the use of the public facilities by others will not be congested or adversely affected.

Mooring charges shall be calculated on the length of the vessel, or in the case of a reserved stall, the length of the float stall assigned, whichever is greater.

Length shall be construed to mean the distance expressed in feet from the most forward point at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel. The length shall include all hull attachments such as bowsprits, dinghies, davits, etc.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	35
		REVISED PAGE NO.	15th

RULE: 34.18 - HARBOR MOORAGE RATES
(continued)

For billing purposes, when the actual length of the vessel is not immediately available, length of the vessel as published in "Lloyd's Register of Shipping" may be used. The City of Homer reserves the right to: (1) obtained the length from the vessel's register, or (2) measure the vessel.

All vessels in the harbor are subject to these rates, except properly registered seine skiffs or work skiffs attached to the mother vessel. Work skiff is defined as a boat that is usually carried on the deck or super structure of the mother vessel and is regularly used in the commercial enterprise of the mother vessel.

(b) ANNUAL MOORAGE FEE:
The annual moorage fee for reserved moorage and transient moorage privileges shall be ~~forty dollars and fifty cents~~ **forty-one dollars and seventy cents** (~~$40.50~~ **$41.70**) per lineal foot based on the overall length of the vessel (including all hull attachments such as bowsprits, davits, dinghies, swimsteps etc.) plus a fifty dollar ($50.00) administration charge; or for a reserved stall, the length of the finger float stall assigned, or the overall length of the vessel, whichever is greater plus a fifty dollar ($50.00) administration charge.

Any reproduction in the moorage fee due to a substituted or amended moorage agreement is not applied retroactively and the owner or operator is not entitled to a refund or a pro-rata adjustment of the moorage fees already due or paid. Any moorage agreement that expires will, after five days, automatically be charged a monthly rate retroactive to the expiration date. Unregistered vessels will also, after 5 days, automatically be charged a monthly rate retroactively to the date the vessel entered the harbor.

(1) All reserved stall assignments are on an annual basis beginning October 1 and ending September 30 of the following year. Prepayment of a full year's moorage is due on or before October 1 of each year. Payment for reserved moorage will only be accepted from the individual assigned the reserved stall. The reserved stall payment shall be paid in full at the time the reserved stall/moorage agreement is executed to the satisfaction of the Harbormaster. Any other arrangements are at the discretion of the Harbormaster and must be

made in advance.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160 TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	36
		REVISED PAGE NO.	7th

RULE: 34.18 - HARBOR MOORAGE RATES
(continued)

(2) A reserved stall assignment granted after October 1 will be charged a fee based on the number of months (including the month which it is granted regardless of the day of the month) left in the fiscal year ending September 30.

(c) A semiannual transient rate is available on a prepaid basis only for transient vessels mooring in the Small Boat Harbor for a period of six consecutive months. The transient semiannual rate is 67% of the annual rate. Vessels that to not renew will automatically be charged the monthly rate.

(d) The monthly transient rate will be 17% of the annual rate. Vessels that are properly registered and pay all moorage fees in advance may deduct fifty cents($.50) per foot per month.

(e) The daily transient rates are: 3% of the annual rate.
Vessels that properly register and pay all moorage fees in advance may deduct five dollars per day from the daily rate.

(f) FLOAT PLANE FEES:
With proper registration and specific permission from the Harbormaster, float planes may arrange for short-term moorage in the Small Boat Harbor. This is only allowed when ice and weather conditions prevent float planes from landing on Beluga Lake.

A fee in the amount equal to the daily rate for moorage of two (2) 24' vessels shall be assessed on a daily basis for float planes mooring within the confines of the Small Boat Harbor. A monthly rate in the amount equal to the monthly rate for two 24' vessels shall be assessed for float plane moorage for longer periods, and the moorage charge computed for a float plane's stay in the harbor shall be the lowest total charge resulting from the application of either the daily or the monthly rate indicated.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 8th day of December, 2014.

CITY OF HOMER

Mary E. Wythe

MARY E. WYTHE, MAYOR

ATTEST:

Melissa Jacobsen, Acting City Clerk

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER
HOMER, ALASKA

Lewis/
Port and Harbor Advisory Commission

RESOLUTION 15-072

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600 AND THE CITY OF HOMER FEE SCHEDULE ANNUAL MOORAGE RATES.

WHEREAS, City Council Resolution 06-100 resolves to establish a goal of gradually, over ten years, attaining a cash balance in depreciation reserve accounts equal to 40% of depreciable capital assets (excluding land); and

WHEREAS, In November 2012, the Homer City Council allocated $20,000 for the purpose of a port and harbor fee and tariff rate study; and

WHEREAS, In May 2013 an RFP was issued requesting proposals from qualified firms to enter into a contract to conduct the study; and

WHEREAS, The contract was awarded to Northern Economics who completed the work in November 2013; and

WHEREAS, Northern Economics presented the report to the City Council in December, 2013 and forward the report to the Port and Harbor Commission with the direction to review and implement; and

WHEREAS, The Commission determined to focus on the harbor rates as its first priority of recommendations of the report; and

WHEREAS, Northern Economics recommended either a square foot method or a graduated linear foot method (the per foot moorage rate increases as vessels become longer) to achieve a fair and equitable distribution of moorage fees; and

WHEREAS, The Commission considered and rejected a square foot method to achieve the rate increase over a ten year period; and

WHEREAS, The Commission has selected the graduated linear foot method as its preferred alternative to achieve a fair and equitable rate distribution; and

WHEREAS, The Commission has determined it necessary to increase rates at 3.2% per year for the next ten years, plus the annual consumer price index (CPI) to achieve the financial goal; and

WHEREAS, The Commission held an open house on April 22 and a public hearing on June 24 to receive testimony.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule for annual moorage fees to include a 3.2% moorage fee increase per year in addition to the annual CPI increase effective January 1, 2016 and;

BE IT FURTHER RESOLVED that a graduated linear foot rate structure be developed, along with its implementation schedule in time for its use in assessing moorage rates effective January 1, 2017.

PASSED AND ADOPTED by the Homer City Council on this ~~10th~~ 24th day of August, 2015.

CITY OF HOMER

Mary E. Wythe

MARY E. WYTHE, MAYOR

ATTEST:

Melissa Jacobsen Acting City Clerk

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER
HOMER, ALASKA

Lewis/
Port and Harbor Director

RESOLUTION 15-073

A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING A CONTRACT IN AN AMOUNT NOT TO EXCEED $20,000 TO NORTHERN ECONOMICS TO PREPARE A GRADUATED RATE STRUCTURE, AND ALSO LINEAR RATE STRUCTURE FOR COMPARISON, AMENDING THE PORT OF HOMER TERMINAL TARIFF MOORAGE RATES TO INCORPORATE A 32% RATE INCREASE OVER TEN YEARS TO FUND THE PORT AND HARBOR RESERVES AS RECOMMENDED IN THE NORTHERN ECONOMICS NOVEMBER 2013 RATE STUDY; AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Port and Harbor Advisory Commission held a worksession on April 8, 2014 to review and discuss the Port and Harbor Rate Study prepared by Northern Economics; and

WHEREAS, The Commission has addressed the Port and Harbor Rate Study at each of their regular meetings since then, considering a square foot methodology of assessing rates and also a straight linear method; and

WHEREAS, The Commission received input from large vessel owners that the square foot methodology put an unfair burden on their class of vessel; and

WHEREAS, The Commission brought forward a linear rate increase and received input from small vessel owners that supported considering a graduated methodology that would spread the cost more fairly among vessel classes; and

WHEREAS, Harbor staff suggested and the Commission agreed they have done as much as they can developing a rate structure that is perceived as fair and equitable and that Northern Economics has the experience to develop a graduated rate structure for the Commission to consider.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby awards a contract in an amount not to exceed $20,000 to Northern Economics to prepare a graduated rate structure, and also linear rate structure for comparison, amending the Port of Homer Terminal Tariff Moorage Rates to incorporate a 32% rate increase over ten years to fund the Port and Harbor Reserves as recommended in the Northern Economics November 2013 Rate Study and authorizing the City Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council on this 10th day of August, 2015.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: $20,000 funded under account 400.600

Northern Economics

Memorandum

Date: January 12, 2016

To: Bryan Hawkins, Port Director, City of Homer

From: Northern Economics, Inc.

Re: Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer's current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

Recommendations

Based on the findings of this rate structure analysis, Northern Economics makes the following recommendations to be considered by the Port and Harbor Commission.

Recommended alternatives

Northern Economics recommends two rate structure alternatives to be moved forward for further discussion and evaluation by the Port and Harbor Commission. The first recommended alternative, Alternative A, is a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alterative, Alternative B, is a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$Permanent\ Moorage\ Rate\left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

The recommended alternatives were selected from a list of five rate structure options that exemplify the most common trends found throughout the rate structures sampled for this study.

Two different approaches to applying the recommended alternatives have also been identified. The first approach is a rate structure that starts at a minimum vessel length of 6 feet and progresses consistently out to 200 feet, the maximum vessel length serviced by the harbor, similar to the current flat rate structure. The second approach is to place a cap on the rate structure for vessels that are too large to fit into a stall and instead must side tie to a transit raft. This second approach would result in a progressive rate for vessels up to 86 feet in length and a flat rate for larger vessels that are required to use a transient raft instead of a stall. The second approach is aimed at adjusting the rate structure for the different level of service provided to vessels that use a stall compared to vessels using the transient raft.

880 H Street, Suite 210 | Anchorage, AK 99501 | 1455 NW Leary Way, Suite 400 | Seattle, WA 98107 | E-mail: mail@norecon.com | www.northerneconomics.com | Tel: 907 274.5600 | Fax: 907 274.5601

User group differentiation

Some of the harbors sampled in the rate structure review charge different rates based on the user type, typically differentiating between recreational and commercial users. The harbors that implemented different user-based rate structures typically catered strongly to a single user group, most commonly commercial fishing, unlike Homer's harbor which accommodates a variety of user groups. Reduced rates for commercial users are often subsidized by other local government departments through transfers and are used as a tool to increase sales tax revenues and job creation within the community or a specific industry. Northern Economics does not recommend that Homer adopt a user-based rate structure at this time since the harbor serves a diverse group of users and does not receive any financial benefits from the city for sales tax revenues its users generate

Continue to offer discounts for longer reserved moorage

Homer Harbor currently offers discounts for yearly, semi-annual, and monthly billing cycles for reserved moorage. These discounts help to reduce administrative costs associated with billing and collecting reserved moorage fees and assist in managing cash flows within the harbor. Northern Economics recommends maintaining this practice under the selected rate structure.

Transition over multiple years

Northern Economics recommends transitioning to the selected rate structure over multiple years to mitigate steep increases in moorage rates that could potentially shock the market and negatively impact demand. Continued annual increases based on the change in the Anchorage Consumer Price Index (CPI), as well as the 3.2 percent annual increased established by Resolution 15-072, should also be factored into the transition plan. Due to the progressive nature of the recommended alternative rate structures, vessels with longer lengths may require a longer transition period than smaller vessels. Table 1 illustrates an example of a transition plan for the two recommended alternatives. This example uses the average annual increase in CPI between 2010 and 2014, 2.3 percent, as a proxy for future annual CPI-based rate adjustments. The columns for years 1 through 7 show the annual percentage increase in moorage rates during the example transition plans. The shaded cells indicate years in which an additional rate increase is added to the annual CPI and Resolution 15-072 rate adjustment to bring the current flat rate structure in line with the recommended alternatives.

Table 1. Example Transition Plan: Percent Increase in Moorage Rate by Year

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5
Current Structure	18	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	86	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	112	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Table 2 shows the annual moorage fees that would result from the transition plan illustrated in Table 1. The transition plan takes place over six years for Alternative A and five years for Alternative B with a maximum annual increase in annual moorage rates of 8.2 percent when the annual CPI-based adjustments and Resolution 15-072 annual increases are factored in.

Table 2. Example Transition Plan- Annual Moorage by Year

Alternative	Vessel Length (ft)	Current	Annual Moorage Fee ($) by Year 1	2	3	4	5	6	7
Alternative A	18	782.82	833.70	879.56	927.93	978.97	1,032.81	1,089.62	1,149.55
	32	1,391.68	1,495.40	1,606.85	1,695.23	1,788.47	1,886.83	1,990.61	2,100.09
	54	2,348.46	2,536.63	2,739.87	2,959.41	3,122.17	3,293.89	3,475.06	3,666.18
	86	3,740.14	4,043.95	4,372.44	4,727.61	5,111.63	5,526.85	5,830.83	6,151.52
	112	4,870.88	5,271.95	5,706.05	6,175.89	6,684.42	7,234.82	7,830.54	8,261.22
Alternative B	18	782.82	836.68	882.69	931.24	982.46	1,036.49	1,093.50	1,153.64
	32	1,391.68	1,489.02	1,593.17	1,680.80	1,773.24	1,870.77	1,973.66	2,082.21
	54	2,348.46	2,520.83	2,705.84	2,904.44	3,064.18	3,232.71	3,410.51	3,598.09
	86	3,740.14	4,031.85	4,346.31	4,685.29	5,050.72	5,328.50	5,621.57	5,930.76
	112	4,870.88	5,257.50	5,674.80	6,125.23	6,611.41	7,136.18	7,528.67	7,942.75
Current Structure	18	782.82	825.88	871.30	919.22	969.78	1,023.11	1,079.39	1,138.75
	32	1,391.68	1,468.22	1,548.97	1,634.17	1,724.05	1,818.87	1,918.91	2,024.45
	54	2,348.46	2,477.63	2,613.89	2,757.66	2,909.33	3,069.34	3,238.16	3,416.26
	86	3,740.14	3,945.85	4,162.87	4,391.83	4,633.38	4,888.21	5,157.07	5,440.70
	112	4,870.88	5,138.78	5,421.41	5,719.59	6,034.17	6,366.05	6,716.18	7,085.57

Once a transition plan is developed, Northern Economics recommends publishing planned rate increases a few year in advance to allow vessel owners to plan ahead and make necessary adjustments to absorb the moorage rate increases.

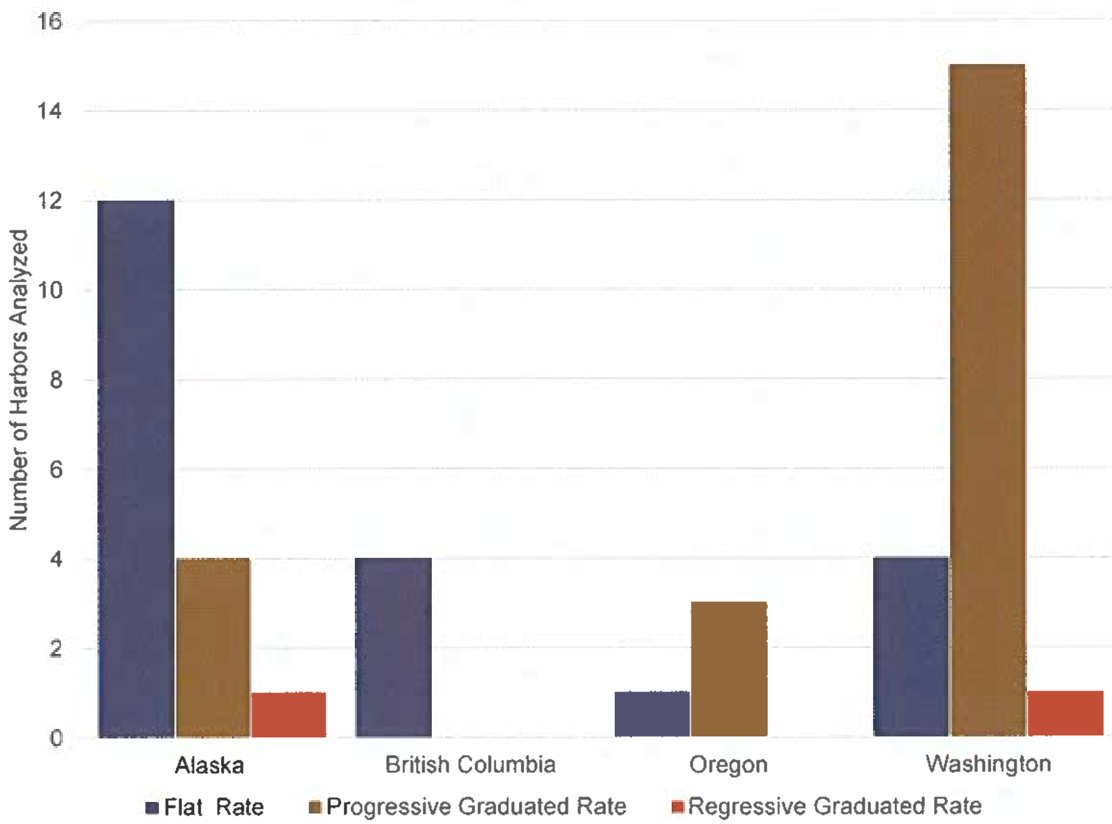
Rate Structure Review

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

Table 3 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five rate structure options and resulting recommended alternatives presented in this report.

Table 3. Graduated Rate Structures by Port

Port[a]	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	$0.01[b]	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	$6[c]	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thorne Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:
[a] Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulsbo (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.
[b] Rate structure uses a $0.01 increase between tiers instead of a consistent percent change between tiers
[c] Rate structure uses a $6 increase between tiers instead of a consistent percent change between tiers
Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that use a flat rate structure for transient moorage.

Rate Structure Options for Homer

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five rate structure options that illustrate the most common attributes found in the graduated rate structures sampled. These structure options illustrate how a graduated rate structure could be applied to Homer.

Option 1: A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

Option 2: A progressive graduated rate structure with smaller tiers set at a constant interval of 5 feet. The rate increase for each tier ranges from 1.0 to 0.1 percent and increases at a decreasing rate.

Option 3: A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

Option 4: A regressive graduated rate structure with tiers set at a constant interval of 10 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

Option 5: A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\textit{Permanent Moorage Rate}\left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times \textit{vessel length}\ (feet)}{foot}$$

To narrow down the five options presented above, Northern Economics considered the pros and cons of each rate structure and how well each option could be adapted to fit Homer Harbor. Table 4 summarizes the pros and cons identified for each rate structure option.

