



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, September 28, 2022 at 5:00 PM

Cowles Council Chambers In-Person & via 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, 5:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

A. August 24, 2022 Regular Meeting Minutes

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VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

A. Finance/Budget YTD Report August 2022

B. Port & Harbor Staff Report for September 2022

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C. Homer Marine Trades Association (HMTA) Report

PUBLIC HEARING

PENDING BUSINESS

A. Homer Spit Comprehensive Plan Review & Discussion

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NEW BUSINESS

A. Port/Enterprise Fund Financial Modeling Update

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B. Spit Parking Improvement Implementation Schedule

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i. Revised HDL Homer Spit Parking Final Technical Report

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ii. 2022 Parking Revenue Stats

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iii. 2022 Parking Map

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INFORMATIONAL MATERIALS

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COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, OCTOBER 26, 2022 at 5:00 P.M.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 22-07, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 6:04 p.m. on August 24, 2022 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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

ABSENT: COMMISSIONERS ZEISET (excused) & ULMER (unexcused)

CONSULTING: STUDENT REPRESENTATIVE STONOROV
MAYOR CASTNER

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

The Port and Harbor Advisory Commission held a worksession from 5:03 p.m. to 6:00 p.m. prior to the regular meeting to discuss the Homer Port Expansion Project – Owner’s Representative Proposal from HDR for the Large Vessel Harbor Expansion Project – Phase 1. It was facilitated by Port and Harbor Director Hawkins and HDR staff Ronald McPherson, Douglas Thiessen, Michael Ott, and Tim Sullivan.

AGENDA APPROVAL

SIEKANIEC/FRIEND 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. June 22, 2022 Regular Meeting Minutes

FRIEND/SIEKANIEC MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Port & Harbor Staff Report for July & August 2022

Port and Harbor Director Hawkins spoke to his written staff reports and responded to questions from commissioners. Chair Matthews noted that Harbor staff will be adding a Capital Projects Update

section to the Port and Harbor staff report; this will provide a bird's eye view each month of where we're at with funding and what still needs to be done.

B. Port & Harbor YTD Budget/Financial Report

There was brief discussion on the financial reports provided and the need for follow-up information from harbor staff for the September meeting.

C. Homer Marine Trades Association (HMTA) Report

Port and Harbor Director Hawkins and Commissioner Friend provided a verbal report on the HMTA's upcoming Membership Drive event at Northern Enterprise Boat Launch.

D. Transition of Lease Management Duties Staff Report

Deputy City Clerk Tussey noted her written report in the packet. She asked if there were any questions from the commission, which there were none.

PUBLIC HEARING

PENDING BUSINESS

A. Homer Spit Comprehensive Plan Review & Discussion

Chair Matthews introduced the agenda item by reading the title. She recapped the commission's work so far on the Spit Comprehensive Plan, shared her input on the document, and facilitated discussion on the sections of the plan.

In response to comments from Commissioner Siekaniec regarding jobs and worker housing, Chair Matthews opined that some of these items, such as job creation or land use, are some of the items they should keep in mind when they're reviewing the plan. She does not think the City needs to spend a ton of money hiring a consultant to gather some of this feedback when the commission, which is comprised of a variety of harbor users, can provide it.

Chair Matthews clarified with Port and Harbor Director Hawkins that this plan is a Planning document, so staff will coordinate with Planning and Zoning staff on bringing them into the discussion. Chair Matthews reiterated that PHC is scheduled to have their feedback to the Planning Commission in October. She touched base with commissioners on submitting their revisions and feedback to Port and Harbor Director Hawkins before the next meeting.

Commissioner Pitzman commented on the change from when this document was written in 2011, what was perceived then as future land uses, and what the actual uses are today. He noted how the kayak launching moved and how parking was a serious problem then and it's still an issue today; some improvements have been made but no resolution.

Chair Matthews recapped what commissioners need to think about for homework and bring back to their September meeting.

NEW BUSINESS

- A. City of Homer Draft 2023-28 Capital Improvement Plan (CIP)
i. DRAFT 2023-2028 CIP

- ii. Everything You Always Wanted to Know About the CIP Info Sheet
- iii. CIP Project Nomination Form

Chair Matthews introduced the agenda item by reading the title. She spoke to the requested actions outlined Special Projects and Communications Coordinator Carroll's memo, and facilitated discussion on each harbor-specific project that have recommended changes that the commission may want to focus their attention on. She deferred to Port and Harbor Director Hawkins to answer questions regarding the harbor projects and changes to the CIP.

There was discussion on the large vessel haul-out facility. While the bag system is not fully perfect, it meets the needs now and having this project high up on the list may pull from the other higher-priority projects that need to be focused on. At Commissioner Pitzman's request to have improved power and lighting infrastructure at the haul-out facility, Mr. Hawkins explained how they would utilize an engineer to estimate the costs and Chair Matthews noted it could be on a future PHC agenda. Commissioner Pitzman explained how the Concrete Pad would require significant renovations to accommodate hauling out large vessels, road blocks would hold up traffic for too long, and the Outer Barge Ramp is too steep; the best location is the current lot and beach haul-out area. Chair Matthews clarified that it does not remove the project from the CIP, they are just moving it to the mid-range section of the list.

PITZMAN/SIEKANIEC MOVED TO SUPPORT MOVING THE BARGE MOORING/LARGE VESSEL HAUL OUT REPAIR FACILITY TO THE MID-RANGE SECTION BECAUSE THERE ARE OTHER HARBOR PROJECTS WITH HIGHER FUNDING NEEDS.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews commented on the Deep Water/Cruise Ship Dock Expansion. At this point there has not been any changes to the cruise market to justify anything more than maintaining the existing facility. She shared her work on a panel for 2027 cruise ship sailings and trying to lobby to get Homer back on the rotation.

SHAVELSON/FRIEND MOVED TO MOVE THE DEEP WATER/CRUISE SHIP DOCK EXPANSION, PHASE 1 TO THE LONG-RANGE SECTION OF THE CIP.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion to move the Cathodic Protection project to the completed list because it has been funded through the Municipal Harbor Grant Program. Mr. Hawkins supported moving it to the completed section and clarified the remaining step is for the City to match the State funds; once this project goes out for bid they can then go to City Council to request the matching funds.

SIEKANIEC/PITZMAN MOVED TO ACCEPT THE CATHODIC PROTECTION RECOMMENDATION OF MOVING IT TO THE COMPLETED SECTION.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion on moving the Large Vessel Sling Lift Phase 1 project to the long-range section since a haul-out project would be considered during the Large Vessel Harbor Expansion general investigation. Commissioner Siekaniec questioned since the expansion project is to be funded by federal monies, and many of these CIP projects being moved solely benefit Homer, if many of these projects should remain where they are since we'd most likely be paying for them ourselves. Mr. Hawkins clarified that the project remains on the list as a recognized need, it's just not as highly prioritized as some of the other projects. Commissioner Siekaniec suggested that this project is important enough that it not be moved too far back in case it's not included with the expansion project and the City has to pay for it ourselves.

SIEKANIEC/PITZMAN MOVED TO KEEP THE LARGE VESSEL SLING LIFT, PHASE 1 PROJECT IN THE MID-RANGE SECTION OF THE CIP.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Mr. Hawkins spoke to staff's recommendation of moving the Old Main Dock Removal and Disposal project to the long range section and combining it with the Wood Grid as a derelict structure removal project. He explained the severity of the Wood Grid's disrepair. Until there's a plan for fully rebuilding it they should assume it's not something they can afford at this time. Discussion ensued on the commission not being ready to consider the Wood Grid a derelict structure, its popularity and necessity to harbor users, and consensus the Old Main Dock can be considered a derelict facility.

PITZMAN/SHAVELSON MOVED TO MOVE THE OLD MAIN DOCK REMOVAL AND DISPOSAL PROJECT TO THE LONG-RANGE SECTION, RENAME IT A DERELICT STRUCTURE, AND LEAVE THE WOOD GRID REPAIR AS A STAND-ALONE PROJECT IN THE MID-RANGE SECTION.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion to add the Fish Grinding Building Replacement project to the CIP.

SHAVELSON/SIEKANIEC MOVED TO ADD THE FISH GRINDING BUILDING REPLACEMENT PROJECT TO THE CIP.

There was discussion on the project being added to the immediate section since funding has already been solicited to the Alaska Department of Fish and Game (ADF&G).

In response to Commissioner Friend's questions on building management, Mr. Hawkins provided historical information on the City's ownership of the building, its condition, how staff became aware of

the funding opportunity given the age of the current building, and how the project will need to be on the CIP list in order for them to apply for the Dingle-Johnson Program funding that is managed by the ADF&G.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews requested a motion for the Nick Dudiak Fishing Lagoon Accessible Ramp and Fishing Platform project. Commissioner Pitzman clarified what the second phase entailed.

PITZMAN/SIEKANIEC MOVED TO KEEP THE NICK DUDIAK FISHING LAGOON ACCESSIBLE RAMP AND FISHING PLATFORM PROJECT IN THE MID-RANGE SECTION AND ADD PHASE 2 TO THE PROJECT LIST.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Matthews asked the commission to nominate any new projects they would like to see added. Mayor Castner shared his idea for the commission's consideration of having a water taxi stand near the mouth of the harbor, mainly on the other side, to consolidate water taxi traffic in the harbor and move the customer activity/parking to the other side of the harbor. Discussion ensued on how that project would fit into the CIP and what that project would require logistically.

SHAVELSON/FRIEND MOVED FOR CITY COUNCIL TO CONSIDER A WATER TAXI HUB DEVELOPMENT PROJECT FOR INCLUSION IN THE CIP TO EASE HARBOR FLOW OF TRAFFIC, SAFETY, AND FACILITATE ADA COMPLIANCE IN ITS DESIGN.

There was discussion on its potential location, the commission's interest in having a designated dock for water taxis, how nominated projects are deemed eligible for the CIP, and that Port and Harbor staff would work with Ms. Carroll in creating a project sheet for the CIP.

Commissioner Siekaniec suggested this be more of an investigation that could be included with the plans of redesigning the System 4 and Uplands area.

SIEKANIEC/FRIEND MOVED TO ADD INVESTIGATION INTO A WATER TAXI HUB AS A CIP PROJECT.

There was discussion with Deputy City Clerk Tussey on clarifying the main motion and the verbiage being used for the amendment.

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

Motion carried.

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

Motion carried.

Deputy City Clerk Tussey explained the second part of the CIP agenda item is to pass a motion recommending three City-specific projects for Council to consider for the Legislative Priority section.

Ms. Tussey and Port and Harbor Director Hawkins facilitated discussion with commissioners, who each provided their priority preferences:

- Chair Matthews: 1) Port of Homer: New Large Vessel Harbor; 2) Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center; 3) Green Infrastructure Storm Water Management and Erosion Mitigation System.
- Commissioner Shavelson: 1) Port of Homer: New Large Vessel Harbor; 2) Wood Grid Repair; 3) Steel Grid Repair.
- Commissioner Friend: 1) Port of Homer: New Large Vessel Harbor; 2) Wood Grid Repair; 3) Steel Grid Repair.
- Commissioner Pitzman: 1) Port of Homer: New Large Vessel Harbor; 2) Harbor Ramp 8 Public Restroom; 3) Steel Grid Repair.
- Commissioner Siekaniec 1) Port of Homer: New Large Vessel Harbor; 2) Homer Spit Coastal Erosion Mitigation; 3) System 4 Vessel Mooring Float System.
- Student Representative Stonorov: 1) Port of Homer: New Large Vessel Harbor; 2) Wood Grid Repair; 3) Steel Grid Repair.

FRIEND/PITZMAN MOVED TO RECOMMEND THE FOLLOWING THREE CITY PROJECTS FOR CITY COUNCIL TO CONSIDER FOR INCLUSION IN THE LEGISLATIVE PRIORITY SECTION:

- #1 PRIORITY: PORT OF HOMER: NEW LARGE VESSEL HARBOR PROJECT;
- #2 PRIORITY: WOOD GRID REPAIR PROJECT; AND
- #3 PRIORITY: STEEL GRID REPAIR PROJECT.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

B. Homer Port Expansion Project – HDR Proposal

- i. Letter & Proposal from HDR – Homer Large Vessel Harbor Expansion Owner's Representative

Chair Matthews introduced the agenda item by reading the title and opened the floor for discussion or a motion.

Commissioner Siekaniec suggested the first item they discuss is the two structures lined out in their proposal, and inquired if there is a City staff person that can aid with this project. Commissioners and Port and Harbor Director Hawkins discussed the process for hiring HDR through a contract and which structure they would support: either a City of Homer Program Manager approach or using an HDR Program Manager structure.

SIEKANIEC/PITZMAN MOVED TO RECOMMEND CITY COUNCIL ADOPT AN ORDINANCE AWARDING A CONTRACT TO HDR FOR OWNER REPRESENTATIVE SUPPORT SERVICES MANAGING THE LARGE VESSEL PORT EXPANSION PROJECT – PHASE 1, AND ALLOCATING THE APPROPRIATE FUNDS FROM THE PORT RESERVES AND TO NOMINATE OR HIRE A CITY LIAISON TO COORDINATE THE PROJECT.

Discussion continued on limited City staff capacities in being able to take on the full role as a project manager, how contracting with HDR to be the project manager would cost more but may prove to be worth it, and the commission's overall consensus that there needs to be a City liaison that devotes some

of their time to ensuring the plan moves forward. The liaison can be an existing City employee, who is not Mr. Hawkins, or hired part-time to fill the role.

The commission requested the opportunity to see the contract with HDR before it's finalized/signed.

VOTE YES: FRIEND, SIEKANIEC, MATTHEWS, SHAVELSON, PITZMAN

Motion carried.

C. Homer Port Expansion Project – Planning & Support

Chair Matthews introduced the agenda item by reading the title. She explained how this topic was addressed in earlier discussions both at the worksession and during review of HDR's proposal, and will carry over to the September meeting.