Table 4. Rate Structure Options Pros and Cons

Rate Structure	Pros	Cons
Option #1	Tiers are directly tied to the infrastructure used (slip size)	Larger tiers and bigger rate jumps between tiers
Option #2	Smaller tiers and rate increases, facilitating a smoother transition between tiers	Incentivizes vessel owner to try to fit into the lowest tier possible
Option #3	Simple rate structure with few tiers	Large tiers and big rate jumps between tiers
Option #4	Reduces rates for larger vessels	Does not reflect the cost of accommodating larger vs. smaller vessels
Option #5	Logical and justifiable rates charged per foot of vessel length	Very detailed rate sheets needed for successful implementation

Tier Size

One of the main differentiating factors between the five rate structure options presented above is tier size. Option 3 has the largest tiers (20 feet), followed by Option 1 (corresponding with slip size, ranging from 2 to 25 feet) and Option 4 (10 foot). Option 2 has the smallest tier size (5 feet). Option 5 employs a continuous rate that effectively has a tier size of 1 foot.

Transitioning from a flat rate structure to a graduated rate structure that uses fewer but larger tiers may be seen as a drastic change and cause some dissention among customers whose vessels are close to the transition points between tiers. Larger rate increases between tiers may also been seen as biased towards smaller vessel sizes or a specific user group. For these reasons, Northern Economics recommends implementing a rate structure that uses smaller tier sizes.

Regressive vs Progressive

The majority of the graduated rate structures sampled are progressive, meaning that they employ an increasing rate change between tiers. Progressive rates reflect the logic that larger vessels requiring larger turning basins and exert more force on harbor infrastructure, resulting in decreased utilization of the harbor basin and more wear and tear on facilities than smaller vessels. Larger vessel owners are thus charged a higher rate per foot to account for the increased costs associated with infrastructure designed to accommodate their vessels.

Regressive graduated structures were the least common structure found within the sample. Regressive structures are often used at harbors that want to attract larger vessels to fill available capacity or attract commercial vessels that bring in additional revenue to local governments through other taxes or fees. Homer Harbor currently has a waiting list, attracts a diverse range of harbor users and vessels sizes, and does not receive a financial benefit from the City of Homer's tax revenues. For these reasons Northern Economics does not recommend a regressive rate structure for Homer Harbor.

Recommended Alternative Rate Structures for Homer

Based on the criteria discussed above, Northern Economics recommends Options 2 and 5 as potential alternative rate structures for Homer Harbor. Moving forward, Option 2, a progressive rate structure with smaller tiers and rate increases, will be referred to as Alternative A and Option 5, the continuous progressive rate structure, will be referred to as Alternative B.

Northern Economics developed rate tables for each alternative, shown in Table 5 and Table 6, using the 2016 flat rate of $43.49 per foot as the starting point for each structure.

Table 5 contains the rate structure for Alternative A, a progressive graduated structure using consistent 5-foot tiers. The rate changes between tiers increases incrementally at a decreasing rate between 1.0 percent and 0.1 percent. Under Alternative A, annual moorage for a 30 foot vessel would be $1,343.24, which is 53 percent more than the annual moorage for a 20 foot vessel. Compared to the 2016 flat rate structure, the annual moorage under alternative A for a 30 foot vessel would increase by just over 3 percent.

Table 5. Rate Table, Alternative A

Vessel Size	% Increase in Tier	Annual Rate ($/foot)
0-15	-	43.49
16-20	1.00	43.92
21-25	0.98	44.35
26-30	0.95	44.77
31-35	0.93	45.19
36-40	0.90	45.60
41-45	0.88	45.99
46-50	0.85	46.39
51-55	0.83	46.77
56-60	0.80	47.14
61-65	0.78	47.51
66-70	0.75	47.86
71-75	0.73	48.21
76-80	0.70	48.55
81-85	0.68	48.88
86-90	0.65	49.19
91-95	0.63	49.50
96-100	0.60	49.80
101-105	0.58	50.08
106-110	0.55	50.36
111-115	0.53	50.62
116-120	0.50	50.88
121-125	0.48	51.12
126-130	0.45	51.35
131-135	0.42	51.57
136-140	0.40	51.77
141-145	0.37	51.97
146-150	0.35	52.15
151-155	0.32	52.32
156-160	0.30	52.48
161-165	0.27	52.62
166-170	0.25	52.75
171-175	0.22	52.87
176-180	0.20	52.98
181-185	0.17	53.07
186-190	0.15	53.15
191-195	0.12	53.22
196-200	0.10	53.27

Alternative B is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by $0.05 per foot. The rate is calculated according to the formula:

$$Permanent\ Moorage\ Rate\left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

Table 6 displays the calculated annual moorage rates under Alternative B. The rate increase per foot for this alternative was developed to mirror the rates presented in Alternative A.

Table 6. Rate Table, Alternative B

Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)
6	43.49	40	45.19	74	46.89	108	48.59	142	50.29	176	51.99
7	43.54	41	45.24	75	46.94	109	48.64	143	50.34	177	52.04
8	43.59	42	45.29	76	46.99	110	48.69	144	50.39	178	52.09
9	43.64	43	45.34	77	47.04	111	48.74	145	50.44	179	52.14
10	43.69	44	45.39	78	47.09	112	48.79	146	50.49	180	52.19
11	43.74	45	45.44	79	47.14	113	48.84	147	50.54	181	52.24
12	43.79	46	45.49	80	47.19	114	48.89	148	50.59	182	52.29
13	43.84	47	45.54	81	47.24	115	48.94	149	50.64	183	52.34
14	43.89	48	45.59	82	47.29	116	48.99	150	50.69	184	52.39
15	43.94	49	45.64	83	47.34	117	49.04	151	50.74	185	52.44
16	43.99	50	45.69	84	47.39	118	49.09	152	50.79	186	52.49
17	44.04	51	45.74	85	47.44	119	49.14	153	50.84	187	52.54
18	44.09	52	45.79	86	47.49	120	49.19	154	50.89	188	52.59
19	44.14	53	45.84	87	47.54	121	49.24	155	50.94	189	52.64
20	44.19	54	45.89	88	47.59	122	49.29	156	50.99	190	52.69
21	44.24	55	45.94	89	47.64	123	49.34	157	51.04	191	52.74
22	44.29	56	45.99	90	47.69	124	49.39	158	51.09	192	52.79
23	44.34	57	46.04	91	47.74	125	49.44	159	51.14	193	52.84
24	44.39	58	46.09	92	47.79	126	49.49	160	51.19	194	52.89
25	44.44	59	46.14	93	47.84	127	49.54	161	51.24	195	52.94
26	44.49	60	46.19	94	47.89	128	49.59	162	51.29	196	52.99
27	44.54	61	46.24	95	47.94	129	49.64	163	51.34	197	53.04
28	44.59	62	46.29	96	47.99	130	49.69	164	51.39	198	53.09
29	44.64	63	46.34	97	48.04	131	49.74	165	51.44	199	53.14
30	44.69	64	46.39	98	48.09	132	49.79	166	51.49	200	53.19
31	44.74	65	46.44	99	48.14	133	49.84	167	51.54		
32	44.79	66	46.49	100	48.19	134	49.89	168	51.59		
33	44.84	67	46.54	101	48.24	135	49.94	169	51.64		
34	44.89	68	46.59	102	48.29	136	49.99	170	51.69		
35	44.94	69	46.64	103	48.34	137	50.04	171	51.74		
36	44.99	70	46.69	104	48.39	138	50.09	172	51.79		
37	45.04	71	46.74	105	48.44	139	50.14	173	51.84		
38	45.09	72	46.79	106	48.49	140	50.19	174	51.89		
39	45.14	73	46.84	107	48.54	141	50.24	175	51.94		

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 80 feet in length under the alternative rate structures and the 2016 flat rate of $43.49 per foot. The table also shows the percent change in moorage payments relative to the 2016 flat rate.

Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length

Rate Structure	Vessel Length (ft.)						
	18	24	32	42	54	68	80
Annual Moorage Payment ($)							
Alternative A	790.65	1,064.48	1,446.04	1,931.76	2,525.47	3,254.74	3,883.86
Alternative B	793.62	1,065.36	1,433.28	1,902.18	2,478.06	3,168.12	3,775.20
2016 Flat Rate	782.82	1,043.76	1,391.68	1,826.58	2,348.46	2,957.32	3,479.20
Change From 2016 Flat Rate (%)							
Alternative A	1.0	2.0	3.9	5.8	7.5	10.1	11.6
Alternative B	1.4	2.1	3.0	4.1	5.5	7.1	8.5

Figure 2 compares the 2016 annual flat rate per foot with the two recommended alternative rate structures.

Figure 2. Comparison of Alternative Rate Structures by Vessel Length

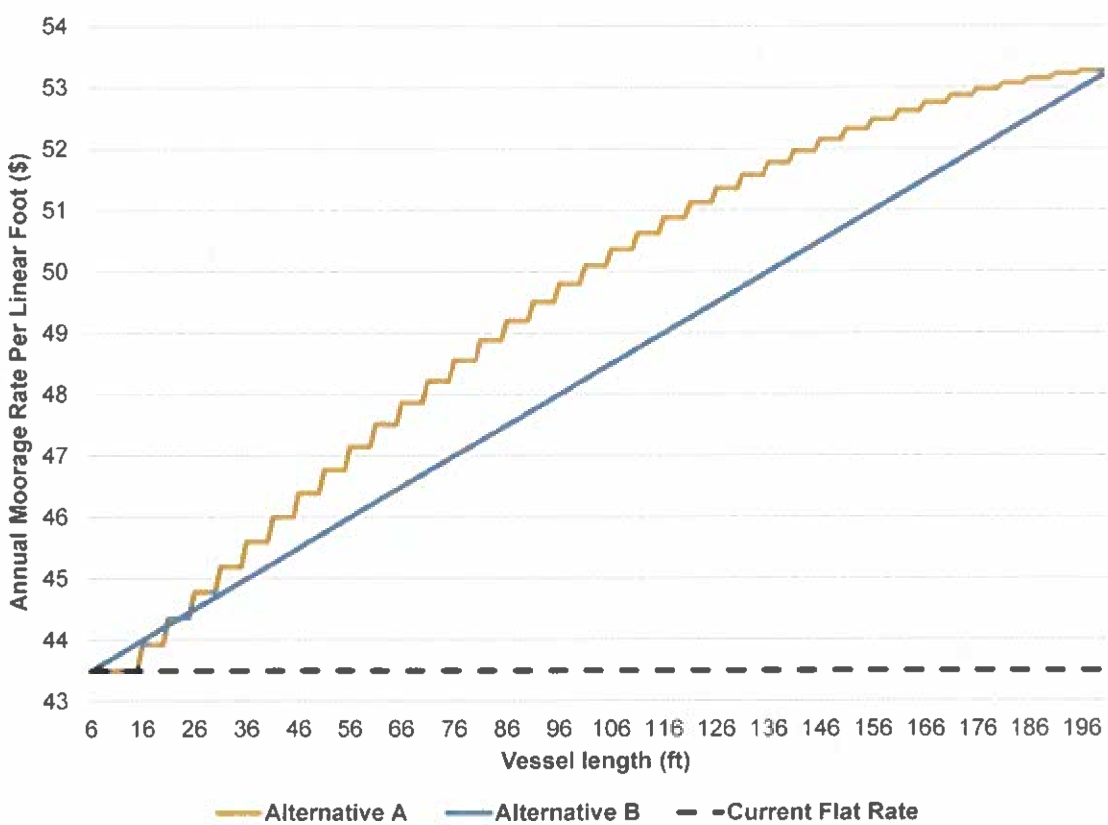
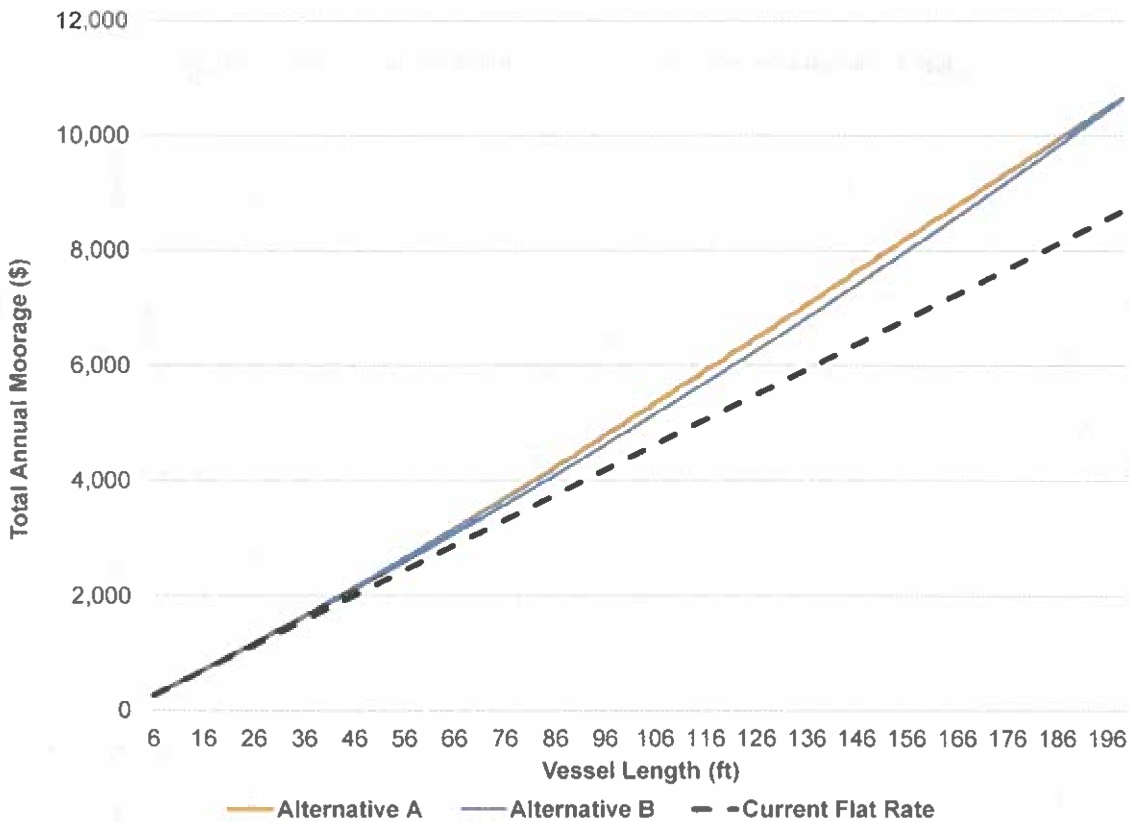


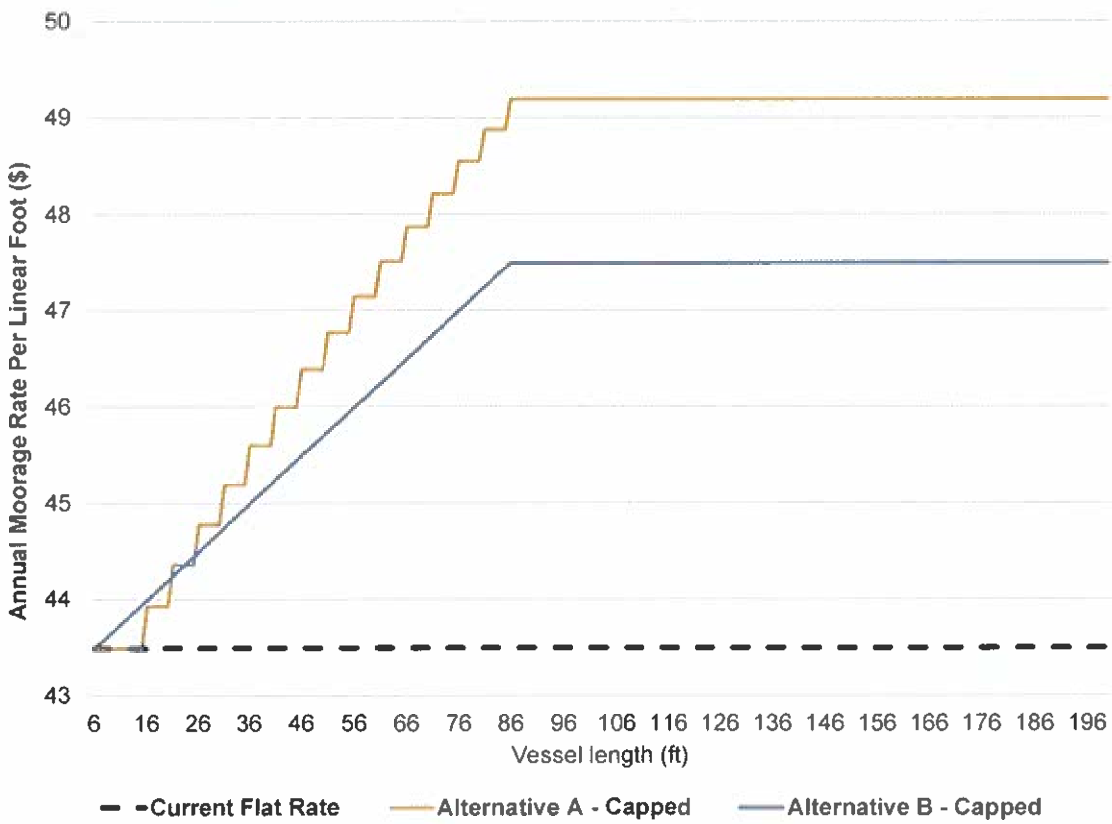
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

Figure 3. Comparison of Annual Moorage under Recommended Alternatives by Vessel Length



Homer Harbor has 883 stalls ranging from 18 feet to 75 feet and can accommodate vessels up to 86 feet in length. Vessels longer than 86 feet use the harbor by side tying to transit rafts. Due to the lower level of service offered to vessels at the transit rafts, one modification could be to add a cap on the annual rate for vessels over 86 feet in length. Figure 4 shows the two recommended alternatives with the rate cap.

Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap



Differentiation by User Type

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen's Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen's Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

Table 8. Commercial Moorage Discounts by Harbor

Harbor	Rate Structure	Discount for Commercial Relative to Recreational (%)
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated–Progressive	13-39
Nanaimo	Flat Rate	32-35

Source: Websites and rate sheets collected from harbors.

Both Fishermen's Terminal and Blaine Harbor require proof of active commercial fishing in order to qualify for the commercial rates. Fish tickets, landing permits, or fishing permits from the current or previous season are acceptable as proof of active commercial fishing. Both harbors emphasize that the vessel must be actively participating in commercial fishing activities and require that these documents be submitted every two years for long term tenants.

Blaine Harbor implemented a reduced rate structure for commercial vessels in 2011 in an effort to promote the local fishing and maritime trade community. Commercial users are subsidized through the Economic Development Fund. Blaine Harbor's goal in offering reduced commercial moorage is to attract vessels from other harbors, increase taxes paid to Whatcom County, and promote job creation within the community. After a review of its active commercial fishing rate structure in 2014, Blaine's Port Commission approved a two percent increase in commercial rates starting in 2017 in an attempt to reduce the amount of subsidy provided by the Economic Development Fund.

Fishermen's Terminal has a long history of supporting the commercial fishing industry, and for its first 88 years in operation this facility was exclusively for commercial fishing vessels. Fishermen's Terminal is part of the larger Port of Seattle system, which includes Sea-Tac Airport, cargo terminals, cruise ship terminals, Bell Harbor Marina, and Shilshole Bay Marina. The facilities within this port system are focused on specific user groups and Fishermen's Terminal, as the name suggests, caters primarily to commercial fishermen. The reduced rate structure for active commercial vessels, like Blaine Harbor, was implemented to encourage commercial fishing activities within the community. Fishermen's Terminal does not operate as an enterprise and is not expected to break even, but instead is used as an economic driver that results in increased revenues through other tax structures in King County. While this program is not directly subsidized, the Port of Seattle receives a portion of the revenues collected through King County property taxes and the Port Authority then distributes a portion of the transferred revenues to Fishermen's Terminal.

In the case of both Blaine Harbor and Fishermen's Terminal, user-specific rate structures are used as an economic stimulant with the goal of generating additional revenues through other local tax structures. Subsidies or transfers from local governments allow for the ports implementing these rate structures to be compensated for the increased economic activity they are encouraging.

Annual Moorage Rates Comparison

rev 3/12/2015

RESERVED MOORAGE
Based on Homer Harbor Stall Sizes*

Harbor	Rate Formula	20'	24'	32'	40'	50'	60'	75'
Homer	$41.70 x length + fee	$884.00	$1,050.80	$1,384.40	$1,718.00	$2,135.00	$2,552.00	$3,177.50
Kodiak	0-40 ft: $30.00 x length 40-60 ft: $41.00 x length 61-80 ft: $61.00 x length 81-100 ft: $71.50 x length	$600.00	$720.00	$960.00	$1,200.00	$2,050.00	$2,460.00	$4,575.00
Seward	$47.47 x length + fee	$1,009.40	$1,259.28	$1,639.04	$2,018.80	$2,553.50	$3,028.20	$3,740.25
Valdez	$34.46 x length	$689.20	$827.04	$1,102.72	$1,288.80	$1,378.40	$2,067.60	$2,584.50
	Tour Boats: $69.46 x length	-	-	-	-	-	$4,167.60	$5,209.50
Whittier	$64.20 x length	$1,284.00	$1,540.80	$2,054.40	$2,568.00	$3,210.00	$3,852.00	$4,815.00

TRANSIENT MOORAGE
Based on Varied Boat Sizes

Harbor	Rate Formula	18'	24'	32'	45'	58'	70'	85'
Homer	$41.70 x length + admin fee	$800.60	$1,050.80	$1,384.40	$1,926.50	$2,468.60	$2,969.00	$3,594.50
Kodiak	0-40 ft: $30.00 x length 40-60 ft: $41.00 x length 61-80 ft: $61.00 x length 81-100 ft: $71.50 x length	$540.00	$720.00	$960.00	$1,845.00	$2,378.00	$4,270.00	$6,077.50
Seward	$52.23 x length + fee	$1,000.14	$1,373.52	$1,791.36	$2,530.35	$3,209.34	$3,836.10	$4,679.55
Valdez	$39.63 x length	$713.34	$951.12	$1,268.16	$1,482.40	$1,783.35	$2,774.10	$3,368.55
Whittier	$64.20 x length***	$1,155.60	$1,540.80	$2,054.40	$2,889.00	$3,723.60	$4,494.00	$5,457.00

* Not all harbor have stalls that are comparable. Because of this, costs are estimated on how much it would be if that size of vessel moored in a Homer slip at a different harbor's rate. This ensures accurate comparisons.

**Kodiak's rates are based on a Graduated Linear Method

***At this time, no annual transient passes are being given in Whittier

Daily moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	$0.35	Skagway	$0.35	Skagway	$0.35	Skagway	$0.35	Skagway	$0.35
Wrangell (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40
Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50
Kodiak	$0.50	Kodiak	$0.50	Craig	$0.50	Craig	$0.50	Craig	$0.50
Craig	$0.50	Craig	$0.50	Haines	$0.50	Haines	$0.50	Haines	$0.50
Haines	$0.50	Haines	$0.50	Petersburg	$0.50	Petersburg	$0.50	Petersburg	$0.50
Petersburg	$0.50	Petersburg	$0.50	**Bellingham** (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50
Bellingham (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50	Juneau	$0.54	Juneau	$0.54	Juneau	$0.54
Juneau	$0.54	Juneau	$0.54	Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54
Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54	**Seattle** (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62
Seattle (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62	**Seward** (Tenant)	$0.64	**Seward** (Tenant)	$0.64	**Seward** (Tenant)	$0.64
Seward (Tenant)	$0.64	**Seward** (Tenant)	$0.64	Ketchikan	$0.68	Ketchikan	$0.68	Ketchikan	$0.68
Ketchikan	$0.68	Ketchikan	$0.68	Kodiak	$0.69	Kodiak	$0.69	Kodiak	$0.69
Seward (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70
Bellingham (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75
Wrangell (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80
Seattle (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80
Sitka	$0.87	Sitka	$0.87	Sitka	$0.87	Sitka	$0.87	Sitka	$0.87
Homer	$1.22	Homer	$1.22	Homer	$1.22	Homer	$1.22	Homer	$1.22

NOTES:
*Bold = multiple **daily** rate categories
*Whittier not included due to lack of **daily** rate data available

Monthly moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Wrangell Summer Floats	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65
Hoonah	$2.77	Hoonah	$2.50	Hoonah	$2.73	Hoonah	$2.58	Hoonah	$3.09
Wrangell	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50
Skagway	$3.50	Skagway	$3.50	Skagway	$3.50	Skagway	$3.50	Skagway	$3.50
Craig	$4.00	Craig	$4.00	Craig	$4.00	Craig	$4.00	Craig	$4.00
Juneau	$4.20	Juneau	$4.20	Juneau	$4.20	Juneau	$4.20	Juneau	$4.20
Haines	$5.00	Haines	$5.00	Haines	$5.00	Haines	$5.00	Haines	$5.00
Bellingham (Active C. Fish)	$5.90	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83
Petersburg	$6.00	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90
Homer	$6.39	Petersburg	$6.00	Petersburg	$6.00	Petersburg	$6.00	Petersburg	$6.00
Bellingham (Recreational)	$6.92	Homer	$6.39	Homer	$6.39	Homer	$6.39	Homer	$6.39
Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05
Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10
Seward (Reserved)	$8.55	**Bellingham** (Recreational)	$7.13	**Bellingham** (Recreational)	$7.56	**Seattle** (Commercial)	$7.82	**Seattle** (Commercial)	$7.82
Seattle (Recreational)	$8.81	**Seattle** (Commercial)	$7.82	**Seattle** (Commercial)	$7.82	**Bellingham** (Recreational)	$7.86	**Seward** (Reserved)	$8.55
Seward (Transient)	$9.40	**Seward** (Reserved)	$8.55	**Seward** (Reserved)	$8.55	**Seward** (Reserved)	$8.55	**Bellingham** (Recreational)	$9.16
Sitka	$14.94	**Seattle** (Recreational)	$8.94	**Seward** (Transient)	$9.40	**Seward** (Transient)	$9.40	**Seward** (Transient)	$9.40
Seattle (Active C. Fishing)	*min. 30'*	**Seward** (Transient)	$9.40	**Seattle** (Recreational)	$9.73	**Seattle** (Recreational)	$9.76	**Seattle** (Recreational)	$9.76
Seattle (Commercial)	*min. 30'*	Sitka	$14.94	Sitka	$14.94	Sitka	$14.94	Sitka	$14.94

NOTES:
*Bold = multiple **monthly** rate categories

*Whittier and Kodiak not included due to lack of monthly rate data available

***Hoonah monthly rates based on stall length. For this comparison, the most appropriate stall size for the vessels above was chosen, and that monthly rate was divided by the length of the vessel for $ per foot.**

Annual moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	$13.00	Skagway	$13.00	Skagway	$13.00	Skagway	$13.00	Skagway	$13.00
Craig	$15.75	Craig	$15.75	Craig	$15.75	Craig	$15.75	Craig	$15.75
Haines	$20.00	Haines	$20.00	Hoonah	$24.00	Hoonah	$24.00	Hoonah	$24.00
Hoonah	$24.00	Hoonah	$24.00	**Wrangell**	$25.00	**Wrangell**	$25.00	**Wrangell**	$25.00
Wrangell	$25.00	**Wrangell**	$25.00	Haines	$26.00	Haines	$26.00	Haines	$26.00
Ketchikan (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30
Kodiak	$30.00	Kodiak	$30.00	**Ketchikan** (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58
Ketchikan (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58	Sitka	$33.60	Sitka	$33.60	Sitka	$33.60
Sitka	$33.60	Sitka	$33.60	Petersburg	$38.00	Homer	$40.50	Homer	$40.50
Petersburg	$34.00	Petersburg	$34.00	Homer	$40.50	Kodiak	$41.00	Kodiak	$41.00
Homer	$40.50	Homer	$40.50	Kodiak	$41.00	Petersburg	$44.00	Petersburg	$44.00
Seward (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47
Juneau	$47.88	Juneau	$47.88	Juneau	$47.88	Juneau	$47.88	Juneau	$47.88
Seward (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23
Bellingham (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03
Juneau- Auke Bay	$80.37	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96
Bellingham (Recreational)	$80.97	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37
Seattle (Recreational)	$105.72	**Bellingham** (Recreational)	$83.43	**Bellingham** (Recreational)	$88.46	**Bellingham** (Recreational)	$91.97	**Seattle** (Commercial)	$93.84
Seattle (Active C. Fishing)	*min. 30'*	**Seattle** (Commercial)	$93.84	**Seattle** (Commercial)	$93.84	**Seattle** (Commercial)	$93.84	**Bellingham** (Recreational)	$107.18
Seattle (Commercial)	*min. 30'*	**Seattle** (Recreational)	$107.28	**Seattle** (Recreational)	$116.76	**Seattle** (Recreational)	$117.12	**Seattle** (Recreational)	$117.12

NOTES:

*Bold = multiple annual rate categories

*Whittier not included due to lack of annual rate data available

- Opportunities- Project based cargo, marine maintenance and repair hub, tug/support vessel base, small scale regional freight distribution, winter moorage services
- Threats- Anchorage based distribution center cost savings, Kenai/Nikiski based project docks and services, community perspective-unfriendly to industry, competing with Seward for marine services

- Summary of interviews to date
  - Big carriers aren't interested (no benefit)
  - Retailers like it (could save money)
  - At least two smaller carriers may be interested
  - Besides container cargo there is a market for marine support (moorage maintenance, etc.)
- Infrastructure improvements
  - New trestle, new buoys, berth 2 fenders, uplands yard fencing and security, barge berth alternatives, dock extension and mobile crane alternatives
- Where do we go from here
  - Development options will be outlined in Phase 2
  - Economics point to the need for an anchor tenant

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for March 2016

Harbormaster Hawkins reviewed his staff report.

PUBLIC HEARING

PENDING BUSINESS

A. Harbor Rates

i. Memo to Port & Harbor Commission from Port Director Re: Northern Economics Rate Study & Presentation dated 1/20/2016, and Rate Comparison Attachments
ii. 2016 Northern Economics Rate Study
iii. 2016 Presentation of Northern Economics Rate Study

The Commission reviewed alternatives A and B in the January 2016 draft schedule from Northern Economics. They acknowledged that there isn't a lot of difference in the alternatives and noted on alternative B the difference between a 75 foot boat and a 20 foot boat is about $400 per year. They also touched on ideas of the economic benefit of small boats versus large boats and that ultimately, all sizes bring an economic benefit to the harbor and the city.

STOCKBURGER/DONICH MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET.

Commissioner Stockburger commented that the argument is over the idea of perception. He leans toward alternative B because it goes by the foot, similar to the straight rate with a slight increase as boats get longer. Capping it at 86 feet recognizes the big boats in the harbor that are paying big bucks and are rafted out, but have no chance of getting a berth.

Commissioner Hartley agrees and thinks this will allow for flexibility when we build the new harbor.

Commissioner Carroll still agrees with a straight linear rate, its one harbor and everyone should pay the same.

Commissioner Stockburger added that we have a small boat harbor with some big boats in it and it's been hard to find a number that will work with all the vessel sizes. When we have a new harbor this formula can be used, possibly with a different number, when considering moorage and costs for the new harbor.

Commissioner Zimmerman clarified that this will be going up five cents per foot yearly along with the 3.2% plus the CPI that has already been adopted.

VOTE: YES: DONICH, ZIMMERMAN, ULMER, CARROLL, HARTLEY, STOCKBURGER

Motion carried.

B. Head Tax for Passenger Vessels

Harbormaster Hawkins reviewed that the enterprise budget is currently based on moorage. Seeing trends that business is increasing because this is a great place to recreate results in some forward thinking to implement a way to collect something from other user groups to help offset operations costs and spread the burden among a wider community.

Commissioner Zimmerman commented that after listening to the comments last meeting about the additional paperwork that would be included with a head tax, he's now thinking it targets a user group more than it should. He thinks it might be better to find something that's already in place and work to modify it.

Commissioner Donich said at the Homer Charter Association meeting a suggestion was brought up to have the spit designated as a separate district and collect an additional half a percent or so of sales tax to go to the enterprise fund. That would really broaden the reach and everyone who uses the spit would put in to the fund.

Chair Ulmer said she would rather see a toll bridge. She recently heard Cruise Construction cut spending in Homer because of the7.5%. People can get what they want in Anchorage and ship it down. The tax on this end of the peninsula is driving people away.

Commissioner Stockburger agrees that some kind of service area tax for the spit, not a property tax but a sales tax. He doesn't think 7.5% is keeping people from coming to Homer. If a company has a job here they will come, but comparing the cost of gas to drive to Anchorage is more than $37.50, which is the sales tax cap.

STOCKBURGER/HARTLEY MOVED TO EXPLORE THE POSSIBILITY OF USING A SERVICE AREA SALES TAX AS A MEANS OF COLLECTING FUNDS AS A MEANS TO COLLECT FROM OTHER USERS IN THE SERVICE AREA.

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Memorandum 16-101

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JUNE 7, 2016

SUBJECT: HISTORY OF PORT & HARBOR MOORAGE RATE INCREASE & RATE STRUCTURE WORK

At their last regular meeting on May 23, 2016, City Council postponed Resolution 16-054, amending the Port and Harbor fee schedule to change the moorage rate structure to a graduated method, and 16-055, amending the Terminal Tariff, failed due to lack of a motion. The Port and Harbor Advisory Commission voiced their disappointment at their last meeting on May 25, 2016 and agreed that it was necessary for the group to meet with the Council at their next worksession to present their findings regarding the rate structure issue.

The original motion made by the Port and Harbor Advisory Commission was to adopt Alternative B (per Northern Economics' 2016 Rate Structure Study) at five cents per foot increase and cap the vessel size at 86 feet, and calculate the moorage using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}}\right) \frac{\$43.49 + (\$0.05 \text{ x foot}) \text{ x vessel length per foot}}{\text{foot}}$$

To express to the Council the large amount of work that the Port and Harbor Advisory Commission and City staff has put into the moorage rate increase and structure issues, Port and Harbor staff has compiled a chronological history of all the commission's meetings, public hearings conducted, and resolutions passed by City Council that are directly related to rates since 2010 when this work began. The list includes PHC meetings where the topic was discussed, a summary of the commission's discussion at that meeting, the motions made, public comments taken, the worksessions conducted, and adopted resolutions by City Council.

Additionally, two rate studies have been conducted by Northern Economics. The 2013 study, titled Port and Harbor Rate Fee Structure and the Economic Impact of Mooring a MODU (Mobile Offshore Drilling Unit) at the Port of Homer's Deep Water Dock, totaled $9,628.48 in costs. The 2016 study, focusing on a Graduated Linear Method with Linear Method Comparison to Incorporate a 32% Rate Increase over 10 Years to Fund Port and Harbor Reserves, cost $15,300. Overall expenditures from Northern Economics have been $24,928.48 for their assistance in helping the City create a fair and equitable rate structure and a plan on how to implement the increases over time.

Recommendation

Informational Purposes

Attached: Memo 16-084 to Homer City Council from Bryan Hawkins, Port Director/Harbormaster Re: History of New Moorage Rate Structure dated June 1, 2016

Chronological History of Staff & the Port & Harbor Advisory Commission's Work

PHC Regular Meeting, NOVEMBER 17, 2010 – Memorandum from Port & Harbor Advisory Commission to City Council Re: 2011 Preliminary Budget and Proposed 3% Rate Increase: Discussed concerns over credit cards fees and looking for options to find additional revenue.

PHC Regular Meeting, APRIL 27, 2011 – Memo to Port and Harbor Advisory Commission from Port Director Re: Proposed Port of Homer Projects for Bond Funding dated April 7, 2011: Proposed Port of Homer Projects for Bond Funding and expressing goals to reinvest funds into the harbor to keep it supporting itself; not enough money is going into the harbor reserves even with the 3% increase done in 2010.

RESOLUTION 11-060: Establishing a Committee to Develop a Port and Harbor Improvement Revenue Bonding Plan and Provide Committee Review and Oversight Throughout the Implementation and Completion of any Approved Plan; adopted June 13, 2011.

PHC Regular Meeting, OCTOBER 26, 2011 – Port and Harbor Improvement Committee Report: Overview of presentation that was given to City Council regarding chosen CIP projects, plus the new harbor office, and further discussion of establishing a bond. Additional discussion ensued regarding pro/cons of raising rates, services the harbor staff offers, and concerns on how fees are applied.

PHC Special Meeting, NOVEMBER 9, 2011 – Port and Harbor Improvement Committee Project Ranking and Bonding Process: Further discussion regarding the bonding process and the improvements that should be included.

RESOLUTION 11-099: Authorizing the City Manager to Draft and Submit a Revenue Bond Sale Application and Take Other Steps Necessary to Prepare for a Possible Bond Sale to Finance Construction of Six Top Priority Capital Projects Within the Homer Harbor; effective date October 24, 2011, adopted November 28, 2011.