D. Inquiry on Petro 49 Lease

Chair Matthews introduced the agenda item by reading the title and opened the floor for discussion.

Commissioner Shavelson voiced how he is not prepared to have a more in-depth discussion about it right now; he would prefer to see the lease first and better understand what the requirements are before taking any action.

Chair Matthews referenced Deputy City Clerk Tussey's recommended motion as a way the commission can take next steps. Commissioner Shavelson clarified that he is not comfortable making any request to staff until he has seen the lease materials.

Mayor Castner recommended that any action the commission takes includes a resolution with each whereas detailing out the reasons for the inquiry into whether or not Petro 49's lease is an appropriate use of that harbor land.

Deputy City Clerk Tussey explained how the purpose of making a recommendation to City Manager Dumouchel was to request that lease information, or have him look into it further to bring back to the commission, as he is the property manager for the City. She spoke to the section of City Code where it specifies how the commission can direct their recommendations regarding the operation, maintenance, or policy of the harbor to the City Manager, and shared the feedback she received from the City Attorney about maintaining impartiality. Ms. Tussey reiterated that if the commission wants to review the lease information then they need to make that request in a motion to staff – i.e. the City Manager, staff would look into the situation based on your inquiry, and then make the determination on how to proceed from there which can include bringing it back to the commission.

Chair Matthews summarized the raised concerns over the second fuel dock not remaining open for most of the summer. Commissioner Shavelson verified with City staff that he would be able to review the lease at the City Clerk's Office before determining what action he would take.

INFORMATIONAL MATERIALS

- A. Letter from State Re: Award of FY 2023 Legislative Grant for \$750,000
- B. Letter from State Re: Award for FY 2023 Municipal Harbor Grant for \$366,000
- C. Port & Harbor Monthly Stats for June & July 2022
- D. Water/Sewer Bills Report for June & July 2022

- E. Ice & Crane YTD Report
- F. Dock Activity YTD Report
- G. PHC 2022 Meeting Calendar

There was discussion on the grant award letters from the State of Alaska and the timeline limitations and Commissioner Shavelson's availability to give the PHC report at the next City Council meeting.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Port and Harbor Director Hawkins commented it was a big meeting, lots of content, and if anyone has questions later to get a hold of staff.

Mayor Castner stated it was an excellent meeting and thanked the commissioners for the time and effort they put into it. He commented on how he tells everyone in town that if they really want to find out what's happening to attend a commission meeting. It's the hard work of the boards and commissions that makes the Council's job easy.

Deputy City Clerk Tussey reminded the commission that at the PHC's September meeting they will be switching back to the 5:00 p.m. start time. She also shared her personal news of getting married.

COMMENTS OF THE COMMISSION

Student Representative Stonorov thanked everyone for having her there and that she will be more prepared next time.

Commissioner Siekaniec commented it was a good meeting and congratulated Ms. Tussey.

Commissioner Pitzman echoed the congratulations to Ms. Tussey and commented it was a good meeting. He missed the last two because of the commercial fishing season and shared how in fishery politics they talk about the fishing season and the meeting season because you spend the winter fighting for access. Meeting season has begun so he will be more present.

Commissioner Friend commented it was a very good meeting and congratulated Ms. Tussey. He commented on his experience with joining the commission, how he's learning a lot, and thinks the group dynamic is very good. He voiced his appreciation for everybody's support.

Commissioner Shavelson shared his thoughts, with how oceans and fisheries are changing, that we're going to see radical changes in our fishing fleets in the next 20 to 50 years. That's always going to be a consideration. So whoever the contractor may be, be it HDR, there's going to be some complex things to struggle with when coming up with a cost-benefit analysis. He also commented on the Wood Grid and how he did not realize it was in such disrepair; he sees how much it's used based on the statistic report so he hopes something can be done with that. He noted it was a good meeting and thanked everyone.

Chair Matthews thanked everyone for being there and that after such a long meeting the commission may reconsider cancelling their July meetings. She thanked Commissioner Friend for doing his harbor project wish list homework, and that they will be compiling those projects at the next meeting. She thanked everyone and congratulated Ms. Tussey.

ADJOURNMENT

There being no further business to come before the Commission, Chair Matthews adjourned the meeting at 8:04 p.m. The next regular meeting is scheduled for Wednesday, September 28, 2022 at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

Approved: _____



City of Homer

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Port and Harbor

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SEPTEMBER 2022 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- EOC City staff and associated agencies(video conference)- Re: COVID-19 planning
- Rob Dumouchel, City Manager and other Dept. Head staff- Re: leadership team/dept. head meetings
- Kevin Swanson, Senator Murkowski's staff- Re Large Vessel Port Expansion and general navigation of USACE projects
- City Manager and Finance Dept.- Re-Budget Meeting
- Governor Dunleavy and staff -Re Harbor tour and Port Expansion Project
- Crisi Matthews, PHC Chair- Re agenda setting for next meeting
- AAHPA Board- Re board meeting and conference planning
- City Manager and Amy Woodruff- Re Rate structure and upcoming changes
- Jan Keiser, Public Works Director and Proposal Bidders- Re Cathodic Protection Pre-bid meeting
- City Manager and David Parker, Special Projects- Re Harbor Data Discussion
- Michael Tencza USACE- Re Dredging plan for the Homer Harbor

2. Operations

The following vessels conducted landing at the Deep Water Dock and Pioneer Docks: CISPRI Perseverance , Sovereign, CISPRI Endeavor, Ann T Cheramie/Barge Petro Alaskan, IT Intrepid, and Bulldog/Barge 180.

The following notable events occurred over the month:

- On 8/15/22 , An oil spill observed at System 4, worked with responsible party to contain it with absorbent boom.
- On 8/17/22 , Assisted EMS with transport of patient with leg injury.
- On 8/18/22 , Harbor officers towed several large vessels for system 5 for consolidation.
- On 8/27/22, Monthly fire extinguisher inspections and functioned fire valves throughout harbor.
- On 8/30/22, Alarm on the 43 ft commercial charter vessel was observed, owner was notified.
- On 9/2/22 , Assisted EMS with patient transport from the vessel/harbor's patient unloading zone into the responding medic vehicle.

- On 9/9/22, Oil sheen observed and tracked back to another system 4 vessel, and cleaned up with absorbent pads.
- On 9/13/22, Assisted EMS with transport of an 86 year old individual suffering from a fall.

3. Ice Plant

As the Salmon season winds down, fishing activity is shifting back to Halibut and Sablefish.

- Cleaned condenser screens and tank—twice
- Used recycled asphalt to repair holes in the dock pavement
- Completed normal mid-season checking/tightening of all valve stem packings in the ammonia system
- Replaced worn out joystick on crane #5.#3
- Chased an intermittent electrical “Gremlin” in the boat ice delivery auger control system
- Replaced all five lights, power cable and FAA lights on high mast #8 fish dock.

4. Port Maintenance

In addition to operational maintenance, staff:

- Electrical pedestal troubleshooting and repair.
- Installed a lift gate on 426.
- Tested and reinstalled fire hose.
- Installed and removed camel slides on DWD.
- Assisted with Port fire extinguisher inspection.
- Annual high mast light inspections.



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, HARBORMASTER
DATE: SEPTEMBER 21 2022
SUBJECT: HOMER SPIT COMPREHENSIVE PLAN REVIEW & DISCUSSION

This agenda item is a continuation of the Port and Harbor Advisory Commission's May, June, and August meetings for the ongoing review of the current Homer Spit Comprehensive Plan, and set up with the intent to generate comment and edits to suggest to staff and council for update.

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

Recommendation

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



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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, HARBORMASTER
DATE: SEPTEMBER 21 2022
SUBJECT: PORT/ENTERPRISE FUND FINANCIAL MODELING UPDATE

As we move toward the possibility of future Port Expansion, replacing aging infrastructure, and other high cost projects, we also move toward focusing in on future ways to pay for these things. Harbor staff, the Port and Harbor Advisory Commission, City Manager, and Council are all brainstorming and working to get the best information and financial planning possible. In response to a request from the Commission, a small piece of that puzzle, the intended moorage rates for next year (2023), has been included and attached to this memo for review (Note: CPI increase this year was 8.4% + the scheduled 3.2% annual rate increase). On a larger scale, to address the more complicated overview, City/Port staff have taken two exciting steps in developing tools that hold great potential to help with planning.

Firstly, On Monday, Sept 19th, Port Staff met with the City Manager and David Parker, who is assigned to Homer's special projects, to map out the steps needed to develop a financial modeling framework of the Port Enterprise Fund including all known maintenance and current revenue streams. Once in place this modeling template, representing our current portfolio, can be used as a powerful tool to calculate the impact of a future event or decision such as: additional capital improvement projects with their associated costs, increases to rates, new revenue sources or taxes, bonds, grants, etc. The value in strategic planning to test various scenarios is great. The modeling framework will also provide an excellent way to add in real numbers for project costs and revenues, as they become known, to make sure that every aspect of the complicated puzzle is adjusted accurately with the new factors.

In addition to the financial modeling project, staff have been shifting to increasingly efficient tools for internal project management and communication. One of these tools is Trello, a specially designed collaboration software tool that's designed for large project management where everyone might not be in the same room or even the same dept. (a situation that happens often in an economic engine as large and diverse as the Port) Imagine a large digital white board where each "project" has a single tile. Clicking on that tile holds a wealth of information including: who's working on what, progress markers, ability to assign tasks and space for updates on those tasks to be logged, due dates, and document attachment. Port staff can selectively get updates on only the projects relating to them as well as retain the

option to look at the entirety of the project board for an overall comprehensive view. It's been working well in the trial phase as we develop it into an increasingly detailed and useful tool. Our newest addition is a partnership with the port accounts payable department and City finance. The goal is to add a financial tracking spreadsheet to each special project with running totals of allocated funds and expenses for quick reference. Our test example created this last week is with the Fire Cart Refurbishment Project. These spreadsheets are a useful reference point in itself, but holds further potential in generating high level overview reports of our capital projects as a whole, or as information that can be added into the Port's financial model mentioned above.

(Port Admin Supervisor Amy Woodruff has offered to “share screen” via zoom and provide a quick walk through of our real Trello port project board if the commission wishes)

As the deliverables from these projects start to become available in the coming months staff will be bringing them before the Port & Harbor Commission to assist in future financial planning for upcoming large projects like the Port Expansion and Enterprise Fund overview.

Recommendation

For discussion. Informational Only.

Attachment 2023 Moorage Rate Table

	Annual	Semi-Ann	Monthly	Daily														
Commodity Rate	\$ 62.69	\$ 42.00	\$ 10.66	\$ 1.88														
Admin. Rate	\$ 50.00	\$ 33.50	\$ 8.50	\$ 1.50														
Tax Rate	7.85%	7.85%	7.85%	7.85%														
			67%				17%							3%				
2023																		
Annual			Semi Annual				Billed Monthly			Prompt Payment Monthly			Billed Daily				Prompt Payment Daily	
\$62.69 + \$.05/ft X LOA			\$62.69 + \$.05/ft X LOA X 67%				\$62.69 + \$.05/ft X LOA X 17%			\$62.69 + \$.05/ft X LOA X 17%-.50/ft			\$62.69 + \$.05/ft X LOA X 3%				\$62.69 + \$.05/ft X LOA X 3%-.50	
+.05/ft caps at 86'																		
Admin Fee \$50.00			Admin Fee \$33.50				Admin Fee \$8.50			Admin Fee \$8.50			Admin Fee \$1.50				Admin Fee \$1.50	
Tax 7.85%																		
						Total			Total			Total			Total			Total
						Semi			Billed			Prompt Pay			Billed		Prompt Pay	
LOA	Annual	Tax	Annual	Annual	Tax	Annual	Month	Tax	Monthly	Month	Tax	Monthly	Daily	Tax	Daily	Daily	Tax	Daily
6	427.94	33.59	461.53	286.72	22.51	309.23	72.75	5.71	78.46	69.75	5.48	75.23	12.84	1.01	13.85	7.84	0.62	8.45
7	491.28	38.57	529.85	329.16	25.84	355.00	83.52	6.56	90.07	80.02	6.28	86.30	14.74	1.16	15.90	9.74	0.76	10.50
8	554.72	43.55	598.27	371.66	29.18	400.84	94.30	7.40	101.71	90.30	7.09	97.39	16.64	1.31	17.95	11.64	0.91	12.56
9	618.26	48.53	666.79	414.23	32.52	446.75	105.10	8.25	113.35	100.60	7.90	108.50	18.55	1.46	20.00	13.55	1.06	14.61
10	681.90	53.53	735.43	456.87	35.86	492.74	115.92	9.10	125.02	110.92	8.71	119.63	20.46	1.61	22.06	15.46	1.21	16.67
11	745.64	58.53	804.17	499.58	39.22	538.80	126.76	9.95	136.71	121.26	9.52	130.78	22.37	1.76	24.13	17.37	1.36	18.73
12	809.48	63.54	873.02	542.35	42.57	584.93	137.61	10.80	148.41	131.61	10.33	141.94	24.28	1.91	26.19	19.28	1.51	20.80
13	873.42	68.56	941.98	585.19	45.94	631.13	148.48	11.66	160.14	141.98	11.15	153.13	26.20	2.06	28.26	21.20	1.66	22.87
14	937.46	73.59	1,011.05	628.10	49.31	677.40	159.37	12.51	171.88	152.37	11.96	164.33	28.12	2.21	30.33	23.12	1.82	24.94
15	1,001.60	78.63	1,080.23	671.07	52.68	723.75	170.27	13.37	183.64	162.77	12.78	175.55	30.05	2.36	32.41	25.05	1.97	27.01
16	1,065.84	83.67	1,149.51	714.11	56.06	770.17	181.19	14.22	195.42	173.19	13.60	186.79	31.98	2.51	34.49	26.98	2.12	29.09
17	1,130.18	88.72	1,218.90	757.22	59.44	816.66	192.13	15.08	207.21	183.63	14.42	198.05	33.91	2.66	36.57	28.91	2.27	31.17
18	1,194.62	93.78	1,288.40	800.40	62.83	863.23	203.09	15.94	219.03	194.09	15.24	209.32	35.84	2.81	38.65	30.84	2.42	33.26
19	1,259.16	98.84	1,358.00	843.64	66.23	909.86	214.06	16.80	230.86	204.56	16.06	220.61	37.77	2.97	40.74	32.77	2.57	35.35
20	1,323.80	103.92	1,427.72	886.95	69.63	956.57	225.05	17.67	242.71	215.05	16.88	231.93	39.71	3.12	42.83	34.71	2.73	37.44
21	1,388.54	109.00	1,497.54	930.32	73.03	1,003.35	236.05	18.53	254.58	225.55	17.71	243.26	41.66	3.27	44.93	36.66	2.88	39.53
22	1,453.38	114.09	1,567.47	973.76	76.44	1,050.21	247.07	19.40	266.47	236.07	18.53	254.61	43.60	3.42	47.02	38.60	3.03	41.63
23	1,518.32	119.19	1,637.51	1,017.27	79.86	1,097.13	258.11	20.26	278.38	246.61	19.36	265.97	45.55	3.58	49.13	40.55	3.18	43.73
24	1,583.36	124.29	1,707.65	1,060.85	83.28	1,144.13	269.17	21.13	290.30	257.17	20.19	277.36	47.50	3.73	51.23	42.50	3.34	45.84
25	1,648.50	129.41	1,777.91	1,104.50	86.70	1,191.20	280.25	22.00	302.24	267.75	21.02	288.76	49.46	3.88	53.34	44.46	3.49	47.94
26	1,713.74	134.53	1,848.27	1,148.21	90.13	1,238.34	291.34	22.87	314.21	278.34	21.85	300.19	51.41	4.04	55.45	46.41	3.64	50.06
27	1,779.08	139.66	1,918.74	1,191.98	93.57	1,285.55	302.44	23.74	326.19	288.94	22.68	311.63	53.37	4.19	57.56	48.37	3.80	52.17
28	1,844.52	144.79	1,989.31	1,235.83	97.01	1,332.84	313.57	24.62	338.18	299.57	23.52	323.08	55.34	4.34	59.68	50.34	3.95	54.29
29	1,910.06	149.94	2,060.00	1,279.74	100.46	1,380.20	324.71	25.49	350.20	310.21	24.35	334.56	57.30	4.50	61.80	52.30	4.11	56.41
30	1,975.70	155.09	2,130.79	1,323.72	103.91	1,427.63	335.87	26.37	362.23	320.87	25.19	346.06	59.27	4.65	63.92	54.27	4.26	58.53
31	2,041.44	160.25	2,201.69	1,367.76	107.37	1,475.13	347.04	27.24	374.29	331.54	26.03	357.57	61.24	4.81	66.05	56.24	4.42	60.66
32	2,107.28	165.42	2,272.70	1,411.88	110.83	1,522.71	358.24	28.12	386.36	342.24	26.87	369.10	63.22	4.96	68.18	58.22	4.57	62.79
33	2,173.22	170.60	2,343.82	1,456.06	114.30	1,570.36	369.45	29.00	398.45	352.95	27.71	380.65	65.20	5.12	70.31	60.20	4.73	64.92
34	2,239.26	175.78	2,415.04	1,500.30	117.77	1,618.08	380.67	29.88	410.56	363.67	28.55	392.22	67.18	5.27	72.45	62.18	4.88	67.06
35	2,305.40	180.97	2,486.37	1,544.62	121.25	1,665.87	391.92	30.77	422.68	374.42	29.39	403.81	69.16	5.43	74.59	64.16	5.04	69.20
36	2,371.64	186.17	2,557.81	1,589.00	124.74	1,713.74	403.18	31.65	434.83	385.18	30.24	415.42	71.15	5.59	76.73	66.15	5.19	71.34
37	2,437.98	191.38	2,629.36	1,633.45	128.23	1,761.67	414.46	32.53	446.99	395.96	31.08	427.04	73.14	5.74	78.88	68.14	5.35	73.49
38	2,504.42	196.60	2,701.02	1,677.96	131.72	1,809.68	425.75	33.42	459.17	406.75	31.93	438.68	75.13	5.90	81.03	70.13	5.51	75.64
39	2,570.96	201.82	2,772.78	1,722.54	135.22	1,857.76	437.06	34.31	471.37	417.56	32.78	450.34	77.13	6.05	83.18	72.13	5.66	77.79
40	2,637.60	207.05	2,844.65	1,767.19	138.72	1,905.92	448.39	35.20	483.59	428.39	33.63	462.02	79.13	6.21	85.34	74.13	5.82	79.95

41	2,704.34	212.29	2,916.63	1,811.91	142.23	1,954.14	459.74	36.09	495.83	439.24	34.48	473.72	81.13	6.37	87.50	76.13	5.98	82.11
42	2,771.18	217.54	2,988.72	1,856.69	145.75	2,002.44	471.10	36.98	508.08	450.10	35.33	485.43	83.14	6.53	89.66	78.14	6.13	84.27
43	2,838.12	222.79	3,060.91	1,901.54	149.27	2,050.81	482.48	37.87	520.36	460.98	36.19	497.17	85.14	6.68	91.83	80.14	6.29	86.43
44	2,905.16	228.06	3,133.22	1,946.46	152.80	2,099.25	493.88	38.77	532.65	471.88	37.04	508.92	87.15	6.84	94.00	82.15	6.45	88.60
45	2,972.30	233.33	3,205.63	1,991.44	156.33	2,147.77	505.29	39.25	544.54	482.79	37.90	520.69	89.17	7.00	96.17	84.17	6.61	90.78
46	3,039.54	238.60	3,278.14	2,036.49	159.86	2,196.36	516.72	39.25	555.97	493.72	38.76	532.48	91.19	7.16	98.34	86.19	6.77	92.95
47	3,106.88	243.89	3,350.77	2,081.61	163.41	2,245.02	528.17	39.25	567.42	504.67	39.25	543.92	93.21	7.32	100.52	88.21	6.92	95.13
48	3,174.32	249.18	3,423.50	2,126.79	166.95	2,293.75	539.63	39.25	578.88	515.63	39.25	554.88	95.23	7.48	102.71	90.23	7.08	97.31
49	3,241.86	254.49	3,496.35	2,172.05	170.51	2,342.55	551.12	39.25	590.37	526.62	39.25	565.87	97.26	7.63	104.89	92.26	7.24	99.50
50	3,309.50	259.80	3,569.30	2,217.37	174.06	2,391.43	562.62	39.25	601.87	537.62	39.25	576.87	99.29	7.79	107.08	94.29	7.40	101.69
51	3,377.24	265.11	3,642.35	2,262.75	177.63	2,440.38	574.13	39.25	613.38	548.63	39.25	587.88	101.32	7.95	109.27	96.32	7.56	103.88
52	3,445.08	270.44	3,715.52	2,308.20	181.19	2,489.40	585.66	39.25	624.91	559.66	39.25	598.91	103.35	8.11	111.47	98.35	7.72	106.07
53	3,513.02	275.77	3,788.79	2,353.72	184.77	2,538.49	597.21	39.25	636.46	570.71	39.25	609.96	105.39	8.27	113.66	100.39	7.88	108.27
54	3,581.06	281.11	3,862.17	2,399.31	188.35	2,587.66	608.78	39.25	648.03	581.78	39.25	621.03	107.43	8.43	115.87	102.43	8.04	110.47
55	3,649.20	286.46	3,935.66	2,444.96	191.93	2,636.89	620.36	39.25	659.61	592.86	39.25	632.11	109.48	8.59	118.07	104.48	8.20	112.68
56	3,717.44	291.82	4,009.26	2,490.68	195.52	2,686.20	631.96	39.25	671.21	603.96	39.25	643.21	111.52	8.75	120.28	106.52	8.36	114.89
57	3,785.78	297.18	4,082.96	2,536.47	199.11	2,735.59	643.58	39.25	682.83	615.08	39.25	654.33	113.57	8.92	122.49	108.57	8.52	117.10
58	3,854.22	302.56	4,156.78	2,582.33	202.71	2,785.04	655.22	39.25	694.47	626.22	39.25	665.47	115.63	9.08	124.70	110.63	8.68	119.31
59	3,922.76	307.94	4,230.70	2,628.25	206.32	2,834.57	666.87	39.25	706.12	637.37	39.25	676.62	117.68	9.24	126.92	112.68	8.85	121.53
60	3,991.40	313.32	4,304.72	2,674.24	209.93	2,884.17	678.54	39.25	717.79	648.54	39.25	687.79	119.74	9.40	129.14	114.74	9.01	123.75
61	4,060.14	318.72	4,378.86	2,720.29	213.54	2,933.84	690.22	39.25	729.47	659.72	39.25	698.97	121.80	9.56	131.37	116.80	9.17	125.97
62	4,128.98	324.12	4,453.10	2,766.42	217.16	2,983.58	701.93	39.25	741.18	670.93	39.25	710.18	123.87	9.72	133.59	118.87	9.33	128.20
63	4,197.92	329.54	4,527.46	2,812.61	220.79	3,033.40	713.65	39.25	752.90	682.15	39.25	721.40	125.94	9.89	135.82	120.94	9.49	130.43
64	4,266.96	334.96	4,601.92	2,858.86	224.42	3,083.28	725.38	39.25	764.63	693.38	39.25	732.63	128.01	10.05	138.06	123.01	9.66	132.66
65	4336.10	340.38	4,676.48	2,905.19	228.06	3,133.24	737.14	39.25	776.39	704.64	39.25	743.89	130.08	10.21	140.29	125.08	9.82	134.90
66	4405.34	345.82	4,751.16	2,951.58	231.70	3,183.28	748.91	39.25	788.16	715.91	39.25	755.16	132.16	10.37	142.53	127.16	9.98	137.14
67	4474.68	351.26	4,825.94	2,998.04	235.35	3,233.38	760.70	39.25	799.95	727.20	39.25	766.45	134.24	10.54	144.78	129.24	10.15	139.39
68	4544.12	356.71	4,900.83	3,044.56	235.50	3,280.06	772.50	39.25	811.75	738.50	39.25	777.75	136.32	10.70	147.03	131.32	10.31	141.63
69	4613.66	362.17	4,975.83	3,091.15	235.50	3,326.65	784.32	39.25	823.57	749.82	39.25	789.07	138.41	10.87	149.27	133.41	10.47	143.88
70	4683.30	367.64	5,050.94	3,137.81	235.50	3,373.31	796.16	39.25	835.41	761.16	39.25	800.41	140.50	11.03	151.53	135.50	10.64	146.14
71	4753.04	373.11	5,126.15	3,184.54	235.50	3,420.04	808.02	39.25	847.27	772.52	39.25	811.77	142.59	11.19	153.78	137.59	10.80	148.39
72	4822.88	378.60	5,201.48	3,231.33	235.50	3,466.83	819.89	39.25	859.14	783.89	39.25	823.14	144.69	11.36	156.04	139.69	10.97	150.65
73	4892.82	384.09	5,276.91	3,278.19	235.50	3,513.69	831.78	39.25	871.03	795.28	39.25	834.53	146.78	11.52	158.31	141.78	11.13	152.91
74	4962.86	389.58	5,352.44	3,325.12	235.50	3,560.62	843.69	39.25	882.94	806.69	39.25	845.94	148.89	11.69	160.57	143.89	11.30	155.18
75	5033.00	395.09	5,428.09	3,372.11	235.50	3,607.61	855.61	39.25	894.86	818.11	39.25	857.36	150.99	11.85	162.84	145.99	11.46	157.45
76	5103.24	400.60	5,503.84	3,419.17	235.50	3,654.67	867.55	39.25	906.80	829.55	39.25	868.80	153.10	12.02	165.12	148.10	11.63	159.72
77	5173.58	406.13	5,579.71	3,466.30	235.50	3,701.80	879.51	39.25	918.76	841.01	39.25	880.26	155.21	12.18	167.39	150.21	11.79	162.00
78	5244.02	411.66	5,655.68	3,513.49	235.50	3,748.99	891.48	39.25	930.73	852.48	39.25	891.73	157.32	12.35	169.67	152.32	11.96	164.28
79	5314.56	417.19	5,731.75	3,560.76	235.50	3,796.26	903.48	39.25	942.73	863.98	39.25	903.23	159.44	12.52	171.95	154.44	12.12	166.56
80	5385.20	422.74	5,807.94	3,608.08	235.50	3,843.58	915.48	39.25	954.73	875.48	39.25	914.73	161.56	12.68	174.24	156.56	12.29	168.85
81	5455.94	428.29	5,884.23	3,655.48	235.50	3,890.98	927.51	39.25	966.76	887.01	39.25	926.26	163.68	12.85	176.53	158.68	12.46	171.13
82	5526.78	433.85	5,960.63	3,702.94	235.50	3,938.44	939.55	39.25	978.80	898.55	39.25	937.80	165.80	13.02	178.82	160.80	12.62	173.43
83	5597.72	439.42	6,037.14	3,750.47	235.50	3,985.97	951.61	39.25	990.86	910.11	39.25	949.36	167.93	13.18	181.11	162.93	12.79	175.72
84	5668.76	445.00	6,113.76	3,798.07	235.50	4,033.57	963.69	39.25	1,002.94	921.69	39.25	960.94	170.06	13.35	183.41	165.06	12.96	178.02
85	5739.90	450.58	6,190.48	3,845.73	235.50	4,081.23	975.78	39.25	1,015.03	933.28	39.25	972.53	172.20	13.52	185.71	167.20	13.12	180.32
86	5811.14	456.17	6,267.31	3,893.46	235.50	4,128.96	987.89	39.25	1,027.14	944.89	39.25	984.14	174.33	13.69	188.02	169.33	13.29	182.63
87	5878.13	461.43	6,339.56	3,938.35	235.50	4,173.85	999.28	39.25	1,038.53	955.78	39.25	995.03	176.34	13.84	190.19	171.34	13.45	184.79
88	5945.12	466.69	6,411.81	3,983.23	235.50	4,218.73	1,010.67	39.25	1,049.92	966.67	39.25	1,005.92	178.35	14.00	192.35	173.35	13.61	186.96