PHC Regular Meeting, DECEMBER 14, 2011 – Capital Improvement Plan List Port and Harbor Projects: Bond sale recommendation from Improvement Committee and which projects are feasible.

PHC Regular Meeting, JANUARY 25, 2012 – Capital Improvement Plan List Port and Harbor Projects: Commissioners ranked their preferred harbor projects for funding. MOVED TO FORWARD THE RANKINGS OF THE SIX PROJECTS TO THE PORT AND HARBOR IMPROVEMENT COMMITTEE. Motion carried.

PHC Regular Meeting, FEBRUARY 22, 2012 – Harbor Improvement Cost Estimate Summary: Presentation by the Harbor Improvement Committee of their work to-date, engineer's estimated costs, and percentage of user fee increase to support bonding and options for implementation. MOVED THAT THE COMMISSION RECOMMEND TO THE COMMITTEE TO PROCEED WITH THE PREPARATION OF THE REVENUE BOND APPLICATION THAT INCLUDES ALL FIVE PROJECTS AND THAT THE APPLICATION IS PREPARED TO REQUEST $6,000,000 FUNDING. Motion carried.

PHC Regular Meeting, MARCH 28, 2012 – Memo to Port and Harbor Advisory Commission from Community and Economic Development Coordinator Re: Harbor Improvement Projects: Need for the Projects & Consequences of Not Going Through with Proposed Projects dated March 16, 2012: Economic Development Coordinator reported what was needed for the Municipal Harbor Grant Program. MOVED THAT THE STATE GRANT REQUIREMENTS FOR THE FOUR PROJECTS BE PLACED ON THE NEXT AGENDA TO SET THE RECORD ON THE FINDINGS THAT THIS COMMISSION WOULD MAKE RELEVANT TO WHETHER OR NOT THEY ARE FEASIBLE PROJECTS OR TO BE DONE, OR SCRAPPED. Motion failed. Comments regarding the Load and Launch Ramp improvements included that there will be monies from Fish & Game. MOVED THAT WE NEED TO PROGRESS WITH THIS PROJECT BECAUSE OF SAFETY CONCERNS. IF WE

DON'T THERE WILL BE A BAD ACCIDENT OR THE RAMP WILL DETERIORATE. Motion carried. Discussed further each of the final chosen projects.

PHC Regular Meeting, APRIL 25, 2012 – Amendments to the Port and Harbor Terminal Tariff No. 600 for the purpose of Repaying a Revenue Bond in the Amount of $6 Million: The Commission reviewed various revenue options to help pay for the bond. There was public testimony against the harbor head tax; MOVED THAT THE PORT AND HARBOR ADVISORY COMMISSION RECOMMEND TO THE CITY COUNCIL THAT THEY AMEND THE TERMINAL TARIFF NO. 600 TO STRIKE RULE 34.26 THE PASSENGER FEES FROM THE TARIFF. Motion carried. MOVED TO REMOVE THE ICE TARIFF INCREASE AS GENERATING FUNDS TO PAY FOR THE BOND. Motion carried. MOVED TO APPROVE THE RECOMMENDED DOCKAGE FEES THAT THE COMMITTEE PUT FORTH TO SUPPORT THE BOND PAYMENT. This would change the port dockage fees from a linear foot to a graduated rate schedule, same as Anchorage's port. Motion carried. ADJUST THE FUEL WHARFAGE FROM $.0103 TO $.025 PER GALLON IMPLEMENTED OVER A TWO YEAR PERIOD. Motion failed. MOVED TO ADJUST THE FUEL WHARFAGE RATE FROM EXISTING $ .0103 PER GALLON TO $ .02 PER GALLON. Motion carried. MOVED TO INCREASE MOORAGE FROM $35.22 PER FOOT PER YEAR TO $42.50 PER LINEAL FOOT PER YEAR TO BE APPLIED OVER THE NEXT TWO YEARS. The discussion began about the differences between smaller and larger vessels, the different impacts they have on the harbor, and how each one provides revenue to the harbor. Comparisons to other harbors were reviewed. Motion failed. MOVED TO INCREASE THE MOORAGE 15% FROM THE CURRENT RATE. Motion carried.

PHC Regular Meeting, APRIL 25, 2012 – Memo to Port and Harbor Advisory Commission from Bryan Hawkins, Port Director/Harbormaster Re: Harbor Improvement Committee Report of April 19, 2012 Meeting dated April 20, 2012: MOVED TO RECOMMEND TO COUNCIL TO HAVE THE HARBOR IMPROVEMENT COMMITTEE CHANGE THE CAPITAL IMPROVEMENT BOND INCLUDE ONLY SYSTEM 5 UPGRADE, RAMP 3 GANGWAY, AND PORTIONS OF THE FLOAT REPLACEMENT TO A MAXIMUM BOND OF $4 MILLION. Motion carried.

RESOLUTION 12-043: Accepting and Approving Recommendations Submitted by the Port and Harbor Improvement Committee Regarding Capital Improvements in the Harbor and the Funding Thereof and Authorizing the City Manager to Prepare the Documents Necessary for Grant Funding, a Revenue Bond Sale, and the Fee Adjustments Necessary to Service the Bonds; effective May 14, 2012.

RESOLUTIONS 12-037(S) & 12-038(S): Amending the City of Homer Fee Schedule for Port and Harbor Fees and the Terminal Tariff No. 600 for the Purpose of Repaying a Revenue Bond and Contributing to the Port and Harbor Enterprise Reserves; effective June 11, 2012.

RESOLUTION 12-064: Expressing Support for a Municipal Harbor Facility Grant Application to the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) in the Amount of $4,206,000 for Ramp 3 Gangway and Approach, Harbor Floats Replacement and Upgrades to Electrical and Potable Water at System 5 and Authorizing the City Manager to Submit the Appropriate Documents; effective July 23, 2012.

RESOLUTION 12-065: Expanding the Scope of Work for the Port and Harbor Improvement Committee to Develop a Plan to Resource Funds from Various Sources for the Purpose of Upgrading the Port and Harbor Building; effective July 23, 2012.

RESOLUTION 12-093: Support of Full Funding for the State of Alaska Municipal Harbor Facility Grant Program in the FY2014 Capital Budget; effective October 22, 2012.

PHC Regular Meeting, DECEMBER 19, 2012 – Memo to Port and Harbor Advisory Commission from Port Director/Harbormaster Hawkins Re: Harbor Rate Study dated December 11, 2012: The commission began discussion with history on how rates are configured and square foot vs. linear footage and the variety of vessel sizes and uses of the harbor. Harbormaster recommended hiring Northern Economics to conduct rate study.

RESOLUTION 13-046: Awarding the Contract to Conduct a Study on the Port and Harbor Rate Fee Structure and the Economic Impact of Mooring a MODU (Mobile Offshore Drilling Unit) at the Port of Homer's Deep Water Dock to the Firm of Northern Economics of Anchorage, Alaska, in the Amount of $19,878.00 and Authorizing the City Manager to Execute the Appropriate Documents; effective May 13, 2013.

ORDINANCE 13-15: Authorizing Harbor Revenue Bonds of the City to be Issued in Series to Finance Harbor Improvements; Creating a Lien Upon Net Revenue of the Harbor for the Payment of the Bonds; and Establishing Covenants of the City Related to the Bonds; introduction April 22, 2013, effective May 14, 2013.

ORDINANCE 13-16: Authorizing the Issuance and Sale of a Series of Harbor Revenue Bonds by the City in the Principal Amount Not to Exceed $4,200,000 for the Purpose of Financing the Design, Construction, and Acquisition of Harbor and Related Capital Improvements; Establishing the Terms of the Bonds; and Authorizing the Sale of the Bonds; introduction April 22, 2013, effective May 14, 2013.

Northern Economics Rate Study, SEPTEMBER 25, 2013 – The first draft of this study organized how the study is conducted and gave preliminary percentage increases for the commission and staff to review.

PHC Special Meeting, OCTOBER 9, 2013 – Memorandum from Port Director/Harbormaster Hawkins Re: Port of Homer Rate Study: Northern Economics Rate Study presentation to the commission; it details out each harbor facility's expense and an estimate of how much it would cost to replace that facility using a lifecycle approach. The end results covered how much rates needed to be increased to be sustainable, and to help with harbor reserves and facility depreciation costs.

Northern Economics Rate Study, NOVEMBER 7, 2013 – The focus of this final draft study was to use a life cycle approach to calculating rates and find overall percentage increases that would cover all operations, maintenance, and replacement costs for each facility in the Homer Port and Harbor. It was concluded from this study that the Small Boat Harbor would require a 31.85% (rounded to 32%) rate increase to become sustainable.

RESOLUTION 13-112: Confirming that the City will Provide Local Matching Funds in an Amount Up to $800,000 for Repair, Replacement, and Rehabilitation of Infrastructure and Facilities at the Homer Small Boat Harbor Load and Launch Ramp; effective November 25, 2013.

ORDINANCE 14-05: Amending the FY 2014 Operating Budget by Appropriating $500,000 from the Port and Harbor Enterprise Fund Depreciation Reserves for the Purpose of Providing the City's 25% Local Match for the New Port and Harbor Building; introduction January 27, 2014, effective date February 11, 2014.

ORDINANCE 14-06(A): Amending the FY 2014 Operating Budget by Appropriating Up to $300,000 from the General Fund Balance for the Purpose of Providing a Loan to the Port and Harbor Enterprise Fund to Complete the Financing Package for the New Port and Harbor Building; introduction January 27, 2014, effective date February 11, 2014.

PHC Regular Meeting, FEBRUARY 26, 2014 – Worksession of Harbor Rate Study Review: Setting date for worksession to do thorough review.

PHC Worksession, APRIL 8, 2014 – Review and discuss the Northern Economics 2013 Rate Study

PHC Regular Meeting, APRIL 23, 2014 – Harbor Rate Increase Proposal: Point was made that if the port and harbor had a rate structure that was sustainable, we wouldn't have had to bond for the matching funds for the grant for the harbor improvements. A draft rate proposal prepared by staff was presented to the commission; the three methods suggested in the worksession for comparison was the existing linear method, a square foot method, and a graduated linear method. It included an EXTENSIVE comparison of the rate increases over a 5 or 10 year period including CPI increases. The suggested 32% increase comes from the Northern Economics' rate study. Discussed differences between transient moorage and reserved, costs related to vessel size and the stall size, what type of methods are being used in other harbors (including comparisons), and **the ultimate goal to find an equitable, sustainable rate for all harbor users** since there is a strong argument that large boats bring more money, jobs, and business to the harbor, with the counter argument from small vessel owners that smaller boats have to bear the costs for bigger boats when they have less damage, require less space, etc.) than bigger boats. It was determined that this discussion must continue for the next few meetings and include public input.

PHC Regular Meeting, MAY 28, 2014 – Harbor Rate Increase Proposal: There was talk of the gradual linear method and how it could be broken down into different size classes. They further discussed the reasoning behind a rate increase and where the money raised will be used. MOVED TO ADOPT THE 10 YEAR PROGRAM FOR INCREASING COSTS. Motion carried. The CPI increases will happen every year from here on out, while the 32% moorage rate increases will take place over the course of a 10 year period. It was suggested that the square foot method was the most fair and equitable way to distribute costs in the harbor than the current linear method. MOVED TO APPLY THE SQUARE FOOT METHOD IN DEVELOPING THE RATE STRUCTURE. Motion carried. It was suggested by staff that we may need to hire a consultant to help develop the final plan. Public comments were in agreement with the square foot method instead of the linear method.

PHC Regular Meeting, JUNE 25, 2014 – Harbor Rate Increase Proposal: Staff consolidated all the comparison worksheets down to the square foot rate model implemented over a 10 year schedule. Discussion on how this would be applied to transient vessels vs. reserved stall lessees and how the rates would be broken down at the transient daily, monthly, semi-annual, and annual rates. All commissioners agreed that getting word out to boat owners ASAP is important. MOVED THAT THE COMMISSION PRESENT THIS RATE STUDY AS THE NEW FORMAT FOR CHARGING FOR MOORAGE IN THE HARBOR, WITH THE CAVEAT THAT WE WILL LOOK AT THE TRANSIENT ELEMENT, WHICH MAY CHANGE, BUT EVERYTHING ELSE STANDS AS PRESENTED. Motion carried.

PHC Regular Meeting, JULY 23, 2014 – Harbor Rate Increase Proposal: Staff prepared a moorage rate comparison between 2004 through 2014 and a square foot rate schedule comparison for transient moorage. Commissioners discussed the varied increases depending on vessel sizes over periods of time. Per the square foot, the bigger boats would see the brunt of the change. They agreed that the CPI increases could begin for the 2015 year, but they need more time to set the new rates, get info out to vessel owners, and receive feedback. MOVED THAT THIS COMMISSION RECOMMENDS TO THE CITY COUNCIL THAT WE ADJUECT OUR HARBOR MOORAGE RATES AS A MINIMUM OF THE CPI EACH YEAR. Motion carried.

PHC Regular Meeting, AUGUST 27, 2014 – Harbor Rate Increase Proposal: There was further discussion about the disparity/fairness of the 32 foot stall class. The commission agreed that staff could work with Northern Economics in preparing another rate study to compare different rate methods.

PHC Regular Meeting, SEPTEMBER 24, 2014 – Harbor Rate Increase Proposal: Public comments from several large vessel owners were unanimously against implementing the square foot method, stating that their large boats bring more jobs, business, and revenue to the harbor and the new method would unfairly increase their moorage fees. They cited that it's the smaller vessels that utilize more space in the harbor, and that if the harbor increases rates it's going to drive away the big boats that are generating the most revenue/jobs in Homer. The large vessel owners also pointed out the lack of stalls and amenities available yet they would still have to pay more. They feel the linear method is fine the way it is and no changes should be made. One of the commissioners provided a presentation he prepared on the square foot model to help achieve equitable rates for all vessels including transient. MOVED TO CALCULATE SQUARE FOOT ASSESSMENTS BASED ON CLASS SIZE LENGTH AND WIDTH FOR RESEREVE MOORAGE BERTHS WITH THAT SQUARE FOOT COST APPLIED TO OVERAGE ON A VESSEL THAT EXCEEDS THAT CLASS SIZE LENGTH AND/OR WIDTH, AND THAT ANNUAL TRANSIENT MOORAGE BE ASSESSED AT 75% OF THE RESERVED MOORAGE RATE, APPLIED TO THE LENGTH TIMES THE WIDTH OF THE TRANSIENT VESSEL. Revised: MOVED TO AMEND THE MOTION TO DIRECT STAFF TO PREPARE A NEW RATE SCHEDULE USING THE MOTION AS GUIDANCE FOR THE RATE SCHEDULE. Motion carried. Main motion as amended carried.

PHC Regular Meeting, OCTOBER 22, 2014 – Harbor Rate Increase Proposal: More public comments from large vessel owners reiterated their stance against the square foot method. They strongly believe it will cost them an excessive amount in moorage fees, drive business away, and is a direct attack to the commercial fleet. Ensued a lengthy commission discussion regarding what method to go with, even calling for a recess to think it over. MOVED TO REVERSE THE COMMISSION SUPPORT FOR CHANGING THE RATE STRUCTURE FROM LINEAR TO SQUARE FOOT AND STAY WITH THE CURRENT METHODS OF CALCULATING FEES. Motion carried. MOVED TO TAKE THE ORIGINAL RECOMMENDATION OF THE NORTHERN ECONOMICS STUDY AND SPREAD THE REQUIREMENTS TO BUILD THE RESERVE FUND THROUGHOUT ALL THE PORT AND HARBOR USERS AND REVENUE STREAMS. Motion failed. MOVED THAT 50% OF THE SALES TAX FROM BUSINESSES THAT ARE AROUND AND DEPEND ON THE HARBOR BE CREDITED TO THE PORT AND HARBOR RESERVE ACCOUNT. Motion carried. Further public comments from large vessel owners pertained to how the rate increases should be spread across the board for all users of the harbor, and how a square foot method, plus increase, was unfair to them, the commercial fishermen.

RESOLUTION 14-115: Amending the Port of Homer Terminal Tariff No. 600 (annual CPI Increase); public hearings held on October 27, 2014 and November 24, 2014, effective December 8, 2014.

PHC Regular Meeting, DECEMBER 17, 2014 – Harbor Rate Increase Proposal: Public comments agree with the CPI increase. The commission recognized the 3% CPI increase that was added to the 2015 budget and noted their action to move away from the square foot method. It will be brought up again at the next meeting and to schedule an open house to get more feedback from vessel owners.

PHC Regular Meeting & Worksession, JANUARY 28, 2015 – Harbor Rate Increase Proposal: **The commission has received good feedback and they recognize the linear rate schedule isn't the most equitable method, but the square foot method is not acceptable to other harbor users.** It was agreed to bring in an expert to evaluate the situation and propose a graduated linear rate schedule (which is used in other harbors in southeast and Kodiak), and to help the commission make a rational decision. Some commissioners questioned why we not just leave it as-is and increase it overall? It was reiterated that bigger boats, especially wider ones that are being built recently, are not equal in their need for space compared to smaller or narrower boats. The rates need to be applied to all harbor users in an EQUITABLE way. Big boat owners are saying make the smaller boats pay more, and the smaller boats are saying make the big boats pay more. Meanwhile, the harbor is in need of more revenue to support our infrastructure and build up the harbor reserves. Hiring a professional will help the group crunch all the numbers and the different scenarios. The commission was divided on whether it was worth the money or if we could do it ourselves. MOVED TO DIRECT STAFF TO ENGAGE NORTHERN ECONOMICS TO PREPARE A LINEAR GRADUATED RATE SCHEDULE FOR THE HARBOR. Motion failed.

PHC Regular Meeting, FEBRUARY 25, 2015 – Harbor Rate Increase Proposal: Public comments varied from being against increases all together, why hasn't there been opportunities for public input, and corrections from the commission and staff explained that there have been public hearings and that they didn't pass anything yet. Northern Economics provided a scope of work and quote to the commission for a rate study. The commission asked staff to come back with further direction to the commission and what it would take for Northern Economics to conduct this study.