89	6012.11	471.00	6,483.11	4,028.11	235.50	4,263.61	1,022.06	39.25	1,061.31	977.56	39.25	1,016.81	180.36	14.16	194.52	175.36	13.77	189.13
90	6079.10	471.00	6,550.10	4,073.00	235.50	4,308.50	1,033.45	39.25	1,072.70	988.45	39.25	1,027.70	182.37	14.32	196.69	177.37	13.92	191.30
91	6146.09	471.00	6,617.09	4,117.88	235.50	4,353.38	1,044.84	39.25	1,084.09	999.34	39.25	1,038.59	184.38	14.47	198.86	179.38	14.08	193.46
92	6213.08	471.00	6,684.08	4,162.76	235.50	4,398.26	1,056.22	39.25	1,095.47	1,010.22	39.25	1,049.47	186.39	14.63	201.02	181.39	14.24	195.63
93	6280.07	471.00	6,751.07	4,207.65	235.50	4,443.15	1,067.61	39.25	1,106.86	1,021.11	39.25	1,060.36	188.40	14.79	203.19	183.40	14.40	197.80
94	6347.06	471.00	6,818.06	4,252.53	235.50	4,488.03	1,079.00	39.25	1,118.25	1,032.00	39.25	1,071.25	190.41	14.95	205.36	185.41	14.55	199.97
95	6414.05	471.00	6,885.05	4,297.41	235.50	4,532.91	1,090.39	39.25	1,129.64	1,042.89	39.25	1,082.14	192.42	15.11	207.53	187.42	14.71	202.13
96	6481.04	471.00	6,952.04	4,342.30	235.50	4,577.80	1,101.78	39.25	1,141.03	1,053.78	39.25	1,093.03	194.43	15.26	209.69	189.43	14.87	204.30
97	6548.03	471.00	7,019.03	4,387.18	235.50	4,622.68	1,113.17	39.25	1,152.42	1,064.67	39.25	1,103.92	196.44	15.42	211.86	191.44	15.03	206.47
98	6615.02	471.00	7,086.02	4,432.06	235.50	4,667.56	1,124.55	39.25	1,163.80	1,075.55	39.25	1,114.80	198.45	15.58	214.03	193.45	15.19	208.64
99	6682.01	471.00	7,153.01	4,476.95	235.50	4,712.45	1,135.94	39.25	1,175.19	1,086.44	39.25	1,125.69	200.46	15.74	216.20	195.46	15.34	210.80
100	6749.00	471.00	7,220.00	4,521.83	235.50	4,757.33	1,147.33	39.25	1,186.58	1,097.33	39.25	1,136.58	202.47	15.89	218.36	197.47	15.50	212.97
101	6815.99	471.00	7,286.99	4,566.71	235.50	4,802.21	1,158.72	39.25	1,197.97	1,108.22	39.25	1,147.47	204.48	16.05	220.53	199.48	15.66	215.14
102	6882.98	471.00	7,353.98	4,611.60	235.50	4,847.10	1,170.11	39.25	1,209.36	1,119.11	39.25	1,158.36	206.49	16.21	222.70	201.49	15.82	217.31
103	6949.97	471.00	7,420.97	4,656.48	235.50	4,891.98	1,181.49	39.25	1,220.74	1,129.99	39.25	1,169.24	208.50	16.37	224.87	203.50	15.97	219.47
104	7016.96	471.00	7,487.96	4,701.36	235.50	4,936.86	1,192.88	39.25	1,232.13	1,140.88	39.25	1,180.13	210.51	16.52	227.03	205.51	16.13	221.64
105	7083.95	471.00	7,554.95	4,746.25	235.50	4,981.75	1,204.27	39.25	1,243.52	1,151.77	39.25	1,191.02	212.52	16.68	229.20	207.52	16.29	223.81
106	7150.94	471.00	7,621.94	4,791.13	235.50	5,026.63	1,215.66	39.25	1,254.91	1,162.66	39.25	1,201.91	214.53	16.84	231.37	209.53	16.45	225.98
107	7217.93	471.00	7,688.93	4,836.01	235.50	5,071.51	1,227.05	39.25	1,266.30	1,173.55	39.25	1,212.80	216.54	17.00	233.54	211.54	16.61	228.14
108	7284.92	471.00	7,755.92	4,880.90	235.50	5,116.40	1,238.44	39.25	1,277.69	1,184.44	39.25	1,223.69	218.55	17.16	235.70	213.55	16.76	230.31
109	7351.91	471.00	7,822.91	4,925.78	235.50	5,161.28	1,249.82	39.25	1,289.07	1,195.32	39.25	1,234.57	220.56	17.31	237.87	215.56	16.92	232.48
110	7418.90	471.00	7,889.90	4,970.66	235.50	5,206.16	1,261.21	39.25	1,300.46	1,206.21	39.25	1,245.46	222.57	17.47	240.04	217.57	17.08	234.65
111	7485.89	471.00	7,956.89	5,015.55	235.50	5,251.05	1,272.60	39.25	1,311.85	1,217.10	39.25	1,256.35	224.58	17.63	242.21	219.58	17.24	236.81
112	7552.88	471.00	8,023.88	5,060.43	235.50	5,295.93	1,283.99	39.25	1,323.24	1,227.99	39.25	1,267.24	226.59	17.79	244.37	221.59	17.39	238.98
113	7619.87	471.00	8,090.87	5,105.31	235.50	5,340.81	1,295.38	39.25	1,334.63	1,238.88	39.25	1,278.13	228.60	17.94	246.54	223.60	17.55	241.15
114	7686.86	471.00	8,157.86	5,150.20	235.50	5,385.70	1,306.77	39.25	1,346.02	1,249.77	39.25	1,289.02	230.61	18.10	248.71	225.61	17.71	243.32
115	7753.85	471.00	8,224.85	5,195.08	235.50	5,430.58	1,318.15	39.25	1,357.40	1,260.65	39.25	1,299.90	232.62	18.26	250.88	227.62	17.87	245.48
116	7820.84	471.00	8,291.84	5,239.96	235.50	5,475.46	1,329.54	39.25	1,368.79	1,271.54	39.25	1,310.79	234.63	18.42	253.04	229.63	18.03	247.65
117	7887.83	471.00	8,358.83	5,284.85	235.50	5,520.35	1,340.93	39.25	1,380.18	1,282.43	39.25	1,321.68	236.63	18.58	255.21	231.63	18.18	249.82
118	7954.82	471.00	8,425.82	5,329.73	235.50	5,565.23	1,352.32	39.25	1,391.57	1,293.32	39.25	1,332.57	238.64	18.73	257.38	233.64	18.34	251.99
119	8021.81	471.00	8,492.81	5,374.61	235.50	5,610.11	1,363.71	39.25	1,402.96	1,304.21	39.25	1,343.46	240.65	18.89	259.55	235.65	18.50	254.15
120	8088.80	471.00	8,559.80	5,419.50	235.50	5,655.00	1,375.10	39.25	1,414.35	1,315.10	39.25	1,354.35	242.66	19.05	261.71	237.66	18.66	256.32
121	8155.79	471.00	8,626.79	5,464.38	235.50	5,699.88	1,386.48	39.25	1,425.73	1,325.98	39.25	1,365.23	244.67	19.21	263.88	239.67	18.81	258.49
122	8222.78	471.00	8,693.78	5,509.26	235.50	5,744.76	1,397.87	39.25	1,437.12	1,336.87	39.25	1,376.12	246.68	19.36	266.05	241.68	18.97	260.66
123	8289.77	471.00	8,760.77	5,554.15	235.50	5,789.65	1,409.26	39.25	1,448.51	1,347.76	39.25	1,387.01	248.69	19.52	268.22	243.69	19.13	262.82
124	8356.76	471.00	8,827.76	5,599.03	235.50	5,834.53	1,420.65	39.25	1,459.90	1,358.65	39.25	1,397.90	250.70	19.68	270.38	245.70	19.29	264.99
125	8423.75	471.00	8,894.75	5,643.91	235.50	5,879.41	1,432.04	39.25	1,471.29	1,369.54	39.25	1,408.79	252.71	19.84	272.55	247.71	19.45	267.16
126	8490.74	471.00	8,961.74	5,688.80	235.50	5,924.30	1,443.43	39.25	1,482.68	1,380.43	39.25	1,419.68	254.72	20.00	274.72	249.72	19.60	269.33
127	8557.73	471.00	9,028.73	5,733.68	235.50	5,969.18	1,454.81	39.25	1,494.06	1,391.31	39.25	1,430.56	256.73	20.15	276.89	251.73	19.76	271.49
128	8624.72	471.00	9,095.72	5,778.56	235.50	6,014.06	1,466.20	39.25	1,505.45	1,402.20	39.25	1,441.45	258.74	20.31	279.05	253.74	19.92	273.66
129	8691.71	471.00	9,162.71	5,823.45	235.50	6,058.95	1,477.59	39.25	1,516.84	1,413.09	39.25	1,452.34	260.75	20.47	281.22	255.75	20.08	275.83
130	8758.70	471.00	9,229.70	5,868.33	235.50	6,103.83	1,488.98	39.25	1,528.23	1,423.98	39.25	1,463.23	262.76	20.63	283.39	257.76	20.23	278.00
131	8825.69	471.00	9,296.69	5,913.21	235.50	6,148.71	1,500.37	39.25	1,539.62	1,434.87	39.25	1,474.12	264.77	20.78	285.56	259.77	20.39	280.16
132	8892.68	471.00	9,363.68	5,958.10	235.50	6,193.60	1,511.76	39.25	1,551.01	1,445.76	39.25	1,485.01	266.78	20.94	287.72	261.78	20.55	282.33
133	8959.67	471.00	9,430.67	6,002.98	235.50	6,238.48	1,523.14	39.25	1,562.39	1,456.64	39.25	1,495.89	268.79	21.10	289.89	263.79	20.71	284.50
134	9026.66	471.00	9,497.66	6,047.86	235.50	6,283.36	1,534.53	39.25	1,573.78	1,467.53	39.25	1,506.78	270.80	21.26	292.06	265.80	20.87	286.67
135	9093.65	471.00	9,564.65	6,092.75	235.50	6,328.25	1,545.92	39.25	1,585.17	1,478.42	39.25	1,517.67	272.81	21.42	294.23	267.81	21.02	288.83
136	9160.64	471.00	9,631.64	6,137.63	235.50	6,373.13	1,557.31	39.25	1,596.56	1,489.31	39.25	1,528.56	274.82	21.57	296.39	269.82	21.18	291.00

137	9227.63	471.00	9,698.63	6,182.51	235.50	6,418.01	1,568.70	39.25	1,607.95	1,500.20	39.25	1,539.45	276.83	21.73	298.56	271.83	21.34	293.17
138	9294.62	471.00	9,765.62	6,227.40	235.50	6,462.90	1,580.09	39.25	1,619.34	1,511.09	39.25	1,550.34	278.84	21.89	300.73	273.84	21.50	295.33
139	9361.61	471.00	9,832.61	6,272.28	235.50	6,507.78	1,591.47	39.25	1,630.72	1,521.97	39.25	1,561.22	280.85	22.05	302.89	275.85	21.65	297.50
140	9428.60	471.00	9,899.60	6,317.16	235.50	6,552.66	1,602.86	39.25	1,642.11	1,532.86	39.25	1,572.11	282.86	22.20	305.06	277.86	21.81	299.67
141	9495.59	471.00	9,966.59	6,362.05	235.50	6,597.55	1,614.25	39.25	1,653.50	1,543.75	39.25	1,583.00	284.87	22.36	307.23	279.87	21.97	301.84
142	9562.58	471.00	10,033.58	6,406.93	235.50	6,642.43	1,625.64	39.25	1,664.89	1,554.64	39.25	1,593.89	286.88	22.52	309.40	281.88	22.13	304.00
143	9629.57	471.00	10,100.57	6,451.81	235.50	6,687.31	1,637.03	39.25	1,676.28	1,565.53	39.25	1,604.78	288.89	22.68	311.56	283.89	22.29	306.17
144	9696.56	471.00	10,167.56	6,496.70	235.50	6,732.20	1,648.42	39.25	1,687.67	1,576.42	39.25	1,615.67	290.90	22.84	313.73	285.90	22.44	308.34
145	9763.55	471.00	10,234.55	6,541.58	235.50	6,777.08	1,659.80	39.25	1,699.05	1,587.30	39.25	1,626.55	292.91	22.99	315.90	287.91	22.60	310.51
146	9830.54	471.00	10,301.54	6,586.46	235.50	6,821.96	1,671.19	39.25	1,710.44	1,598.19	39.25	1,637.44	294.92	23.15	318.07	289.92	22.76	312.67
147	9897.53	471.00	10,368.53	6,631.35	235.50	6,866.85	1,682.58	39.25	1,721.83	1,609.08	39.25	1,648.33	296.93	23.31	320.23	291.93	22.92	314.84
148	9964.52	471.00	10,435.52	6,676.23	235.50	6,911.73	1,693.97	39.25	1,733.22	1,619.97	39.25	1,659.22	298.94	23.47	322.40	293.94	23.07	317.01
149	10031.51	471.00	10,502.51	6,721.11	235.50	6,956.61	1,705.36	39.25	1,744.61	1,630.86	39.25	1,670.11	300.95	23.62	324.57	295.95	23.23	319.18
150	10098.50	471.00	10,569.50	6,766.00	235.50	7,001.50	1,716.75	39.25	1,756.00	1,641.75	39.25	1,681.00	302.96	23.78	326.74	297.96	23.39	321.34
151	10165.49	471.00	10,636.49	6,810.88	235.50	7,046.38	1,728.13	39.25	1,767.38	1,652.63	39.25	1,691.88	304.96	23.94	328.90	299.96	23.55	323.51
152	10232.48	471.00	10,703.48	6,855.76	235.50	7,091.26	1,739.52	39.25	1,778.77	1,663.52	39.25	1,702.77	306.97	24.10	331.07	301.97	23.70	325.68
153	10299.47	471.00	10,770.47	6,900.64	235.50	7,136.14	1,750.91	39.25	1,790.16	1,674.41	39.25	1,713.66	308.98	24.26	333.24	303.98	23.86	327.85
154	10366.46	471.00	10,837.46	6,945.53	235.50	7,181.03	1,762.30	39.25	1,801.55	1,685.30	39.25	1,724.55	310.99	24.41	335.41	305.99	24.02	330.01
155	10433.45	471.00	10,904.45	6,990.41	235.50	7,225.91	1,773.69	39.25	1,812.94	1,696.19	39.25	1,735.44	313.00	24.57	337.57	308.00	24.18	332.18
156	10500.44	471.00	10,971.44	7,035.29	235.50	7,270.79	1,785.07	39.25	1,824.32	1,707.07	39.25	1,746.32	315.01	24.73	339.74	310.01	24.34	334.35
157	10567.43	471.00	11,038.43	7,080.18	235.50	7,315.68	1,796.46	39.25	1,835.71	1,717.96	39.25	1,757.21	317.02	24.89	341.91	312.02	24.49	336.52
158	10634.42	471.00	11,105.42	7,125.06	235.50	7,360.56	1,807.85	39.25	1,847.10	1,728.85	39.25	1,768.10	319.03	25.04	344.08	314.03	24.65	338.68
159	10701.41	471.00	11,172.41	7,169.94	235.50	7,405.44	1,819.24	39.25	1,858.49	1,739.74	39.25	1,778.99	321.04	25.20	346.24	316.04	24.81	340.85
160	10768.40	471.00	11,239.40	7,214.83	235.50	7,450.33	1,830.63	39.25	1,869.88	1,750.63	39.25	1,789.88	323.05	25.36	348.41	318.05	24.97	343.02
161	10835.39	471.00	11,306.39	7,259.71	235.50	7,495.21	1,842.02	39.25	1,881.27	1,761.52	39.25	1,800.77	325.06	25.52	350.58	320.06	25.12	345.19
162	10902.38	471.00	11,373.38	7,304.59	235.50	7,540.09	1,853.40	39.25	1,892.65	1,772.40	39.25	1,811.65	327.07	25.68	352.75	322.07	25.28	347.35
163	10969.37	471.00	11,440.37	7,349.48	235.50	7,584.98	1,864.79	39.25	1,904.04	1,783.29	39.25	1,822.54	329.08	25.83	354.91	324.08	25.44	349.52
164	11036.36	471.00	11,507.36	7,394.36	235.50	7,629.86	1,876.18	39.25	1,915.43	1,794.18	39.25	1,833.43	331.09	25.99	357.08	326.09	25.60	351.69
165	11103.35	471.00	11,574.35	7,439.24	235.50	7,674.74	1,887.57	39.25	1,926.82	1,805.07	39.25	1,844.32	333.10	26.15	359.25	328.10	25.76	353.86
166	11170.34	471.00	11,641.34	7,484.13	235.50	7,719.63	1,898.96	39.25	1,938.21	1,815.96	39.25	1,855.21	335.11	26.31	361.42	330.11	25.91	356.02
167	11237.33	471.00	11,708.33	7,529.01	235.50	7,764.51	1,910.35	39.25	1,949.60	1,826.85	39.25	1,866.10	337.12	26.46	363.58	332.12	26.07	358.19
168	11304.32	471.00	11,775.32	7,573.89	235.50	7,809.39	1,921.73	39.25	1,960.98	1,837.73	39.25	1,876.98	339.13	26.62	365.75	334.13	26.23	360.36
169	11371.31	471.00	11,842.31	7,618.78	235.50	7,854.28	1,933.12	39.25	1,972.37	1,848.62	39.25	1,887.87	341.14	26.78	367.92	336.14	26.39	362.53
170	11438.30	471.00	11,909.30	7,663.66	235.50	7,899.16	1,944.51	39.25	1,983.76	1,859.51	39.25	1,898.76	343.15	26.94	370.09	338.15	26.54	364.69
171	11505.29	471.00	11,976.29	7,708.54	235.50	7,944.04	1,955.90	39.25	1,995.15	1,870.40	39.25	1,909.65	345.16	27.09	372.25	340.16	26.70	366.86
172	11572.28	471.00	12,043.28	7,753.43	235.50	7,988.93	1,967.29	39.25	2,006.54	1,881.29	39.25	1,920.54	347.17	27.25	374.42	342.17	26.86	369.03
173	11639.27	471.00	12,110.27	7,798.31	235.50	8,033.81	1,978.68	39.25	2,017.93	1,892.18	39.25	1,931.43	349.18	27.41	376.59	344.18	27.02	371.20
174	11706.26	471.00	12,177.26	7,843.19	235.50	8,078.69	1,990.06	39.25	2,029.31	1,903.06	39.25	1,942.31	351.19	27.57	378.76	346.19	27.18	373.36
175	11773.25	471.00	12,244.25	7,888.08	235.50	8,123.58	2,001.45	39.25	2,040.70	1,913.95	39.25	1,953.20	353.20	27.73	380.92	348.20	27.33	375.53
176	11840.24	471.00	12,311.24	7,932.96	235.50	8,168.46	2,012.84	39.25	2,052.09	1,924.84	39.25	1,964.09	355.21	27.88	383.09	350.21	27.49	377.70
177	11907.23	471.00	12,378.23	7,977.84	235.50	8,213.34	2,024.23	39.25	2,063.48	1,935.73	39.25	1,974.98	357.22	28.04	385.26	352.22	27.65	379.87
178	11974.22	471.00	12,445.22	8,022.73	235.50	8,258.23	2,035.62	39.25	2,074.87	1,946.62	39.25	1,985.87	359.23	28.20	387.43	354.23	27.81	382.03
179	12041.21	471.00	12,512.21	8,067.61	235.50	8,303.11	2,047.01	39.25	2,086.26	1,957.51	39.25	1,996.76	361.24	28.36	389.59	356.24	27.96	384.20
180	12108.20	471.00	12,579.20	8,112.49	235.50	8,347.99	2,058.39	39.25	2,097.64	1,968.39	39.25	2,007.64	363.25	28.51	391.76	358.25	28.12	386.37
181	12175.19	471.00	12,646.19	8,157.38	235.50	8,392.88	2,069.78	39.25	2,109.03	1,979.28	39.25	2,018.53	365.26	28.67	393.93	360.26	28.28	388.54
182	12242.18	471.00	12,713.18	8,202.26	235.50	8,437.76	2,081.17	39.25	2,120.42	1,990.17	39.25	2,029.42	367.27	28.83	396.10	362.27	28.44	390.70
183	12309.17	471.00	12,780.17	8,247.14	235.50	8,482.64	2,092.56	39.25	2,131.81	2,001.06	39.25	2,040.31	369.28	28.99	398.26	364.28	28.60	392.87
184	12376.16	471.00	12,847.16	8,292.03	235.50	8,527.53	2,103.95	39.25	2,143.20	2,011.95	39.25	2,051.20	371.28	29.15	400.43	366.28	28.75	395.04

185	12443.15	471.00	12,914.15	8,336.91	235.50	8,572.41	2,115.34	39.25	2,154.59	2,022.84	39.25	2,062.09	373.29	29.30	402.60	368.29	28.91	397.21
186	12510.14	471.00	12,981.14	8,381.79	235.50	8,617.29	2,126.72	39.25	2,165.97	2,033.72	39.25	2,072.97	375.30	29.46	404.77	370.30	29.07	399.37
187	12577.13	471.00	13,048.13	8,426.68	235.50	8,662.18	2,138.11	39.25	2,177.36	2,044.61	39.25	2,083.86	377.31	29.62	406.93	372.31	29.23	401.54
188	12644.12	471.00	13,115.12	8,471.56	235.50	8,707.06	2,149.50	39.25	2,188.75	2,055.50	39.25	2,094.75	379.32	29.78	409.10	374.32	29.38	403.71
189	12711.11	471.00	13,182.11	8,516.44	235.50	8,751.94	2,160.89	39.25	2,200.14	2,066.39	39.25	2,105.64	381.33	29.93	411.27	376.33	29.54	405.88
190	12778.10	471.00	13,249.10	8,561.33	235.50	8,796.83	2,172.28	39.25	2,211.53	2,077.28	39.25	2,116.53	383.34	30.09	413.44	378.34	29.70	408.04
191	12845.09	471.00	13,316.09	8,606.21	235.50	8,841.71	2,183.67	39.25	2,222.92	2,088.17	39.25	2,127.42	385.35	30.25	415.60	380.35	29.86	410.21
192	12912.08	471.00	13,383.08	8,651.09	235.50	8,886.59	2,195.05	39.25	2,234.30	2,099.05	39.25	2,138.30	387.36	30.41	417.77	382.36	30.02	412.38
193	12979.07	471.00	13,450.07	8,695.98	235.50	8,931.48	2,206.44	39.25	2,245.69	2,109.94	39.25	2,149.19	389.37	30.57	419.94	384.37	30.17	414.55
194	13046.06	471.00	13,517.06	8,740.86	235.50	8,976.36	2,217.83	39.25	2,257.08	2,120.83	39.25	2,160.08	391.38	30.72	422.11	386.38	30.33	416.71
195	13113.05	471.00	13,584.05	8,785.74	235.50	9,021.24	2,229.22	39.25	2,268.47	2,131.72	39.25	2,170.97	393.39	30.88	424.27	388.39	30.49	418.88
U: drive/Office/Rates&Comparisons/ Moorage Rates																		



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

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Homer, AK 99603

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Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, HARBORMASTER
DATE: SEPTEMBER 21 2022
SUBJECT: SPIT PARKING IMPROVEMENT IMPLEMENTATION SCHEDULE

Long range goals: Staff plans to utilize the parking study recommendations from HDL to best facilitate best use of space on the Spit for all user groups. This plan includes converting the parking on the West side of the spit into paid parking areas in a phased approach starting with the Ramp 2 pavilion (achieved) the Sea Farer's Memorial and the area between Ramp 3 and 4. Phase 2 and further phases would include extending improvements to Ramp 5 and beyond, developing an additional parking lot behind Bob's trophy charters (possibly for RV's/ undetermined on paid or not), and making grading and unpaved lot improvements overall to both sides.

Goals for spring of 2023: Complete needed unpaved parking lot improvements for the boathouse pavilion and ramp 3 to 4 areas. Update signage and install kiosks to turn the Sea Farer's Memorial parking area and the area between ramp 3 and 4 into paid parking lots.

Time line for 2023 Spring Project Completion:

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

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

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

- Through Public works, draft up scope of work and hire one of the city's contracted civil engineering firms (two weeks) (*Mid-December 2022*)
- Lot designs/engineering (min. 1 month) (*Mid-January 2023*)

Step 3- Implementation

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

- Physical construction and project completion (6 weeks) (*Mid-March to end of April*) Completion date by May 1

How are we going to pay for this?

The parking areas on the west side of the Spit are a mix of City and State DOT lots. Staff have reached out to DOT to schedule a time to speak in more detail about the MOU for joint management of the spaces. As a general plan, staff intend to front-load the costs for improvements in phases from the enterprise fund and utilize the parking revenues to repay those costs back into the fund, opening up the opportunity to continue to the next phase of improvements. This phased approach allows for continued movement toward improvements without the enterprise fund shouldering the cost of all needed improvements at once. This described use of parking monies is listed as an acceptable use for parking revenues generated from DOT lots under public management. Using the prospective revenue numbers from the HDL study, projected revenues would increase to approx. \$132,000 per annum, meaning it would take 2.59 seasons to pay ourselves back. In 3 years (2026-2027) we could start the next wave of phased improvements. That time table/schedule for improvements is based on the existing rate of \$5 per day. Increases made to this rate would consequently shorten the time that must lapse to pay back the enterprise fund for the parking improvements and allow a faster rate of additional improvements. Further, making increases to the daily rates, while keeping parking pass costs the same, gives a corresponding additional benefit to those who utilize those passes (local or high use) versus those who just utilize the fee parking areas for a single day or weekend. Any prospective rate increase is recommended to be in integers of “5” for a positive customer experience. Kiosks do not have the ability to give back change, and fee integers that include the need for a mix of larger bills and one dollar bills to achieve exact change are challenging. An increase to \$10 (like Seward & Whittier) would change the prospective revenues listed in the parking study to a seasonal total of \$264,000, and would mean a payback rate of 1.29 seasons until we could move on to the next phase of parking improvements (2024-2025). An increase to \$15 would change the prospective revenues listed in the parking study to a seasonal total of \$396,000, meaning the next phase could be started at the next opportunity within a single season, as soon as the winter of 2023.

Recommendation

Per step 1 of the Spring parking improvement time table: Make a motion to recommend that Council approve an ordinance amending the FY 23 Port Budget by appropriating \$342,300 from the Port Reserves Fund to complete spit parking improvements for the Ramp 2 pavilion lot, Sea Farer’s Memorial lot, and the parking area between Ramp 3 and 4.