RESOLUTION 15-018 – Requesting the Kenai Peninsula Borough Transfer Their Portion of the Fisheries Business Tax Allocated by the State of Alaska to the Port and Harbor Enterprise Fund for the Purpose of Increasing and Maintaining the Port and Harbor Depreciation Reserves; effective March 23, 2015. (PHC's attempt to find additional revenues, which failed to be presented to the KPB Assembly)

PHC Regular Meeting, MARCH 25, 2015 – Harbor Rate Increase Proposal: Staff prepared revenue goal calculations and stated that we have tried finding other revenue sources in the passenger head tax, which charter boaters didn't like; we talked about rate increases by the square foot, which boat owners directly affected didn't like; then we talked to the City about giving back some sales tax they collect from the Spit, which hasn't gone anywhere. Now talking to the borough about getting money back from the fish tax is in progress. MOVED TO PROPOSE A 2% RATE INCREASE EFFECTIVE OCTOVER FOR DISCUSSION AT AN OPEN HOUSE AND PUBLIC HEARING. Motion carried.

PHC Regular Meeting, APRIL 22, 2015 – Harbor Rate Increase Proposal: Public comments were in agreement with the flat rate increase in addition to the annual CPI increase. Although they dislike their rates going up, they understand the need. It was announced a public hearing will be held at the next meeting. One commissioner reviewed information he provided on how the linear rate isn't fair and equitable across all classes of vessels when looking at how much area is used by various classes.

PHC Regular Meeting, MAY 27, 2015 – Harbor Rate Increase Proposal: It was agreed that the public consensus agreed with the need of an increase to help with the harbor improvements. A draft resolution will be presented for a 4.5% increase.

PHC Regular Meeting, JUNE 24, 2015 – Public Hearing on Harbor Rate Increase Proposal: Public comments during the hearing conveyed an overall agreement with the moorage increases and a change to a graduated rate structure. Some were just hearing about the commission's work on rates for the first time. They didn't agree that smaller boats should be paying the same rate as larger vessel owners as their boats have less of an impact on the harbor. Others commented that they disagreed with the changes and increases, and how the small vessel owners are only talking during the summer while the big boats are out fishing and can't come to the meetings. MOVED TO ADOPT DRAFT RESOLUTION 15-0XX & MOVED TO SUBSTITUTE DRAFT RESOLUTION 15-0XXS FOR THE DRAFT RESOLUTION 15-0XX. Extensive discussion ensued on how rates should be applied, who is affected by what fees, how much the increases should be for, and the course of the increase implementations. Motion carried. MOVED TO AMEND TO DROP THE SQUARE FOOT SLIDING METHOD AND LOWER IT DOWN TO 2.5% INCREASE INSTEAD OF 3.2%. Motion failed.

PHC Regular Meeting, JULY 22, 2015 – Harbor Rate Increase Proposal: MOVED TO HIRE NORTHERN ECONOMICS TO PREPARE A GRADUATED RATE STRUCTURE FOR THE HARBOR AT A COST NOT TO EXCEED $20,000 AND THAT THE STUDY BE COMPLETED NO LATER THAN NOVEMBER 1, 2015 AND REQUEST HARBORMASTER HAWKINS PREPARE THE NECESSARY DOCUMENTS FOR THIS CONTRACT. The commission further discussed alternative revenue sources besides rate increases and the overall need for additional monies for the harbor and its reserves. They outlined the guidelines for the study with the clear point that rates should not decrease for any class of vessel. Motion carried. MOVED TO AMEND TO ALSO HAVE THEM LOOK AT A STRAIGHT ACROSS THE BOARD INCREASE TO COMPARE THE TWO RATES. Motion carried.

RESOLUTION 15-072 Amending the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule Annual Moorage Rates to include a 3.2% moorage fee increase per year in addition to the annual CPI increase effective January 1, 2016 and; be it further resolved **that a graduated linear foot rate structure be developed along with its**

implementation schedule in time for its use in assessing moorage rates effective January 1, 2017; adopted August 24, 2015.

RESOLUTION 15-073: Awarding a Contract in an Amount Not to Exceed $20,000 to Northern Economics to Prepare a Graduated Rate Structure, and Also Linear Rate Structure for Comparison, Amending the Port of Homer Terminal Tariff Moorage Rates to Incorporate a 32% Rate Increase Over Ten Years to Fund the Port and Harbor Reserves as Recommended in the Northern Economics November 2013 Rate Study; and Authorizing the City Manager to Execute the Appropriate Documents; effective August 10, 2015.

PHC Regular Meeting, SEPTEMBER 22, 2015 – Harbor Rate Increase Proposal: Public comments from multiple large vessel owners were questioning why the commission was back to raising the rates and discussing changing from the linear method. There was extensive clarification from the commission and staff on the work that they had been doing, that they can't break up the sales tax from the Spit, and why they need to increase the rates. Some of the large vessel owners were saying it was going to drive the commercial business away from Homer that supports this harbor. The commission chair wanted to clarify that they have this item as a continuous agenda item to ensure we get public's input on the matter until they get the final rate study back from Northern Economics. One commissioner presented his rate calculations and it was discussed how to share this information with Northern Economics.

Northern Economics Rate Structure Study, OCTOBER 27, 2015 – The first draft of the rate structure study was presented to Port and Harbor staff and one commissioner, which included multiple options and did not fully adhere to the Port and Harbor Commission's goals for a rate structure change. A meeting with staff and Northern Economics worked out the issues through additional drafts until a final one was created.

RESOLUTION 16-007: Support of Full Funding for the State of Alaska Harbor Facility Grant Program in the FY 2017 State Capital Budget; effective January 11, 2016.

Northern Economics Rate Structure Study, JANUARY 12, 2016 – This FINAL study investigated a graduated rate structure in which the moorage rate charged per foot would increase the bigger the boat became, and to compare that with the harbor's current flat, per-foot linear rate. The findings and recommendations provided by Northern Economics was two alternative rate structures: ALTERNATIVE A – based on tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes; ALTERNATIVE B – a continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}}\right) \frac{\$43.49 + (\$0.05 \times \text{foot}) \times \text{vessel length per foot}}{\text{foot}}$$

PHC Regular Meeting, JANUARY 27, 2016 – Mike Fischer, Northern Economics Rate Study Presentation: The Rate Structure Study dated January 12, 2016 was presented to the commission, including a comparison between the graduated linear method and the currently used linear method, and two alternative options the City could adopt if they chose to go with a graduated rate structure. It was reiterated that no vessel would see a reduction in their rates. There was extensive questions from the commissioners and discussion from staff and Northern Economics. Public comments were allowed during the agenda topic, one city resident stating that the graduated rate structure was a better alternative than the square foot method, even if he feels the flat rate method is fine. There was further discussion from the commission, the public, and staff regarding vessel sizes and who contributes what to the harbor. It was agreed to keep the item on the agenda so they could further discuss the study's findings.

PHC Regular Meeting, FEBRUARY 24, 2016 – Harbor Rates: The commission discussed the Council approving the 3.2% and annual CPI moorage increases. They then returned to the Rate Structure Study and hashed out all the points, details, and work that they have either accomplished or still need to do regarding the rate structure issue.

PHC Regular Meeting, MARCH 23, 2016 – Harbor Rates: Public comments from one city resident provided lay-down copies of the rate structure drafts and a letter to the commission explaining his opinion on which alternative method should be approved of, along with capping it at the largest vessel size that can fit in the largest berth, and how transient vessels should receive a reduction in their rate. The commission reviewed the alternatives A and B listed in the study from Northern Economics and discussed in details how each option would affect harbor users, how in the future it could be applied to the harbor expansion project, and how staff can effectively implement it. **MOVED TO ADOPT ALTERNATIVE B AT FIVE CENTS PER FOOT INCREASE AND CAP THE VESSEL SIZE AT 86 FEET. Motion carried.**

RESOLUTION 16-054: Amending the Port and Harbor fee schedule to implement a new graduated harbor moorage rate structure; **postponed** May 23, 2016.

RESOLUTION 16-055: Amending the Terminal Tariff to implement a new graduated harbor moorage rate structure; **failed** due to lack of a otion May 23, 2016.

From: peterhuycke@aol.com
To: Jo Johnson
Subject: small boat harbor slip rental rates
Date: Tuesday, May 24, 2016 3:16:32 PM

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from june, 1978 until sept. 2016 i rented a slip (most recently v-9). had to give it up as i cannot physically handle my peterson bay cabin. i know the commercial (including charter) guys are working stiffs and gotta have some breaks. on the other hand, do not like puker boats to have to carry the load.
what about this? project your needed income for slip rental. determine from all the documentation the total length of all the boats, including the transients. then convert the needed income and total boat length to a rate per foot. add fudge factors for ups and downs of slip rentals and profit. then you have the same rate per foot for all boats.

To Homer City Council members,

I have been watching the issue of revising the slip fees that are being considered by the harbor commission and the city council.

As a private boat owner who pays slip fees, I am in favor of finding a fair and equitable way of parsing out the costs of maintaining our harbor in the form of slip fees. I believe that charging the users by the square footage is a fair method of attaining equity. In the past, slip fees were charged by the linear foot and in doing so, it gave those boats with a wide beam a discount when compared to the charge that might have been levied on a square footage basis. I further understand that if we were to change to a square footage method, that the large boat owners will face a sudden increase in fees. Many large boat owners have objected to these increases. I sympathize with them to some extent. However I also feel that it should be recognized that just because some have experienced a good deal in the past, it is not a sound argument today for avoiding fair charges going into the future. I do support spreading these changes out over a few years time to allow business to plan these expenses into their budgets.

Please consider carefully the actions that are taken today and recognize that planning for fair charges will sustain the harbor in the future.

Sincerely,

Holly Van Pelt
Homer City Resident
P.O. Box 3309
Homer, AK 99603
907-299-0695

From: james mccreary
To: Jo Johnson
Subject: comments on Homer Harbor boat slip fees
Date: Tuesday, June 07, 2016 5:26:12 PM

To Homer City Council:

I am a small boat (24ft) owner going on my 3rd year of slip rental in Homer's Harbor. This year is my 6th year to spend all summer in Homer, a city I love more each year and expect many more to come. Like many other small boat owners I store my boat in Homer when summer is over and therefore for 75% of the year I do not occupy the harbor traffic lanes or consume other resources or more space than my vacant slip. Consequently I have become interested in the moorage fees and how they are assessed.

Since my slip fee is based upon boat length it does not seem fair that a 100ft boat (4x my length) would pay only 4 times my fee as it obviously consumes much more that 4x the harbor real estate (area) that I do. I know from experience that such a boat nearly occupies the entire channel when transiting the harbor. Even if the argument is confined only to the moorage area and a coarse estimate is used, a 100ft boat would consume roughly 16 times my moorage space, yet is paying only 4 times my fee.

When renting real estate, one is expected to pay more for larger area. More specifically local governments assess property taxes based upon real estate area not upon real estate length. I think that slip fees should be based more upon area as well. I am familiar with the Consultant Analysis dated October 27, 2015 as a fair compromise and support its adoption by the council.

In my private affairs I recognize the importance of fairness and trust that the council will adopt the same for small boat owners like me.

Respectfully,

James Mccreary

Slip T29

From: debbie mccreary
To: Jo Johnson
Subject: proposed slip fee rate adjustments
Date: Tuesday, June 07, 2016 7:25:48 PM

To Homer City Council:

I own a small fishing boat. It's 24 feet in length, a nice size to take out and enjoy fishing in the bay. I'm thankful to have a slip to leave it every day I am here for the summer. I arrive generally on June 1 and depart mid-August and therefore it's moored for not quite 3 months even though I pay for one year.

Recently I discovered there was quite a difference in moorage fees for small boat owners compared to the larger boats. Currently I pay 1.61 per square foot and on March 23, 2016 the Harbor Commission adopted a new graduated rate of 1.64. I compared those numbers to the annual cost for a 75 foot boat and found it to be currently 0.72 with a new graduated rate of 0.78 per square foot. This doesn't seem fair to me for the small boat owners to be paying a much higher cost per square foot. I think it would be better if the cost structure was more fair and equitable for the small boat owners. I believe the proposed cost structure from Northern Economics is more fair and equitable and should be reviewed and adopted as the new graduated rate for moorage fees. I hope the Council members will review the discrepancy between the small and large boats's fees and make changes that are fair to all and more equitable for small boat owners.

Thank you for looking into this matter.

Sincerely,
Deborah McCreary
mccreary10@gmail.com

From: Terry Thompson
To: Department Clerk
Subject: City Council - comment on Homer harbor rate structure
Date: Tuesday, June 07, 2016 9:50:13 PM

Good evening Ms. Johnson, please include my comments in the packet for members of the Homer City Council in relation to the proposed rate structure for the Homer harbor.

To the honorable Homer City Council members,

My name is Terry Thompson and I'm a resident of the City of Homer, my address is 4555 Emerald Rd. P.O. Box 2282. I am writing to you in reference to the proposed rate structure for the Homer harbor. I am a current Homer harbor user, and currently occupy a slip for my 24 ft. personal boat. I have always had a very good relationship with the Harbor Master and his staff at the Homer harbor. I find them professional and very helpful, and appreciate the work they do to maintain a first class harbor.
I have been following the ongoing debate about the proposed rate structure for slip rental in the harbor and wanted to provide you with my comments. I support the proposed rate structure as proposed by the consultant, Northern Economics. In my mind all users of the harbor should pay appropriate and equitable rates for access to harbor facilities. The rate structure proposed by the Harbor Commission are not equitable across the board to all boat owners. While I realize that it would be impossible to be absolutely equal, I personally believe that the rates as proposed by your consultant to be the best alternative to a fair and equitable rate.

Thank you for your service to Homer, and I look forward to a decision that is fair to all boat owners.

Regards,

Terry Thompson

From: Rachel Barton
To: Department Clerk
Subject: Port and Harbor Fees
Date: Tuesday, June 07, 2016 10:59:17 PM

To the City Clerk, City Council, Mayor Wythe et. al,

We are writing to formally lodge our objections to the proposed fee schedules for the Port & Harbor. As it stands, the schedule disproportionately and unjustly charges the average user of the Homer Harbor, while granting favored status to larger boat owners. If the goal is to create a sustainable and equitable rate for Homer Harbor, then we fear the Port & Harbor Advisory Commission has failed on both counts.

Please take a moment and consider the role of the Harbor in this community and in this state. If we wish to see the City of Homer thrive, its Harbor must thrive. Unreasonably arbitrary fee structures will not improve the Harbor or the local economy.

Furthermore, we are disturbed by the city's disregard for the expert opinion it both asked and paid for. Why this waste of both city funds and time? If they aren't expert enough that we listen to their advice, why waste their time by asking in the first place?

The City Council should reject this proposal and cinsider a truly fair and equitable fee schedule that reflects the diversity among harbor users and the community as a whole.

Sincerely,

Brian "Luke" Barton and Rachel Barton

Anchor Point, AK

From: Capt. Ron Hurley
To: Department Clerk
Subject: Harbor rate structure.
Date: Wednesday, June 08, 2016 4:41:41 AM

Harbor Commission Members,

Ron Hurley here of In-2-Fishin Charters. Until last year I was totally unaware of the difference in rates that one size boat owner versus another would pay for space in the Homer Harbor. I guess I just assumed that everyone would pay by the foot as I do. After some thought it became very clear that the larger the boat the more square footage it consumes. So, it is my belief that square footage should be the basis and not length in determining the rate we are charged. My charter boat, the Sweet "T", is 36.6 feet overall and 11 feet wide and I expect to pay more than someone with a 22 foot runabout. Taking this to the next level, I expect to pay more than someone with a boat the same length but a narrower beam (I occupy more square footage). Not being a civil engineer or mathematician, I have no idea how to figure the appropriate breakdown of usable space in the harbor, but there has to be a way. Please consider my thoughts and act responsibly.

Thank you for your time.

Ron Hurley
In-2-Fishin Charters
P. O. Box 1604
Homer, AK 99603

May 23, 2016

Good Evening Madam Mayor and Council Members

I am Sharon Minsch Homer resident and small boat owner.

I am speaking this evening in favor of Resolution 15-054 setting a public hearing for the new rate structure. I am opposed to the rate structure proposed by the P&H Commission.

It is my understanding that the Council directed the Commission to develop a rate structure that is fair and equitable to all users of the harbor. I know how long this has been worked on and how contentious the issue has been at the P& H

I do not agree with the proposed rates.

I believe the larger boats use more space, use more public right of way and require more expensive and oversized infrastructure. I believe we need a rate that reflects the much larger space in the harbor used by larger boats.

Below is a cost comparison using the existing rates of $43.49 per lineal foot and costing it out on a square foot basis:

My 30 foot boat pays $1334.40 annually (plus KPB tax) or $111.17 a month. 10 wide by 30 length is 300 sqf of harbor space. Using a sqf method my rate is .37 per sf.

A 75 foot boat pays $3261.75 annually (plus KPB tax) or $271.81 per month. Estimate a 25 foot width x 75 feet and you get 1875 sqf of harbor space. Using a sqf method that rate is .14 per sqf.

The new Moorage Rate proposed schedule is $43.49 per lineal foot with a .05 increase per foot up to an 86 foot vessel.

My 30 foot boat at 43.49 + 1.50 (.05 per foot) for a rate of $44.99 per lineal foot. That rate would be $1349.70 annually. Based on 300 sqf of harbor space that is .37 per square foot.

A 75 foot boat at 43.49 + 3.75 (.05 per foot) for a rate of 47.24 per lineal foot. That rate would be $3543.75 annually.   Based on 1875 sqf of harbor space that rate is .16 per sqf.

I am not proposing a straight sqf method. I am asking for a fair and equitable rate that recognizes how much more space and infrastructure the large boats use. Using this method you can easily see we are renting moorage space to the larger boats for less than half of what we are charging the smaller boats'.

I would encourage all smaller boat owners to take the time to understand the rates and weigh in on the disparity of what we pay. As you can see in memorandum 16-084, the large boat owners already weighed in against much change to the harbor rates.

Thank you.

A comparison of harbor rates for two size boats.

CURRENT RATES

30 foot boat pays 43.49 per foot or 1304.40 ANNUALLY, 108.17 monthly.

30 x 10 boat uses 300 sqf of harbor.

1304.40 annual rate divided by 300 sqf = 4.35 per sqf annually

108.17 monthly rate divided by 300 = .36 cents per sqf monthly

75 foot boat pays 43.49 per foot or $3261.75 ANNUALLY, 271.75 monthly

75 x 25 uses 1875 sqf of harbor

3261.75 annual rate divided by 1875 sqf = 1.74 per sqf annually

271.25 monthly rate divided by 1875 sqf-= .14 cents per sqf monthly

PROPOSED RATES

30 foot boat at 43.49 + .05 per lineal foot is 44.99 per foot

1349.70 annual rate divided by 300 foot =4.50 annually

112.48 monthly rate divided by 300 = .37 per sqf monthly

75 foot boat at 43.49 + .05 per lineal foot is 47.24 per lineal foot

3543.00 annual rate divided by 1875 sqf = 1.89 per sqf annually

295.25 monthly rate divided by 1875 sqf = .16 per sqf monthly

What is a fair and equitable rate for all users of the Homer Harbor?