Attached Revised- HDR Homer Spit Parking Final Technical Report
Parking Map

MEMORANDUM

Date: October 11, 2021

To: Bryan Hawkins, Port Director/Harbormaster
Janette Keiser, PE, Director of Public Works, City of Homer

From: Stephanie Mormilo, PE
Senior Civil Engineer, HDL Engineering Consultants, LLC

Subject: Homer Spit Parking Study
Phase 1 – South Side of Harbor

Civil
Engineering

Geotechnical
Engineering

Transportation
Engineering

Aviation
Engineering

W/WW
Engineering

Environmental
Services

Surveying &
Mapping

Construction
Administration

Material
Testing

Introduction

In May 2021, representatives from the City of Homer Public Works and Port & Harbor Departments met with HDL Engineering Consultants, LLC (HDL) to discuss the goals of increasing available parking on the Homer Spit. The primary focus of this effort is on increasing revenue during the peak season of Memorial Day to Labor Day. The purpose of this Memorandum is to summarize HDL's findings and analysis.

Historically, parking was free and largely unmanaged on the Spit. In 2006, to help better manage the limited asset of parking, specifically during the peak season, time limits (an underlying limit of 7 days) and fees were implemented. Over the years, various improvements have been made on the Spit, including paving the parking at Ramps 1 through 4, improved signage, barriers along the roadway to restrict access to beach areas where parking is prohibited, etc. However, the Port & Harbor Commission recognizes that additional improvements are necessary to manage the increased seasonal demand and generate revenue.

A typical vehicle is used for about an hour a day and then parked for the remaining 23 hours. Storing these unused vehicles requires space. Many communities have three to six parking spaces per vehicle (one at home, one at work, plus spaces at various destinations such as stores, schools, and parks). These parking spaces come at a cost, yet most parking facilities are unpriced, with their costs being borne indirectly through taxes, rents, higher prices for retail goods, and lower employee benefits. These hidden costs mean that parking is never really free, and the choice is between paying directly or indirectly for parking. Charging users directly for parking tends to be more equitable and efficient and generates revenues to finance new services or reduce taxes. However, unpaid parking is so well established that implementing direct fees requires overcoming various

political, institutional, and technical obstacles. Public outreach is needed to communicate the benefits and address potential problems.

Parking Authority

Currently, a large portion of the parking available along the Spit falls within the Homer Spit Road right-of-way (ROW), which is owned by the State of Alaska Department of Transportation and Public Facilities (DOT&PF). We understand that to begin charging for parking in many of the existing parking areas will require consultation with DOT&PF and possibly the Federal Highway Administration because Homer Spit Road is part of the interstate system and has used Federal funds to make improvements.

This determination will be paramount in evaluating improvement costs and potential parking fee revenues. To the general public, it is unclear where the ROW and property lines are located. Trying to delineate between parking on the parcel and within the ROW would require installing some form of physical separation. In addition, if fees are only allowed on the parcel, users will likely try to park within the public ROW to avoid paying fees, resulting in congestion and possible safety issues directly adjacent to Homer Spit Road.

To help clarify the issue, the table below shows the amount of parking in each area, then breaks that down based on the parcel's spaces alone versus the spaces within the ROW. This summary does not include the angled and parallel parking that occurs directly adjacent to the roadway because that all falls within the public ROW.

Parking Area	Total Parking	Parking on Parcel	% of Total	Parking in ROW	% of Total
Between Ramps 3 & 4	216	126	58%	90	42%
Past Ramp 4	214	120	56%	94	44%
Long Term Parking	88	45	51%	43	49%
Totals	518	291	56%	227	44%

Recommendation

Early coordination with DOT&PF is recommended to reduce the complexity of implementing additional fee-paid parking areas. Public confusion and lack of consistency on where fees are required for parking will be significant barriers to overcome if this issue is not resolved.

Evaluation of Construction Improvements

Based on feedback from the Harbormaster, the existing unpaved parking areas are difficult to maintain due to the lack of uniformity in the native material. In addition, when crews have tried to maintain the surface to remove potholes and rutting, they encounter large cobbles and stones that create large holes that require bringing in additional fill. As such, we evaluated two alternatives for

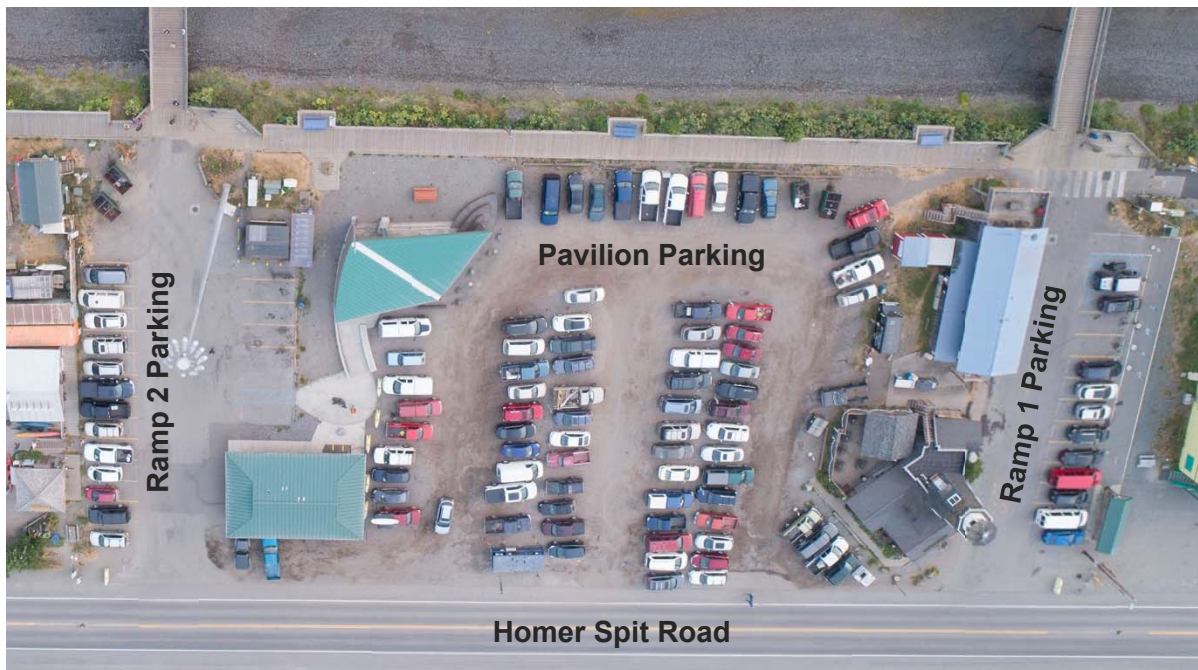
each parking area. The first alternative keeps the lots unpaved but removes 4 inches of the native material and replaces it with compacted leveling course. The second alternative also removes 4 inches of the native material and replaces it with 2 inches of compacted leveling course and 2 inches of asphalt pavement. Construction cost estimates for each alternative are attached for reference.

Additional Assumptions:

- For Pavilion parking estimates, signage costs were included as the existing signs will have to be removed for improvements to be constructed; T2 Pay Station costs were not included since the units have already been purchased.
- All alternatives include signage and T2 Pay Station installation.
- Paving improvements trigger the need for striping and drainage improvements in the form of drywells.
- Striped parking layouts use perpendicular dimensions of 9-foot-wide by 20-foot-long spaces with 24-foot-wide two-way drive aisles.
- Parking occupancies are based on the average seasonal revenues provided by the Harbormaster at Ramps 1 through 4 during 2017, 2018, and 2019. We took the actual revenue of the entire season divided by the estimated revenues if each space was paid for each day of the season and rounded down to the nearest 5%. Parking revenue was abnormally low in 2020 due to the significant reduction in tourist activities related to COVID, so 2020 data was not used to calculate seasonal averages.

Pavilion Parking (Area between Ramp 1 and Ramp 2)

At the beginning of the 2021 season, fees were implemented in the Pavilion Parking Area between Ramp 1 and Ramp 2. In addition, signage and pay stations were installed but no paving improvements have been completed, to date. The photo below shows this area for reference.



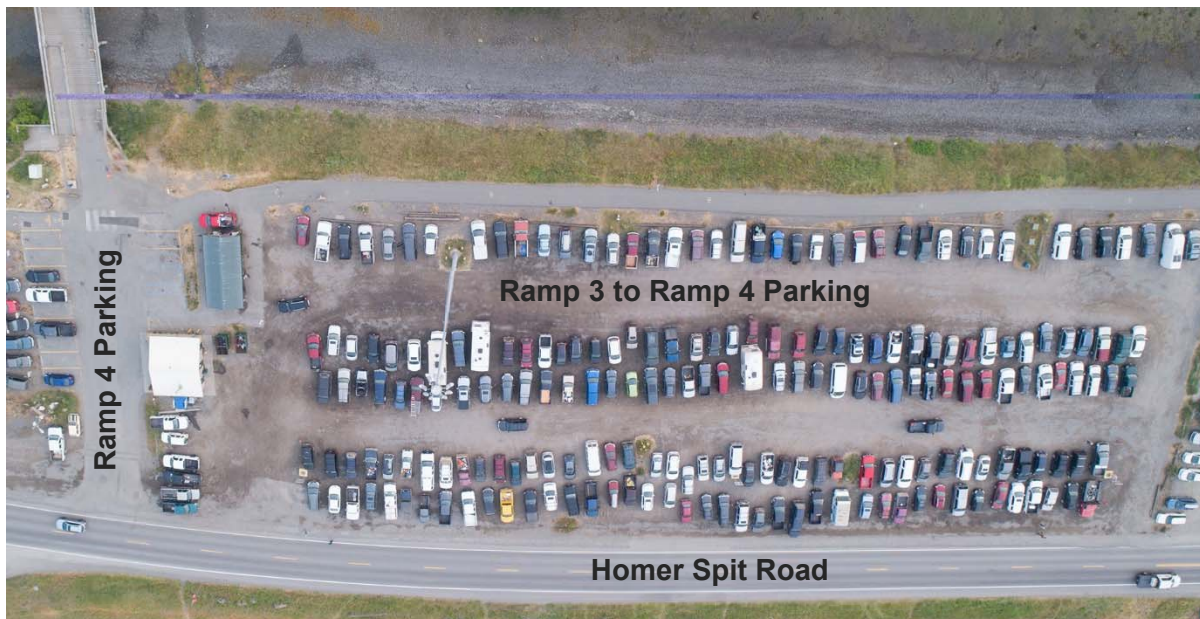
Based on an evaluation of the aerial photography, a little less than 80 vehicles can park in this area without additional delineation. The estimated cost to make unpaved improvements is \$68,500. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$31,360.

If the area was paved and striped, approximately 89 vehicles could park here, which is an increase of about 10%. The estimated cost to make paved improvements is \$337,750. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$34,888.

Parking Between Ramp 3 and Ramp 4

Based on an evaluation of the aerial photography, approximately 216 vehicles can park in this area as-is. The estimated cost to make unpaved improvements is \$243,800. Assuming a parking fee of \$5/day, a 60% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$63,504.

If the area was paved and striped, approximately 230 vehicles could be accommodated, which is less than a 10% increase. The total estimated cost of improvements to pave this area is \$768,950. Assuming a parking fee of \$5/day, a 60% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$67,620.



Parking Beyond Ramp 4

Based on an evaluation of the aerial photography, approximately 214 vehicles can park in this area as-is. The estimated cost to make unpaved improvements is \$278,800. Assuming a parking fee of \$5/day, a 30% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$31,458.

If the area was paved and striped, approximately 250 vehicles could be accommodated, which is nearly a 20% increase. The total estimated cost of improvements to pave this area is \$849,150. Assuming a parking fee of \$5/day, a 30% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$36,750.



Long Term Parking (Adjacent to Seafarer's Memorial)

Based on an evaluation of the aerial photography, approximately 88 vehicles can park in this area as-is. The estimated cost to make unpaved improvements is \$120,800. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$34,496.

If the area was paved and striped, approximately 100 vehicles could be accommodated, which is about a 10% increase. The total estimated cost of improvements to pave this area is \$419,400. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$39,200.



Lots 9 and 10 (Adjacent to Fish Dock Road)

These lots are currently used to store of trailers, boats, and other materials but are being considered for conversion to fee-paid parking due to their proximity to the tourist activities.

Based on our observations of the parking patterns on the Spit, without delineation, there is approximately a 10% loss of overall parking when compared to fully delineated parking. As such, we

estimate approximately 108 parking spaces could be accommodated in this area without delineation. The estimated cost to make unpaved improvements is \$147,500. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$42,336.

If the area was paved and striped, approximately 120 vehicles could be accommodated (see attached Figure 1 for conceptual layout). The total estimated cost of improvements to pave this area is \$457,300. Assuming a parking fee of \$5/day, an 80% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$47,040.



New Parking Area (Behind Bait Shop)

This lot is currently used to store dredged materials once they have been dried. It is being considered to provide additional parking outside of the core retail area. We believe it will primarily support guests of people launching their boat, since the launch fee includes parking of a vehicle and trailer, but additional guests/boat passengers must find parking elsewhere.

We estimate approximately 155 parking spaces could be accommodated in this area without delineation. The estimated cost to make unpaved improvements is \$178,800. Assuming a parking

fee of \$5/day, a 30% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$22,785.

If the area was paved and striped, approximately 175 vehicles could be accommodated (see attached Figure 2 for conceptual layout). The total estimated cost of improvements to pave this area is \$623,650. Assuming a parking fee of \$5/day, a 30% occupancy level during the 14 weeks from Memorial Day to Labor Day, seasonal revenue parking will be an estimated \$25,725.



Improvement Comparisons

The table below summarizes the estimated improvement costs for each area.

LOCATION	ALTERNATIVE	ESTIMATED IMPROVEMENT COSTS	ESTIMATED SEASONAL REVENUES
Pavilion	Unpaved	\$68,500	\$31,360
	Paved	\$337,750	\$34,888
Ramp 3 to Ramp 4	Unpaved	\$243,800	\$63,504
	Paved	\$768,950	\$67,620
Past Ramp 4	Unpaved	\$278,800	\$31,458
	Paved	\$849,150	\$36,750
Long Term	Unpaved	\$120,800	\$34,496
	Paved	\$419,400	\$39,200
Lots 9 & 10	Unpaved	\$147,500	\$42,336
	Paved	\$457,300	\$47,040
New Lot	Unpaved	\$178,800	\$22,785
	Paved	\$623,650	\$25,725

Based on these conceptual costs and revenue estimates, paving is approximately three times the cost of unpaved improvements and only accounts for roughly a 10% increase in potential revenue. In addition, unpaved improvements will pay for themselves, on average, in approximately four to five years, while paving improvements will take well over 10 years to repay.

Based on the existing fee parking data provided by the Harbormaster, occupancies and parking turnover are higher in the areas directly adjacent to the restaurants and shops. Hence, investments in those areas are likely to be of the highest value.

Additional considerations should be given to annual maintenance for each option. Whether unpaved or paved improvements are desired, there will be increased maintenance due to the addition of signage, pay stations, and T2 annual fees. For unpaved areas, annual maintenance will likely include regular regrading. For paved areas, annual maintenance will likely include re-striping, snow removal, and sweeping and will significantly impact stormwater runoff. Therefore, before moving forward with paving improvements, it is recommended to conduct a stormwater analysis to identify systemic improvements.

Evaluation of Parking Fees

To evaluate the parking fees in Homer, HDL began their research by determining comparable ports and harbors in Alaska. While every locale is unique in its geography and services available, there are a few ports/harbors in Alaska that are similar to Homer in that they:

- serve as economic centers for their communities, providing services for Alaskan residents, locals, and visitors;
- are located in proximity to destinations and activities that do not directly involve the port/harbor but share the limited parking;
- have nearby recreational (e.g., camping, hiking, etc.) opportunities available,
- are connected to the roadway system, or
- are also a part of the Marine Highway System.

Two such locations are Seward and Whittier. Both communities are smaller than Homer, but their ports/harbors are integral to locals' and visitors' experiences. Both Seward and Whittier have a limited amount of free short-term (2 hours or less) parking areas but charge for most parking.

The following table shows the daily, seasonal, and annual charges for each location.

Location	Daily Rate	Seasonal Rate	Annual Rate
Homer, AK	\$5 for paved parking lots at Ramps 1, 2, 3 & 4 (for vehicles up to 20-ft long)	Valid Memorial Day to Labor Day \$250 (only vehicles less than 20-ft)	Only applies to vehicles in the port facility. \$200 – Regular \$100 – Stall or Moorage Users
Seward, AK	\$10 (for vehicle up to 24-ft long) \$20 (for truck and trailer or RV)	May 1 – September 30 \$100 – Visitor \$200 – Vehicle & Trailer \$50 – Slip Holder \$50 – Harbor Area Employee \$350 – Commercial	n/a
Whittier, AK	\$11 (for vehicle up to 24-ft long) \$22 (for truck and trailer)	n/a	\$250 (per vehicle)

By comparison, Homer is charging less for daily parking but is similarly priced for seasonal/annual parking.

Another similarity between Seward and Whittier is that they limit the size of vehicles in many of the lots. For example, RVs and trailers are only allowed in certain areas and, if they take up more than one parking space, they must pay for the additional spaces they occupy.

Seward uses the same manufacturer for their pay stations (T2), and they also offer T2 MobilePay, which is discussed further in the "Parking Technology."

Additional considerations when evaluating fees are the impact of inflation and tax rates. Homer began charging a fee for parking in 2006, and that rate has not been increased since implementation. When adjusting for annual inflation, a \$5 parking fee in May 2006 would need to be \$6.71 to be of equal dollar value today using the CPI Inflation Calculator provided by the U.S. Bureau of Labor Statistics. In addition, the parking rate has not been adjusted to account for the increases in the local tax rates. The Kenai Peninsula Borough (KPB) has a 3% sales tax, and Homer has a 4.85% sales tax for a total tax rate of 7.85%. Data dating back to 2015 shows the KPB rate was 3%, while the Homer tax rate was 4.5%, for a total tax rate of 7.5%. This means there has been an increase in the tax rate and thus a decrease in local revenue since the implementation of the parking fees.

Recommendation

Consider increasing daily parking fees to account for inflation and increases in taxes, limiting the size/style of vehicles in specific parking areas, and/or charging more for vehicles that take up more

than one space. Also, consider providing a limited amount of time-restricted parking in the higher-turnover areas.

The following table shows the estimated revenues based on the same occupancies as above, but with the fees increased to \$7.50/day and \$10/day, respectively. As expected, increasing the daily parking rate increases the revenue potential and decreases the number of years it takes to payoff improvement costs.

LOCATION	ALTERNATIVE	ESTIMATED SEASONAL REVENUES (\$5/day)	ESTIMATED SEASONAL REVENUES (\$7.50/day)	ESTIMATED SEASONAL REVENUES (\$10/day)
Pavilion	Unpaved	\$31,360	\$47,040	\$62,720
	Paved	\$34,888	\$52,333	\$69,778
Ramp 3 to Ramp 4	Unpaved	\$63,504	\$95,257	\$127,009
	Paved	\$67,620	\$101,430	\$135,240
Past Ramp 4	Unpaved	\$31,458	\$47,188	\$62,918
	Paved	\$36,750	\$55,125	\$73,500
Long Term	Unpaved	\$34,496	\$51,744	\$68,991
	Paved	\$39,200	\$58,800	\$78,400
Lots 9 & 10	Unpaved	\$42,336	\$63,504	\$84,671
	Paved	\$47,040	\$70,560	\$94,080
New Lot	Unpaved	\$22,785	\$34,178	\$45,570
	Paved	\$25,725	\$38,588	\$51,450

Parking Technology

Homer currently uses T2 Systems pay stations for their fee-paid parking lots and will be implementing similar pay stations at several City-owned campgrounds. Feedback from Harbormaster, Bryan Hawkins, indicates that they are very satisfied with the quality of the products and service provided by T2 Systems and would like to continue to use the same equipment to minimize disparities in operations and maintenance.

T2 Systems currently offers both solar-powered and direct-powered (A/C) units. Based on recent quotes from the T2, each solar-powered unit is approximately \$11,000, including all accessories, and each A/C unit is roughly \$10,250. In addition, you must purchase their Iris software to manage the units, which costs an additional \$70/month/unit.

An additional option available to collect fee payment is T2 MobilePay. It is a pay-by-phone system that does not require a smartphone app, but instead uses SMS texting or a QR code to access an online payment portal that connects to the T2 Iris software to manage transactions in a single system. It has a \$250 implementation fee (including five signs and the account set-up) and an \$83/month subscription fee. The subscription includes the first 100 transactions, and after 100, each transaction has a \$0.30 fee. In addition, convenience fees can be added so that users cover these additional costs if desired. Before implementation, T2 recommends confirming that cellular service is available and reliable in the desired areas.

Recommendation

Consider adding T2 MobilePay to collect fees. The more options you provide for paying fees, the more convenient it is for the different types of users. Thus the more successful you will be at collecting fees.

Additional Considerations

As with any change, there will be an adjustment period after implementing new fee areas or increased fees. This section will discuss some of the common obstacles and potential solutions.

Inconvenience

Paying for parking adds additional time to a trip and requires motorists to prepay for a limited time. Providing more payment options (cash, credit, and telephone/internet) reduces that inconvenience. Additionally, pay-by-phone options have the added convenience of allowing users to add additional time without returning to the vehicle as long as they have cellular service.

Spillover Impacts

Motorists may begin to park illegally, create parking in areas not intended for parking, or cause parking congestion in areas where parking is unpriced. This concern is especially important along the Spit, as most of the convenient parking for the local shops and restaurants is free but not enforced with a time limit. Both Seward and Whittier do have a limited amount of short-term free parking. Homer should consider implementing time limits on the parking areas for short-term usage (2 to 3 hours). This change will likely require additional signage and increase enforcement needs. Additionally, as more areas are converted to fee-paid parking, enforcement will need to identify and monitor any areas that are being impacted by spillover and ensure that the spillover is not creating any safety concerns (e.g., limited sight distance, blocking pedestrian corridors, etc.).

Concerns with Reduction in Economic Activity

Many retailers object to parking pricing out of the fear that it will discourage customers. However, industry experience indicates that customers will pay for parking in areas with attractive businesses and comfortable pedestrian environments. The Homer Spit is a destination for many users, and a parking fee will not likely drive these customers away, especially because there is no nearby competition. Additionally, fee parking provides benefits, including ensuring that motorists can regularly find convenient parking, reducing delivery costs, and creating revenues to finance additional services.

Inequity

Because most parking is free, it often seems unfair to charge for parking in limited locations and only during certain times. However, fee parking is fairer than financing parking facilities indirectly (such as via bonds) as the users bear the parking costs. In addition, the locations where there is fee parking tend to be where the cost of providing parking and accommodating vehicular traffic has the greatest impact.

Increase in Enforcement Needs

As more areas are converted to fee-paid parking or time limits are implemented, it will require additional enforcement to ensure correct fees are being paid and that there is adequate turnover. Many entities do not account for these ongoing personnel costs, but enforcement is the key to maximizing revenues, regulating user expectations, and safeguarding public safety.

Attachments: Conceptual Cost Estimates
 Conceptual Parking Layouts

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
PAVILLION PARKING
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,100	\$ 20.00	\$ 22,000.00
A-2	206	Leveling Course per Ton	720	\$ 40.00	\$ 28,800.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA		\$ 11,000.00	\$ -

Subtotal \$ 54,800.00

Contingency (25%) \$ 13,700.00

Total \$ 68,500.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
PAVILLION PARKING
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,100	\$ 20.00	\$ 22,000.00
A-2	206	Leveling Course per Ton	360	\$ 40.00	\$ 14,400.00
A-3	401	Asphalt Pavement per Ton	380	\$ 200.00	\$ 76,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 3,750.00	\$ 3,750.00
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA	2	\$ 75,000.00	\$ 150,000.00
A-7	XX	Install T2 Pay Station per EA		\$ 11,000.00	\$ -

Subtotal \$ 270,150.00

Contingency (25%) \$ 67,600.00

Total \$ 337,750.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
RAMP 3 TO RAMP 4
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	3,400	\$ 20.00	\$ 68,000.00
A-2	206	Leveling Course per Ton	2,200	\$ 40.00	\$ 88,000.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	30	\$ 200.00	\$ 6,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 195,000.00

Contingency (25%) \$ 48,800.00

Total \$ 243,800.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
RAMP 3 TO RAMP 4
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	3,400	\$ 20.00	\$ 68,000.00
A-2	206	Leveling Course per Ton	1,100	\$ 40.00	\$ 44,000.00
A-3	401	Asphalt Pavement per Ton	1,150	\$ 200.00	\$ 230,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 9,150.00	\$ 9,150.00
A-5	707	Furnish & Install Standard Sign per EA	30	\$ 200.00	\$ 6,000.00
A-6	XX	Constuct Drywell per EA	3	\$ 75,000.00	\$ 225,000.00
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 615,150.00

Contingency (25%) \$ 153,800.00

Total \$ 768,950.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
BEYOND RAMP 4
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	4,000	\$ 20.00	\$ 80,000.00
A-2	206	Leveling Course per Ton	2,600	\$ 40.00	\$ 104,000.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	30	\$ 200.00	\$ 6,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 223,000.00

Contingency (25%) \$ 55,800.00

Total \$ 278,800.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
BEYOND RAMP 4
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	4,000	\$ 20.00	\$ 80,000.00
A-2	206	Leveling Course per Ton	1,300	\$ 40.00	\$ 52,000.00
A-3	401	Asphalt Pavement per Ton	1,360	\$ 200.00	\$ 272,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 11,250.00	\$ 11,250.00
A-5	707	Furnish & Install Standard Sign per EA	30	\$ 200.00	\$ 6,000.00
A-6	XX	Constuct Drywell per EA	3	\$ 75,000.00	\$ 225,000.00
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 679,250.00

Contingency (25%) \$ 169,900.00

Total \$ 849,150.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
LONG TERM
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,550	\$ 20.00	\$ 31,000.00
A-2	206	Leveling Course per Ton	990	\$ 40.00	\$ 39,600.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA	2	\$ 11,000.00	\$ 22,000.00

Subtotal \$ 96,600.00

Contingency (25%) \$ 24,200.00

Total \$ 120,800.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
LONG TERM
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,550	\$ 20.00	\$ 31,000.00
A-2	206	Leveling Course per Ton	500	\$ 40.00	\$ 20,000.00
A-3	401	Asphalt Pavement per Ton	520	\$ 200.00	\$ 104,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 4,500.00	\$ 4,500.00
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA	2	\$ 75,000.00	\$ 150,000.00
A-7	XX	Install T2 Pay Station per EA	2	\$ 11,000.00	\$ 22,000.00

Subtotal \$ 335,500.00

Contingency (25%) \$ 83,900.00

Total \$ 419,400.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
LOTS 9 10
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,750	\$ 20.00	\$ 35,000.00
A-2	206	Leveling Course per Ton	1,150	\$ 40.00	\$ 46,000.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 118,000.00

Contingency (25%) \$ 29,500.00

Total \$ 147,500.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
LOTS 9 10
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	1,750	\$ 20.00	\$ 35,000.00
A-2	206	Leveling Course per Ton	560	\$ 40.00	\$ 22,400.00
A-3	401	Asphalt Pavement per Ton	580	\$ 200.00	\$ 116,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 5,400.00	\$ 5,400.00
A-5	707	Furnish & Install Standard Sign per EA	20	\$ 200.00	\$ 4,000.00
A-6	XX	Constuct Drywell per EA	2	\$ 75,000.00	\$ 150,000.00
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 365,800.00

Contingency (25%) \$ 91,500.00

Total \$ 457,300.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
NEW LOT (BAIT SHOP)
UNPAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	2,250	\$ 20.00	\$ 45,000.00
A-2	206	Leveling Course per Ton	1,500	\$ 40.00	\$ 60,000.00
A-3	401	Asphalt Pavement per Ton			\$ -
A-4	402	Painted Traffic Markings per LS			\$ -
A-5	707	Furnish & Install Standard Sign per EA	25	\$ 200.00	\$ 5,000.00
A-6	XX	Constuct Drywell per EA			\$ -
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 143,000.00

Contingency (25%) \$ 35,800.00

Total \$ 178,800.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS

**CITY OF HOMER
PUBLIC WORKS DEPARTMENT
NEW LOT (BAIT SHOP)
PAVED**

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	EST QTY	UNIT BID PRICE	TOTAL BID PRICE
A-1	204	Excavation per CY	2,250	\$ 20.00	\$ 45,000.00
A-2	206	Leveling Course per Ton	730	\$ 40.00	\$ 29,200.00
A-3	401	Asphalt Pavement per Ton	770	\$ 200.00	\$ 154,000.00
A-4	402	Painted Traffic Markings per LS	1	\$ 7,650.00	\$ 7,650.00
A-5	707	Furnish & Install Standard Sign per EA	25	\$ 200.00	\$ 5,000.00
A-6	XX	Constuct Drywell per EA	3	\$ 75,000.00	\$ 225,000.00
A-7	XX	Install T2 Pay Station per EA	3	\$ 11,000.00	\$ 33,000.00

Subtotal \$ 498,850.00

Contingency (25%) \$ 124,800.00

Total \$ 623,650.00

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS



HDL ENGINEERING
Consultants, Inc.