Sharon Minsch

JUN - 8 2016

June 7, 2016

I have attached the following from the unapproved minutes of May 25, 2016 Port and Harbor Commission meeting for discussion..

"COMMENTS OF THE CITY STAFF -Harbormaster Hawkins gave a brief overview of Councils action on the proposed rate structure. They moved Resolution 16-054 for the change to implement the rate structure in the fee schedule to public hearing and Resolution 16-055 to implement the rate structure in the tariff failed because no one made a motion and there was no discussion. He explained there were five small boat owners who testified this change was not fair to small boat owners, large vessels should pay more than what was in the proposal, that it not be adopted, and that it be postponed to a public hearing. The Commission discussed they need to be at the meeting on the 13th to defend their position. Commissioner Hartley commented he's heard comments that Council may develop a task force to do this. It's not going to stay like it is presently and it won't be what they established and unless they take part the result may be something we don't want at all. **The harbor is working well and they have reached a decent compromise. We heard all the comments and sat through all the back and forth. We support the large vessels because they provide a lot of income into the community and drive a lot of the economy.** He expects the Council will select the group of people to be on the task force.

Harbormaster Hawkins responded it appears all the work the Commission has done was not appreciated. Commissioner Hartley said he thinks they weren't aware of a lot of it. The Commission talked briefly about meeting with the Council to let them know more about the time and effort that went in to hearing the public testimony and weighing different options for the rates. Chair Ulmer agreed to talk to the Mayor about scheduling time at the June 13th meeting to have a worksession with the Council to discuss the recommended rate structure and the work that went into it. "

Setting rates for the Harbor is not about supporting the large vessel owners as the P&H Commission continues to do. It is about setting fair and equitable rates for all users of the Port and Harbor as the City Council directed them to do. It is about supporting the Port and Harbor- not any specific interest group.

We have read P& H minutes and waited patiently for over two years while the P&H struggled with how to do as they were directed. We know how hard they worked and we know how contentious it was to try to come up with rates there were fair and equitable. We know Federal and State subsidies to our Port are not going to be what they have been in the past. We need to act now and decide how to prepare for these changes.

The system has been broken for a long time and it is past time to correct it. As with the Water and Sewer Enterprise Fund, rate setting should never be done as part of the budget process.

We need to make every dollar that we can for the harbor from every user by charging fair and equitable rates to all users for all services. The large boats are no more important to the Harbor than the small boats in terms of what they cost to rent moorage space in the harbor.

We are not asking for a sqf method which the large vessels feel is excessive. That said, I think .37 per sqf is excessive for our 30 foot boat when we charge .16 per sqf for the 80 foot boat. We are asking for a graduated rate that is fair and equitable to all users of the harbor regardless of size, income, length of time lived in Homer or any reason other criteria the cost to provide moorage.

SHARON MINSCH
399-4266

Sharon Minsch

June 6, 2016

Memorandum

To: Homer City Council

From: Bob Howard

Subject: Setting Harbor Moorage Rates

JUN - 8 2016

SETTING FAIR AND EQUITABLE MOORAGE RATES FOR ALL USERS OF THE HARBOR IS PROBABLY THE MOST IMPORTANT AND FAR REACHING PUBLIC POLICY DECISION THAT THIS OR ANY OTHER COUNCIL WILL EVER MAKE ON BEHALF OF THE HARBOR.

This memo and its attachments have been prepared to lay out a possible approach to setting fair moorage rates for all users in the harbor.

The program includes three elements:

- Introducing our consultant's proposed rate structure the small vessel owners feel is fair.
- Introducing an Implementation Plan for the new rate structure
- Recommending this be handled at the Council level, and not the Harbor Commission level

Introducing Our Consultant's Proposal

Recall the City Council authorized retaining Northern Economics to prepare a fair and equitable graduated linear rate structure as envisioned by action taken in Resolutions 15-072 and 15-73 last year.

The Consultant's first draft details a structure shown on page 5 of its October 27, 2015, that appears the most fair of all proposals shown (**Attachment 1**). It is identified as **Table 3. Rate Table, Alternative 2**

The small vessel owners feel that the proposed schedule is fair, and needs to stand as the measure by which all other proposals need to be evaluated to determine if they are more fair than the one presented.

Why do we feel this proposal is fair?

It is consistent with Kodiak's rate structure, with Kodiak being lower at the small vessel end of the spectrum, while Kodiak is more on the upper end of the structure **(see Attachment 2)**.

The Consultant's structure fits within a square foot analysis of our harbor as shown in **Attachment 3, "Developing a Basis for a Graduated Rate Structure".** The Consultant's proposal is higher at the small vessel end of the spectrum, and lower at large vessel end of the spectrum.

These comparisons demonstrate that our Consultant was not hallucinating when he prepared the schedule for Homer. It is very well thought out and should stand as the "Gold Standard" for fairness.

The Implementation Plan

Resolution 15-072 carried the direction to develop a graduated linear foot rate schedule, and, in addition to develop its "implementation plan". When I drafted the substitute resolution that became 15-072, I envisioned a graduated rate structure similar to the Consultant's. I believed that due to the nature of the increase for the larger vessels, it would be appropriate to achieve its full implementation over several years. **Attachment 4** details the implementation program.

In summary, small vessels will be frozen at the current uniform rate of $43.49 per year per foot of length until its respective proposed graduated rate structure escalates (estimated to be 5.5% per year) year after year until it becomes larger than $43.49. This takes about 6 years for a 20' long vessel.

At the same time, the vessels that need to go up, will do so by escalating the current $43.49 by the same factor used for the small vessels, plus $3 additional each year. Concurrently, we track what the value is of the Consultant's respective graduated rate for each of the larger vessels.

When the escalating $43.49+$3 reaches the value of the escalating graduated rate, the $3 addition is dropped from the calculation. For the largest vessels, this takes about 6 years.

The reason that we need to freeze the small vessels, and not reduce any of their rates is that we need to assure adequate revenue is collected to meet our annual operating demands. Rates cannot go down unless there is an equivalent increase to maintain the same revenue.

The Commission Involvement

I recommend the Council directly take on the responsibility of resolving this public policy issue in a fair manner to all users of the harbor.

Other attached documents

- Rate Comparison of Kodiak to Homer(**Attachment 5**)
  Why this? Because large boat owners opine they will leave the harbor if they are expected to pay their fair cost for the service area they require. The largest difference for our reserved slip moorage is just over $800 per year. The cheapest round trip air fare is $510

ATTACHMENT 1

Northern Economics

Memorandum

Date: October 27, 2015

To: Bryan Hawkins, Port Director, City of Homer

From: Northern Economics, Inc.

Re: Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer's current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

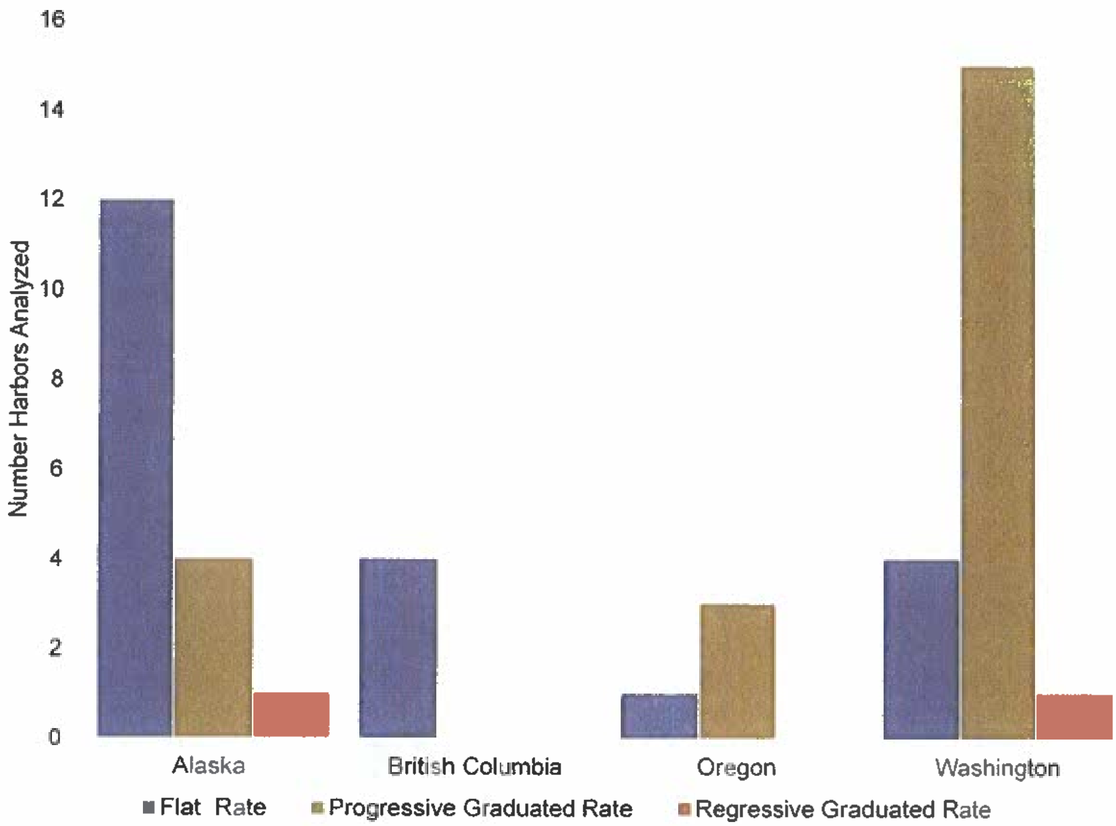
Rate Structure Review

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

Table 1 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five alternative rate structures presented in this report.

Table 1. Graduated Rate Structures by Port

Port[a]	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	$0.01[b]	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	$6[c]	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thorne Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:
[a] Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay, Chenega Bay, Comox, Cordova, Dillingham, Grays Harbor, Juneau, Kalama, Ketchikan, Kingston, Nanaimo, Nome, Poulsbo, Seward, Sitka, Skagway, Toledo, Valdez, Whittier, and Wrangell.
[b] Rate structure uses a $0.01 increase between tiers instead of a consistent percent change between tiers
[c] Rate structure uses a $6 increase between tiers instead of a consistent percent change between tiers
Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that charge a flat rate.

Alternative Rate Structures for Homer

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five alternative rate structures for the City of Homer to consider. These structures illustrate how the graduated rate structures found in other harbors could be applied to Homer. Following the structures are tables illustrating the effect each would have on vessels of different size.

Alternative 1: A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

Alternative 2: A progressive graduated rate structure with smaller tiers set at a constant interval of 4 feet. The rate increase for each tier ranges from 2 to 8.5 percent and increases at a decreasing rate.

Alternative 3: A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

Alternative 4: A regressive graduated rate structure with tiers set at a constant interval of 9 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

Alternative 5: A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$Permanent\ Moorage\ Rate\ \left(\frac{\$}{foot}\right) = \frac{\$39.95 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

Northern Economics developed rate tables for each of the alternatives outlined above, as shown in Table 2 through Table 6, calculating the rate required to maintain existing revenues (*i.e.*, rate neutral). Note, however, that the analysis does not consider the elasticity of demand to changes in price.

Alternative 1, shown in Table 2 below, employs a progressive graduated rate structure that increases at a decreasing rate between tiers. The annual rate per foot under this alternative ranges from $36.72 for vessels under 18 feet to $46.70 for vessels over 76 feet. Under this rate structure, annual moorage for a 30 foot vessel would be $486, or approximately 63 percent more than annual moorage for a 20 foot vessel.

Table 2. Rate Table, Alternative 1

Vessel Length (feet)	Change in Rate from Previous Tier (%)	Calculated Annual Rate ($/foot)
0-18	-	36.72
19-20	5.00	38.55
21-24	4.50	40.29
25-32	4.00	41.90
33-40	3.50	43.37
41-50	3.00	44.67
51-75	2.50	45.78
76+	2.00	46.70

Table 3 contains the second alternative rate structure, a progressive graduated structure using consistent 4-foot tiers. Like the first alternative, the rate changes between tiers increases incrementally at a decreasing rate. Under alternative 2, annual moorage for a 30 foot vessel would be $499 or 74 percent more than the annual moorage for a 20 foot vessel. Compared to the other alternatives presented in this study, alternative 2 has the widest range in rates across different vessel sizes.

Table 3. Rate Table, Alternative 2

Vessel Length (feet)	Change in Rate from Previous Tier (%)	Calculated Annual Rate ($/foot)
0-15	-	31.02
16-20	8.50	33.66
21-25	8.00	36.35
26-30	7.50	39.08
31-35	7.00	41.81
36-40	6.50	44.53
41-45	6.00	47.20
46-50	5.50	49.80
51-55	5.00	52.29
56-60	4.50	54.64
61-65	4.00	56.82
66-70	3.50	58.81
71-75	3.00	60.58
76-80	2.50	62.09
81+	2.00	63.33

Alternative 3, shown in Table 4, is a progressive graduated rate structure that uses consistent 20 foot tiers. Unlike the first two progressive structures presented, the third alternative increases incrementally at an increasing rate. Larger tier sizes and increasing incremental rate changes between tiers results in steep increases between tiers. For example the annual moorage for a 45 foot vessel is $317.90 or 19 percent more than the annual moorage for a 40 foot vessel.

Table 4. Rate Table, Alternative 3

Vessel Length (feet)	Change in Rate from Previous Tier (%)	Calculated Annual Rate ($/foot)
0-20	-	39.68
21-40	4.00	41.26
41-60	6.00	43.74
61-80	8.00	47.24
81+	10.00	51.96

Table 5 shows Alternative 4, a regressive graduated rate structure using 15-foot tiers. This regressive rate structure decreases incrementally at an increasing rate. Under this rate structure, annual moorage for a 30 foot vessel is $406.80 or 48 percent more than the annual moorage for a 20 foot vessel. Under a regressive rate structure, the difference in annual moorage between vessels of diverse sizes will be less than a progressive rate structure.

Table 5. Rate Table, Alternative 4

Vessel Length (feet)	Change in Rate from Previous Tier (%)	Calculated Annual Rate ($/foot)
0-15	-	43.03
16-25	1.00	42.60
26-35	1.50	41.96
36-45	2.00	41.12
46-55	2.50	40.09
56-65	3.00	38.89
66-75	3.50	37.53
76-85	4.00	36.03

Alternative 5 is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by $0.05 for every foot. As noted above, the rate is calculated according to the formula:

$$Permanent\ Moorage\ Rate\ \left(\frac{\$}{foot}\right) = \frac{\$39.95 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

Table 6 displays the calculated annual rate under alternative 5 for various vessel length. The rate increase per foot for this alternative was developed to maintain existing revenues and produce the same average weighted annual cost per foot that is currently charged in Homer Harbor.

Table 6. Rate Table, Alternative 5

Vessel Length (feet)	Calculated Annual Rate ($/foot)
10	40.48
20	41.02
30	41.55
40	42.09
50	42.62
60	43.15
70	43.69
80	44.22
90	44.76

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 68 feet under the alternative rate structures and the current rate of $41.70 per foot. The table also shows the percent change in moorage payments relative to the current flat rate.

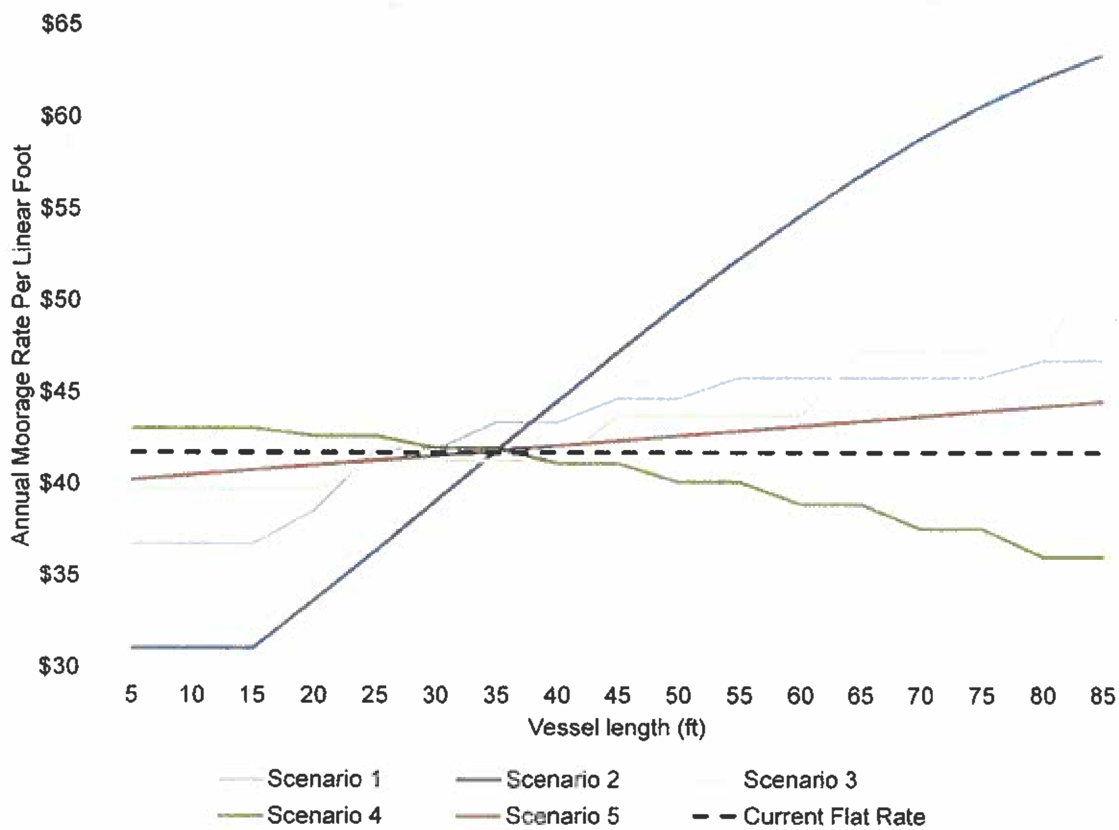
Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length

Rate Structure	Vessel Length (ft.) 18	24	32	42	54	68
			Annual Moorage Payment ($)			
Alternative 1	660.90	966.90	1,340.77	1,876.00	2,472.30	3,113.26
Alternative 2	605.82	872.38	1,337.94	1,982.40	2,823.43	3,999.28
Alternative 3	714.16	990.30	1,320.40	1,837.01	2,361.87	3,212.14
Alternative 4	766.75	1,022.33	1,342.67	1,727.00	2,164.92	2,551.86
Alternative 5	736.36	989.51	1,333.04	1,772.07	2,313.02	2,963.60
Current Rates	750.60	1,000.80	1,334.40	1,751.40	2,251.80	2,835.60
			Change From Current Rate (%)			
Alternative 1	-11.9	-3.4	0.5	7.1	9.8	9.8
Alternative 2	-19.3	-12.8	0.3	13.2	25.4	41.0
Alternative 3	-4.9	-1.0	-1.0	4.9	4.9	13.3
Alternative 4	2.2	2.2	0.6	-1.4	-3.9	-10.0
Alternative 5	-1.9	-1.1	-0.1	1.2	2.7	4.5

All of the alternative rate structures increase moorage payments for some vessels and decrease rates for other vessels. Under progressive rate structures (alternatives 1, 2, 3, and 5), moorage payments would be reduced for smaller vessels and increased for larger vessels. Under the regressive rate structure (alternative 4), the moorage payment would be reduced for larger vessels and increased for smaller vessels.

Figure 2 compares the current annual rate per foot with the five alternative rate structures. The intersection of each alternative with the current rate indicates the vessel length at which the alternative rate changes from being higher than the current rate to lower. With progressive rate structures, this is the length at which rates become higher than the current rate, and vice versa for regressive structures.

Figure 2. Comparison of Alternative Rate Structures by Vessel Length



Differentiation by User Type

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen's Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen's Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

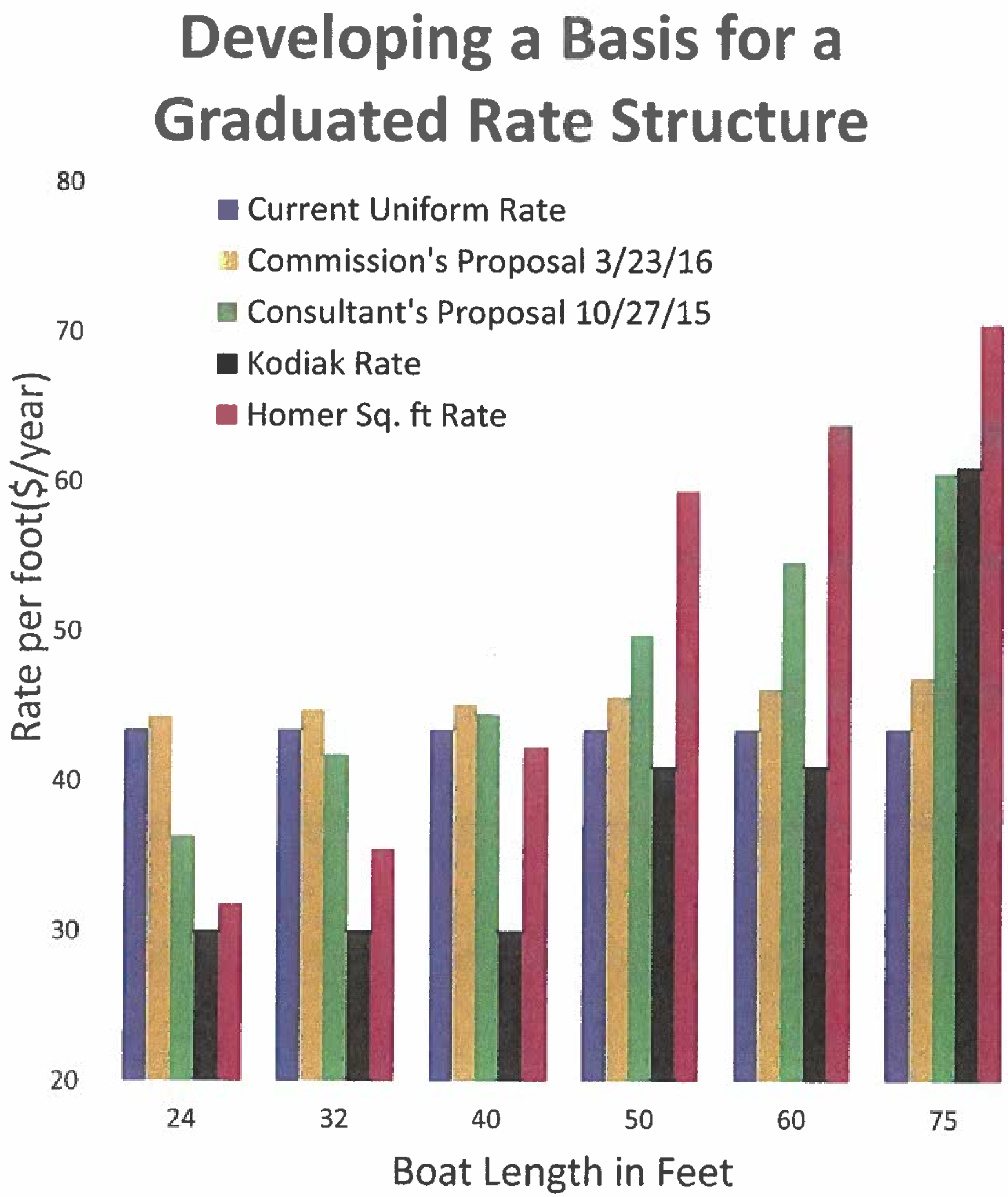
Table 8. Commercial Moorage Discounts by Harbor

Harbor	Rate Structure	Discount for Commercial Relative to Recreational (%)
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated–Progressive	13-39
Nanaimo	Flat Rate	32-35

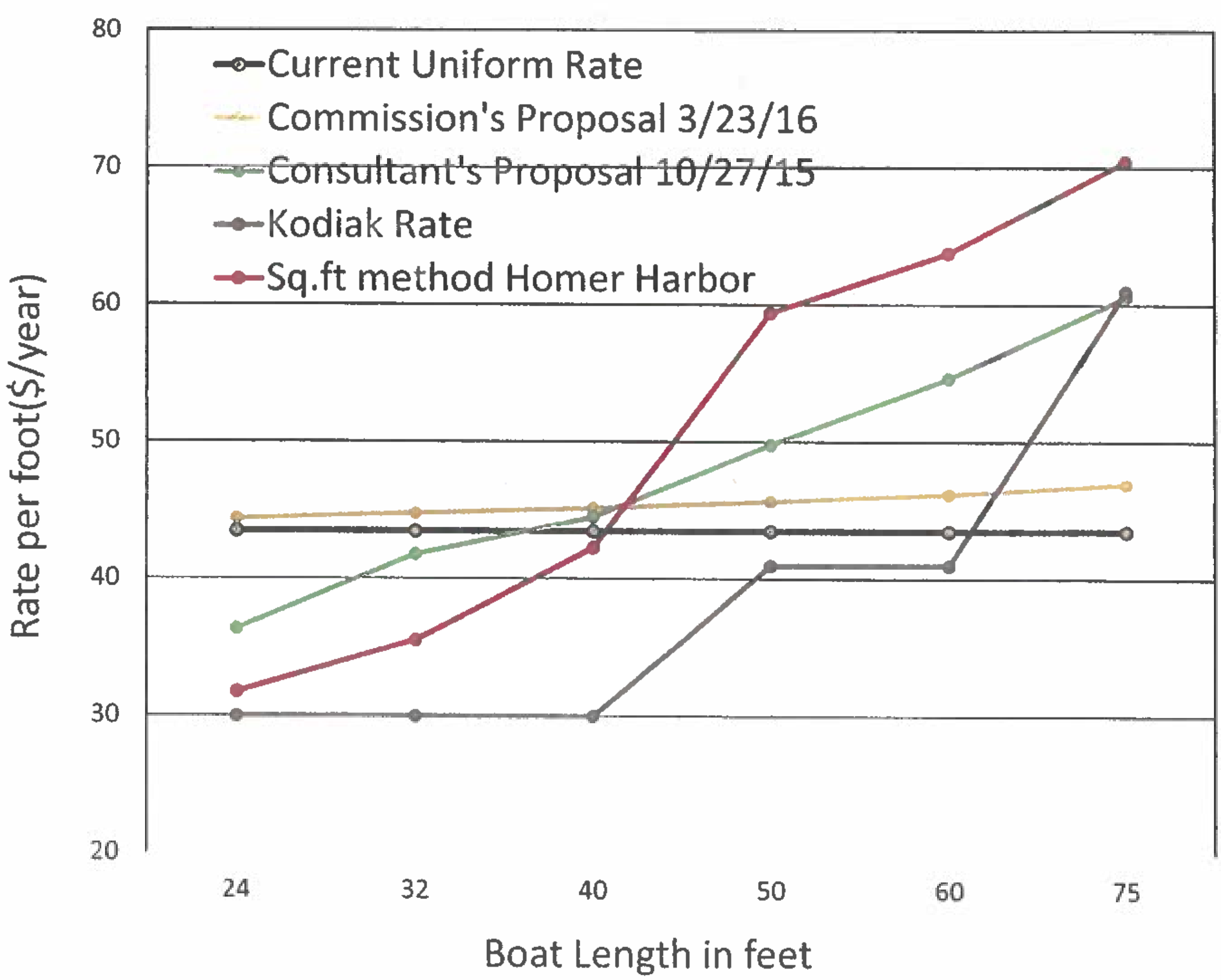
Source: Websites and rate sheets collected from harbors.

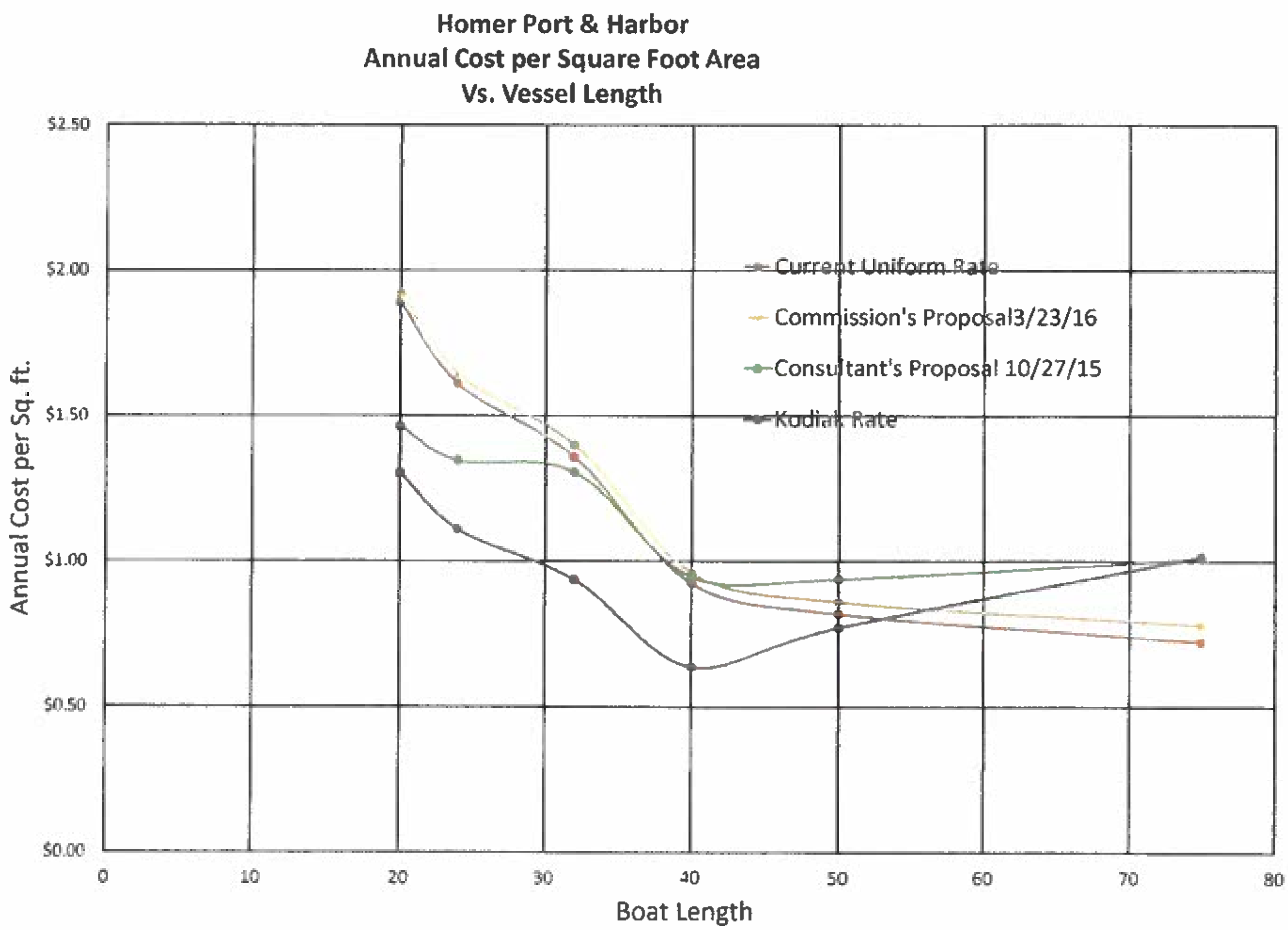
The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

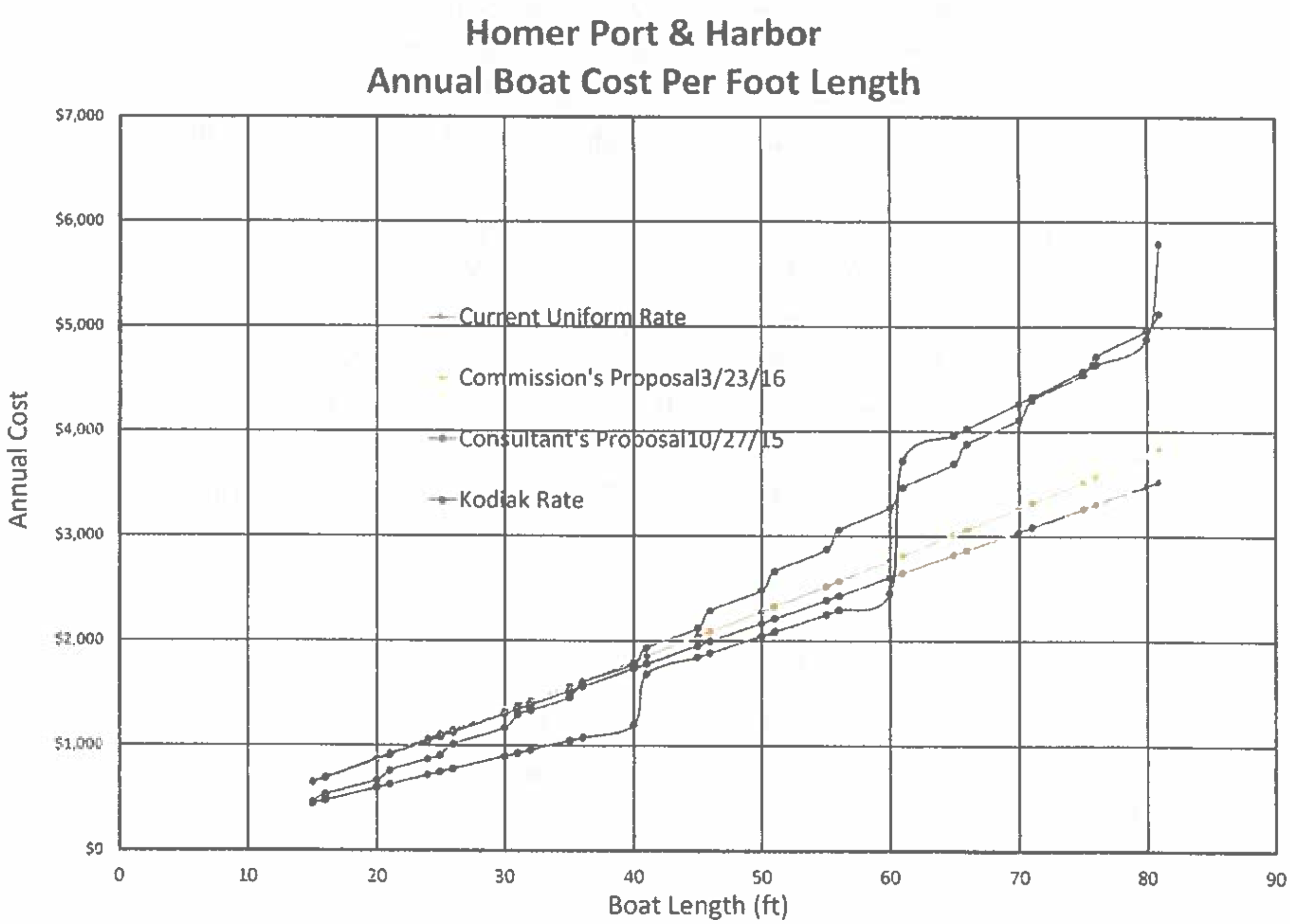
ATTACHMENT 2



Developing a Basis for a Graduated Rate Structure
Structure Comparisons




Homer Port & Harbor
Annual Cost per Square Foot Area
Vs. Vessel Length
$2.50
$2.00
$1.50
$1.00
$0.50
$0.00
0
10
20
30
40
50
60
70
80
Boat Length
Annual Cost per Sq. ft.
Current Uniform Rate
Commission's Proposal3/23/16
Consultant's Proposal 10/27/15
Kodiak Rate


Homer Port & Harbor
Annual Boat Cost Per Foot Length
Current Uniform Rate
Commission's Proposal3/23/16
Consultant's Proposal10/27/15
Kodiak Rate
Annual Cost
Boat Length (ft)
$7,000
$6,000
$5,000
$4,000
$3,000
$2,000
$1,000
$0
0
10
20
30
40
50
60
70
80
90

Attachment 3

Developing a Basis for a Graduated Rate Structure

(Square Foot Method- Homer Harbor)

by Bob Howard, June 2015

Steps:

1. Develop aerial understanding of the harbor,i.e., understand how much area is required per vessel in each vessel class.
2. Determine the revenue required to operate that harbor area
3. Determine the total linear feet of each vessel class that will fit in the harbor area.
4. Since the same size vessel occupies the entire area, determine the cost per foot of vessel that is required to produce the revenue goal. Do this for each class length that is desired.
5. With the number of vessels known in each class, the relative operations and maintenance cost can be estimated up or down to adjust the rate for each class. This is a professional judgement evaluation made by experienced harbor staff, with defensible justification for adjustments made.

Getting Going:

I have developed the areal relationships for the existing reserved moorage area on the southwest side of the harbor. I have determined the existing total linear feet of moorage in the reserved area to be 19,112 feet. The current rate is $41.70 per foot per year.

The annual revenue produced is $796,970.

Analysis of the dimensional relationships shows that the general basin width is about 3.75 times the vessel class length. Using this relationship, I can determine the following for the greater than 32' vessels. I am limiting my analysis to this because this area is very broken up with mixed classes, while the 24-32' classes are very well defined.

Vessel Length Basin Width Basin Width/Vessel Length

Attachment 3

24	Ave. 95' for 4 basins	3.96
Vessel Length	Basin Width	Basin Width/Vessel Length
32	Ave 121' for 8 basins	3.78
40	150' calculated	3.75
50	188' calculated	3.75
60	225' calculated*	3.75
75	281' calculated	3.75

*Note that Basin B-C =225' for 75' + 50'

Using the number of vessels on each float and the length of the float, I can determine the the square footage that is required for each foot of vessel in that basin.

Vessel Class	Sq. Ft./Linear foot of vessel
24	28.4
32	31.75
40	37.8 (using float D as my data source, 23 Vessels on 290')
50	53.1 (Using Float C as my data source 23 vessels on 325' of float)
60	57 (Using calculated ratios of the 50 & 75' to Develop this ratio)
75	63 (developed using the Basin BC number of 58, and the 53.1 for the 50' above)

I know the total area of the reserved moorage to be 712,138 square feet.

I can now calculate the linear feet of each class of vessel in the total area, if the total area is populated with that class only. The linear feet is determined by dividing 712,138 by the Sq. Ft./ linear ft of vessel above Dividing the revenue ($796,970) by the linear feet yields the annual cost per foot for that class.

Vessel Class	Linear Feet	Annual Cost per Foot
24	25075	31.78
32	22430	35.53
40	18840	42.30
50	13411	59.43
60	12494	63.79
75	11304	70.50

At this point, an evaluation (professional judgement) needs to be made on operations and maintenance costs adjustment for each harbor configuration such as would staff be reduced if only 75' vessels occupied the area?

Would there be an increase in staff if there were only small boats in the area?

How does the amount of seasonal transient affect staffing?

Other identifiable and measureable impacts?

Attachment 4
Rate Structure Implementation

The purpose of this document is to implement the the new rate structure over a period of years, so that our users do not experience a large single year increase. By the same token, doing this means the small vessel owners will see no reduction in rate, but over the implementation period their rates will remain fixed until the annual increases in the starting base rate equals or exceeds the fixed rate. There can not be a reduction because we will not receive the necessary revenue to operate.

As an example, I will work with the **16-20' vessel** to show how the above is applied.Assume the graduated base rate is 33.66/foot as shown in the Consultant's report

The current rate for 2016 is 43.49/foot

We are escalating moorage costs at 3.2% annually per Council action, and we are increasing moorage rates annually by theConsumer Price Index (CPI). We assume the CPI is going up at 2.3% per year, so our total escalation factor is 5.5%

Escalate the $33.66 by the escalation factor year over year and compare it to the fixed rate.

When it becomes equal to or greater than the fixed rate, the annual cost for the vessel starts escalating.

In this scenario, you pay the greater of the two values shown in the row

Year	Fixed Rate	Escalating Base Rate
2016	43.49	0
2017	43.49	33.66
2018	43.49	35.51
2019	43.49	37.46
2020	43.49	39.52
2021	43.49	41.70
2022	43.49	43.99
2023		46.41

As seen above, the last year for the fixed rate payment is 2021, with the graduated rate payment becoming greater and applicable in 2022

Turning to the vessels that we have set the largest graduated rate for-

The largest graduated rate is $63.33 for vessels 81' or larger, this is a $19.84 increase over the current rate.

Let's assume that we tackle this increase over a 6 year period at $ 3.00 per year.

We will start applying the increase in 2017, so in 2017 the the rate will be 43.49+43.49X.055 +3.=48.88

We will escalate this by 5.5% plus $3. year over year

We will escalate the base rate of 63.33 by the 5.5% year over year as well, and find where the two meet

In this scenario, you pay the lessor of the two values shown in the row

Year	Current Rate Escalated	Graduated Base Rate Escalated
2016	43.49	0.00
2017	48.88	63.33
2018	54.57	66.81
2019	60.57	70.49
2020	66.90	74.36
2021	73.58	78.45
2022	80.63	82.77
2023	88.06	87.32
2024	95.91	92.12

In January of 2023, we will end the $3 ecalation and continue with the 5.5% escalation

Analyze the other classes to determine the length of time to achieve normal rate escallation

Vessel Length-15'and less	Base Rate	31.02	
Escalating Base Rate Factor-	5.50%	Fixed Payment-	43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	43.49	31.02
2018	43.49	32.73
2019	43.49	34.53
2020	43.49	36.42
2021	43.49	38.43
2022	43.49	40.54
2023	43.49	42.77
2024	43.49	45.12

Vessel Length-21-25'	Base Rate	36.35	
Escalating Base Rate Factor-	5.50%	Fixed Payment-	43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	43.49	36.35
2018	43.49	38.35
2019	43.49	40.46
2020	43.49	42.68
2021	43.49	45.03
2022		
2023		

Vessel Length-26-30'	Base Rate	39.08	
Escalating Base Rate Factor-	5.50%	Fixed Payment-	43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	43.49	39.08
2018	43.49	41.23
2019	43.49	43.50

Vessel Length-31-35'	Base Rate	41.81	
Escalating Base Rate Factor-	5.50%	Fixed Payment-	43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	43.49	41.81
2018	43.49	44.11

Vessel Length-36-40' Base Rate 44.53
Escalating Base Rate Factor- 5.50% Fixed Payment- 43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	48.88	44.53
2018		
2019		
2020		
2021		
2022		

Vessel Length-41-45' Base Rate 47.2
Escalating Base Rate Factor- 5.50% Fixed Payment-43.49

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	48.88195	47.2

Vessel Length-46-50' Base Rate 49.8
Escalating Base Rate Factor- 5.50% Fixed Payment-43.49
Current Rate Escalatoı Prior year X1.055 plus $3

Year	Current Rate Escalated	Escalating Base Rate
2016	43.49	0
2017	48.88195	49.8
2018	54.57046	52.539

Vessel Length-51-55' Base Rate 52.29
Escalating Base Rate Factor- 5.50% Fixed Payment-43.49
Current Rate Escalator- Prior year X1.055 plus $3

Year	Current Rate Escalated	Escalating Base Rate
2016	43.49	0.00
2017	48.88	52.29
2018	54.57	55.17
2019	60.57	58.20
2020		
2021		
2022		
2023		

Vessel Length-56-60' Base Rate 54.64
Escalating Base Rate Factor- 5.50% Fixed Payment-43.49
Current Rate Escalator- Prior year X1.055 plus $3

Year	Fixed Payment Escalated	Escalating Base Rate
2016	43.49	0
2017	48.88	54.64
2018	54.57	57.65
2019	60.57	60.82
2020	66.90	64.16
2021		
2022		
2023		

Vessel Length-61-65' Base Rate 56.82
Escalating Base Rate Factor- 5.50% Fixed Payment-43.49
Current Rate Escalator- Prior year X1.055 plus $3

Year	Fixed Payment	Escalating Base Rate
2016	43.49	0
2017	48.88	56.82
2018	54.57	59.95
2019	60.57	63.24
2020	66.90	66.72

el Length-66-70' Base Rate 58.81
ıg Base Rate Factor- 5.50% Fixed Payment-43.49
ıt Rate Escalator- Prior year X1.055 plus $3

Year	Current Rate Escalated	Escalating Base Rate
2016	43.49	0
2017	48.88	58.81
2018	54.57	62.04
2019	60.57	65.46
2020	66.90	69.06
2021	73.58	72.86
2022		
2023		0

el Length-71-75' Base Rate 60.58
ıg Base Rate Factor- 5.50% Fixed Payment-43.49
ıt Rate Escalator- Prior year X1.055 plus $3

Year	Current Rate Escalated	Escalating Base Rate
2016	43.49	0.00
2017	48.88	60.58
2018	54.57	63.91
2019	60.57	67.43
2020	66.90	71.14
2021	73.58	75.05
2022	80.63	79.18
2023		

el Length-76-80' Base Rate 62.09
ıg Base Rate Factor- 5.50% Fixed Payment-43.49
ıt Rate Escalator- Prior year X1.055 plus $3

Year	Current Rate Escalated	Escalating Base Rate
2016	43.49	0.00
2017	48.88	62.09
2018	54.57	65.50
2019	60.57	69.11
2020	66.90	72.91
2021	73.58	76.92
2022	80.63	81.15
2023	88.06	85.61

Summary Sheet of Implementation Schedule

Shown below is the year at which each vessel size will be compliant with the progressive graduated linear foot structure that has been proposed by Northern Economics

	2016	2017	2018	2019	2020	2021	2022	2023	2024
Vessel Size									
(in feet)					Costs are in dollars per foot per year				
15 or less	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49	45.12
16-20	43.49	43.49	43.49	43.49	43.49	43.49	43.99		
21-25	43.49	43.49	43.49	43.49	43.49	45.03			
26-30	43.49	43.49	43.49	43.49					
31-35	43.49	43.49	44.11						
36-40	43.49	44.53							
41-45	43.49	47.20							
46-50	43.49	48.88	52.54						
51-55	43.49	48.88	54.57	58.20					
56-60	43.49	48.88	54.57	60.57	64.16				
61-65	43.49	48.88	54.57	60.57	66.72				
66-70	43.49	48.88	54.57	60.57	66.90	72.85			
71-75	43.49	48.88	54.57	60.57	66.90	73.58	79.18		
76-80	43.49	48.88	54.57	60.57	66.90	73.58	80.63	85.61	
31 & greate	43.49	48.88	54.57	60.57	66.90	73.58	80.63	87.32	

Attachment 5

Analysis 3

The rate structure shown in the Consultant draft report dated Oct. 27, 2015, represents a fair and equitable progressive graduated rate distribution is shown below

KODIAK RATES

HOMER RATES Length Feet	Annual Cost per foot	Annual Cost per Boat	Annual Cost per foot	Annual Cost per Boat	Homer Costs More	Homer Costs Less by
15	31.02	465.30	30	450	15.30	
16	33.66	538.56	30	480	58.56	
20	33.66	673.20	30	600	73.20	
21	36.35	763.35	30	630	133.35	
24	36.35	872.40	30	720	152.40	
25	36.35	908.75	30	750	158.75	
26	39.08	1016.08	30	780	236.08	
30	39.08	1172.40	30	900	272.40	
31	41.81	1296.11	30	930	366.11	
32	41.81	1337.92	30	960	377.92	
35	41.81	1463.35	30	1050	413.35	
36	44.53	1603.08	30	1080	523.08	
40	44.53	1781.2	30	1200	581.20	
41	47.20	1935.2	41	1681	254.20	
45	47.20	2124	41	1845	279.00	
46	49.8	2290.8	41	1886	404.80	
50	49.80	2490.00	41	2050	440.00	
51	52.29	2666.79	41	2091	575.79	
55	52.29	2875.95	41	2255	620.95	
56	54.64	3059.84	41	2296	763.84	
60	54.64	3278.4	41	2460	818.40	
61	56.82	3466.02	61	3721		254.98
65	56.82	3693.3	61	3965		271.7
66	58.81	3881.46	61	4026		144.54
70	58.81	4116.7	61	4270		153.3
71	60.58	4301.18	61	4331		29.82
75	60.58	4543.50	61	4575		31.5
76	62.09	4718.84	61	4636	82.84	
80	62.09	4967.2	61	4880	87.20	
81	63.33	5129.73	71.5	5791.5		661.77
101	63.33	6396.33	82	8282		1885.67
121	63.33	7662.93	89	10769		3106.07
151	63.33	9562.83	100	15100		5537.17

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **April 2022**

Moorage Sales

Moorage Sales	2022	2021
Daily Transient	321	318
Monthly Transient	132	119
Semi-Annual Transient	17	11
Annual Transient	9	9
Annual Reserved	4	26

Grid Usage

1 Unit = 1 Grid Tide Use	2022	2021
Wood Grid	6	9
Steel Grid	1	6

Services & Incidents

Services & Incidents	2022	2021
Vessels Towed	1	1
Vessels Moved	14	35
Vessels Pumped	0	0
Vessels Sunk	0	0
Vessel Accidents	0	1
Vessel Impounds	1	0
Equipment Impounds	3	0
Vehicle Impounds	0	0
Property Damage	0	0
Pollution Incident	2	3
Fires Reported/Assists	0	0
EMT Assists	0	2
Police Assists	0	1
Public Assists	6	23
Thefts Reported	0	0

Parking Passes

Parking Passes	2022	2021
Long-term Pass	12	21
Monthly Long-term Pass	2	0
Seasonal Pass	4	2

Crane Hours

Crane Hours	2022	2021
	105.8	102.6

Stall Wait List

No. on list at Month's End	2022	2021
20' Stall	8	4
24' Stall	57	53
32' Stall	191	136
32'A Stall	14	7
40' Stall	71	54
50' Stall	29	29
60' Stall	4	3
75' Stall	4	3
Total:	378	289

Docking & Beach/Barge Use

1 Unit = 1 or 1/2 Day Use	2022	2021
Deep Water Dock	27	22
Pioneer Dock	9	22
Beach Landings	3	6
Barge Ramp	147	55

Marine Repair Facility

Marine Repair Facility	2022	2021
Vessels Hauled-Out	1	2
Year to Date Total	3	2
Vessels using facility uplands	3	5

Wharfage (in short tons)

In Tons, Converted from Lb./Gal.	2022	2021
Seafood	284	223
Cargo/Other	409	3045
Fuel	22,259	25,487

Ice Sales

Ice Sales	2022	2021
For the Month of April	133	128
Year to Date Total	199	151

Difference between 2021 YTD and 2022 YTD: 48 tons more

U:Office/Stats-Monthly/April 2022

Port & Harbor Water/Sewer Bills

Service Period: April, 2022 | Meter Reading Period:3/14/22-4/14/22

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	$7.00	$0.00	$0.00	$7.00	1,399,800	1,399,800	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	$7.00	$0.00	$0.00	$7.00	40,901	40,901	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	$7.00	$0.00	$0.00	$7.00	-	-	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	$14.00	$27.82	$63.18	$105.00	834,600	837,200	2,600
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	$7.00	$0.00	$0.00	$7.00	4,963,000	4,963,000	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	$14.00	$0.00	$0.00	$14.00	4,890,700	4,890,700	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	$14.00	$165.85	$0.00	$179.85	1,346,100	1,361,600	15,500
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	$14.00	$311.37	$0.00	$325.37	12,531,000	12,560,100	29,100
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	$729.74	$41.31	$785.05	-	873,345,000	136,400
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	$14.00	$48.15	$109.35	$171.50	516,600	521,100	4,500
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	$7.00	$0.00	$0.00	$7.00	764,700	764,700	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	$14.00	$67.41	$153.09	$234.50	537,200	543,500	6,300
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	$14.00	$34.24	$77.76	$126.00	158,700	161,900	3,200
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	$90.95	$206.55	$311.50	170,000	178,500	8,500
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	$14.00	$28.89	$38.61	$81.50	111,100	113,800	2,700
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	$14.00	$38.52	$51.48	$104.00	554,300	557,900	3,600
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	$14.00	$487.92	$0.00	$501.92	2,145,000	2,190,600	45,600
					Overall Charges:	**$2,982.19**		**Overall Water Usage:**	**258,000**

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		
June	$16,995.43	1,349,200	$11,917.20	756,800	$17,557.33	1,176,500	$13,982.13	999,200		
July	$18,540.31	1,391,400	$15,669.89	973,600	$18,256.51	1,222,700	$16,420.44	1,096,200		
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		
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		
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	$7,879.42	587,600

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						
5/29/2022						
		92.7	555.5		132	331
6/5/2022						
6/12/2022						
6/19/2022						
6/26/2022						
		0	555.5		0	331
7/3/2022						
7/10/2022						
7/17/2022						
7/24/2022						
7/31/2022						
		0	555.5		0	331
8/7/2022						
8/14/2022						
8/21/2022						
8/28/2022						
		0	555.5		0	331
9/4/2022						
9/11/2022						
9/18/2022						
9/25/2022						
		0	555.5		0	331
10/2/2022						
10/9/2022						
10/16/2022						
10/23/2022						
10/30/2022						
		0	555.5		0	331
11/6/2022						
11/13/2022						
11/20/2022				shut down for maintenance		
11/27/2022				shut down for maintenance		
		0	555.5		0	331
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	555.5			66

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
				Year to Date Totals:	$23,783.00	$1,323.00
05/18/22						

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
3/21	PERSEVERANCE	207	0815/1625	CISPRI	788.00	52.00
4/1	BOB FRANCO	120	1350/1630	olympic Tug & Barge	506.00	52.00
4/2	PETRO ALASKAN	300	1045/1530	olympic Tug & Barge	788.00	52.00
4/6	COASTAL STANDARD	242	1400/2008		788.00	52.00
4/16	PETRO ALASKAN	300	1415/2130	olympic Tug & Barge	788.00	52.00
4/17	COASTAL STANDARD	242	2220/		788.00	52.00
4/18	COASTAL STANDARD	242	/0430		788.00	--
05/18/22				**Year to Date Totals:**	**$6,994.00**	**$416.00**

Ferry Landings 2022

	Pioneer Dock	Deep Water Dock
January	2	0
February	0	0
March	0	0
April	0	0
May	0	0
June	0	0
July	0	0
August	0	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
Year to Date Totals:				**54,425**	**$ 2,189.86**	**$ 714.00**

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	$102.00
Year to Date Totals:				**3,500**	**$ 194.05**	**$ 102.00**

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 11/28 6:00 p.m. **[Zeiset]**	• AAHPA Conference
NOVEMBER		No Regular Meeting		• Seattle Fish Expo • Approve Meeting Schedule for Upcoming Year
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.