- CIVIL ENGINEERING
- SURVEYING
- GEOTECHNICAL
- ENVIRONMENTAL

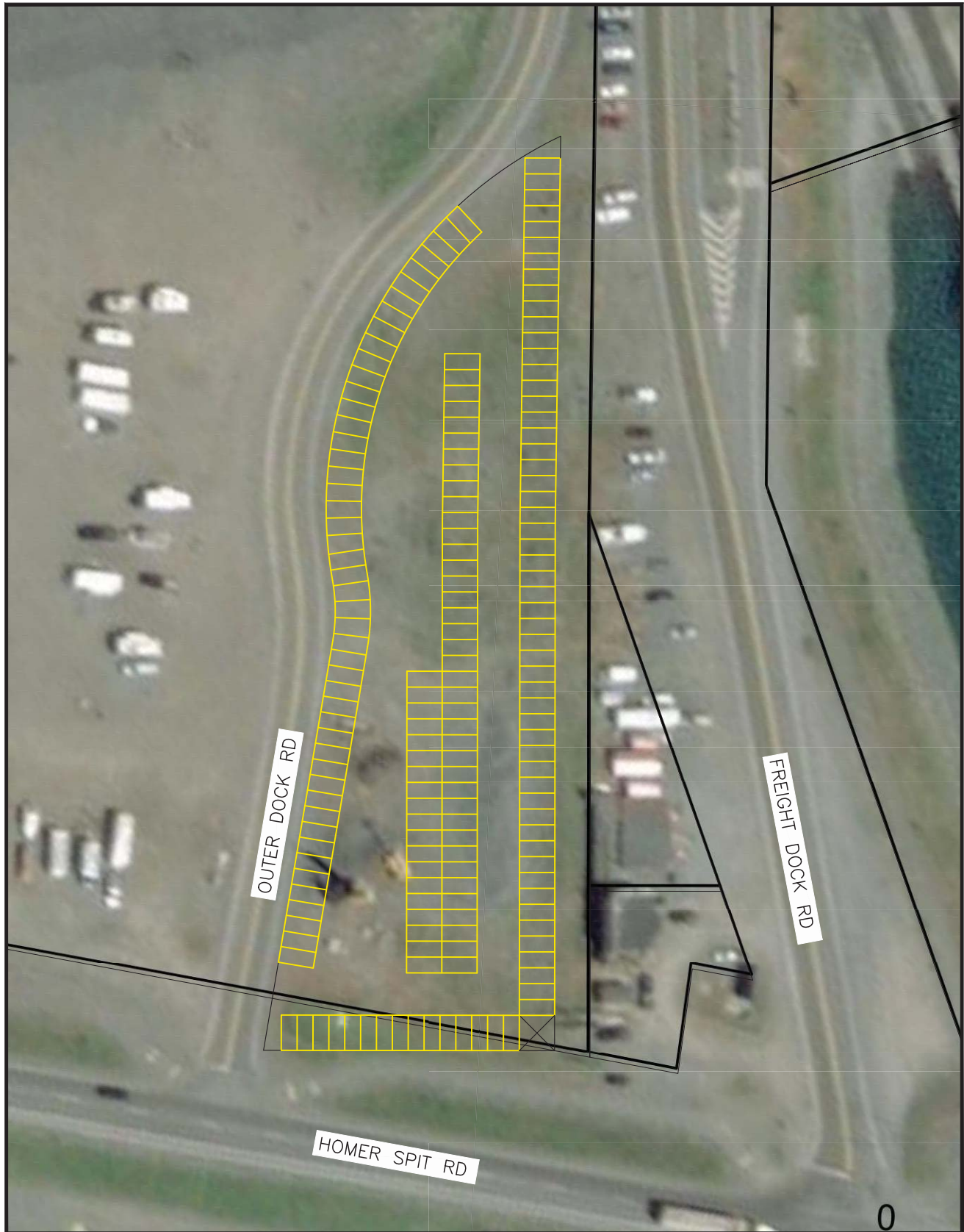
3335 Arctic Blvd., Suite 100
Anchorage, AK 99503
(907) 564-2120
www.HDLAlaska.com
AECL861

CITY OF HOMER

HOMER SPIT PARKING STUDY

LOT 9 & 10
CONCEPTUAL PARKING LAYOUT

FIGURE 1



HDL ENGINEERING
Consultants, Inc.

- CIVIL ENGINEERING
- SURVEYING
- GEOTECHNICAL
- ENVIRONMENTAL

3335 Arctic Blvd., Suite 100
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AECL861

CITY OF HOMER

HOMER SPIT PARKING STUDY

**NEW PARKING AREA
CONCEPTUAL LAYOUT**

FIGURE 2

2022 Ramp 1 - 4 Parking Revenue

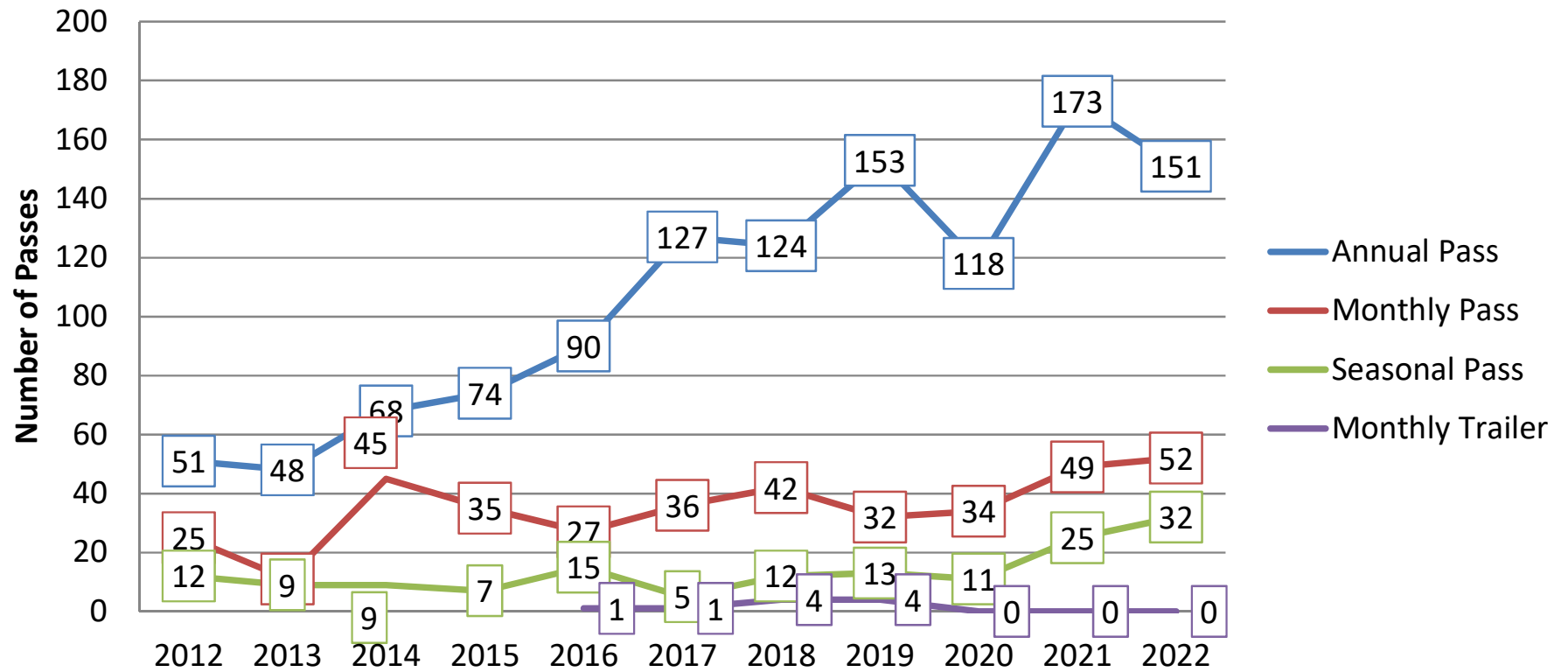
Marina Account #17770

	Memorial Day to Labor Day					Past Year Comparison															
	Ramp 1	Ramp 2	Ramp 3	Ramp 4	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
May	662.96	\$1,335.19	\$630.51	\$208.62	\$2,837.28	\$1,414.00	\$1,200.74	\$1,535.84	\$1,255.50	\$1,046.25	\$599.85	\$1,478.99	\$654.87	\$745.25	\$710.68	\$683.72	\$590.00	\$362.78	\$359.95	\$560.54	\$155.54
No. of Sales:	143	288	136	45	612	305	254	331	270	225	129	237	132	144	136	130					
June*	\$3,370.42	\$9,610.57	\$4,163.19	\$1,117.29	\$18,261.47	\$10,416.32	\$4,093.64	\$7,131.68	\$6,268.20	\$5,593.95	\$4,849.95	\$4,466.29	\$4,007.70	\$3,479.72	\$3,587.02	\$3,114.86	\$3,394.00	\$2,784.09	\$3,250.56	\$3,853.54	\$4,027.06
No. of Sales:	727	2073	898	241	3,939	2,247	883	1,537	1,348	1,203	1,043	800	789	698	694	613					
				Subtotal	\$21,098.75	\$11,830.32	\$5,294.38	\$8,667.52	\$7,523.70	\$6,640.20	\$5,449.80	\$5,945.28	\$4,662.57	\$4,224.97	\$4,297.70	\$3,798.58					
July	\$4,348.63	\$11,553.08	\$5,164.58	\$1,668.98	\$22,735.27	\$23,880.39	\$7,723.68	\$10,982.88	\$10,629.90	\$9,048.90	\$8,579.25	\$8,414.81	\$8,643.86	\$6,368.68	\$6,268.65	\$8,041.97	\$7,783.75	\$5,891.39	\$6,185.02	\$7,324.48	\$7,893.35
No. of Sales:	938	2492	1114	360	4,904	5,151	1,666	2,367	2,286	1,946	1,845	1,545	1,655	1,253	1,230	1,575					
				Subtotal	\$43,834.02	\$35,710.71	\$13,018.06	\$19,650.40	\$18,153.60	\$15,689.10	\$14,029.05	\$14,360.09	\$13,306.43	\$10,593.65	\$10,566.35	\$11,840.55					
August	\$3,801.58	\$10,055.63	\$3,889.66	\$1,256.37	\$19,003.24	\$18,810.38	\$5,697.73	\$8,129.28	\$6,400.01	\$5,910.15	\$6,198.45	\$5,613.61	\$6,325.25	\$4,018.83	\$3,696.34	\$3,993.71	\$4,643.00	\$3,939.28	\$3,921.73	\$4,001.81	\$4,849.64
No. of Sales:	820	2169	839	271	4,099	4,057	1,229	1,752	1,376	1,271	1,333	1,062	1,133	816	730	795					
				Subtotal	\$62,837.26	\$54,521.09	\$18,715.79	\$27,779.68	\$24,553.61	\$21,599.25	\$20,227.50	\$19,973.70	\$19,631.68	\$14,612.48	\$14,262.69						
September	\$468.24	\$1,321.28	\$574.87	\$111.27	\$2,475.66	\$2,800.19	\$1,010.67	\$250.56	\$753.49	\$702.15	\$855.60	\$812.60	\$144.19	\$123.71	\$203.72	\$374.65	\$395.00	\$449.28	\$421.38	\$538.02	\$521.10
No. of Sales:	101	285	124	24	534	604	218	54	162	151	184	144	28	25	44	74					
Year Total					\$65,312.92	\$57,321.28	\$19,726.46	\$28,030.24	\$25,307.10	\$22,301.40	\$21,083.10	\$20,786.30	\$19,775.87	\$14,736.19	\$14,466.41	\$16,208.91	\$16,805.75	\$10,642.73	\$ 14,138.64	\$16,278.39	\$17,446.69
Sales Total					14,088	12,364	4,250	6,041	5,442	4,796	4,534	2015-2016 xx% inc.	2014-2015 5% inc.	2013-2014 26% inc.	2012-2013 2% inc.	2011-2012 11% dec.	2010-2011 4% dec.	2009-2010 20% inc.	2008-2009 5% dec.	2007-2008 13% dec.	2006-2007 6% dec.

* June 2021, new paid parking area added between ramp 1 and 2, increase of \$5/per day paid parking by 70+ spaces

2022 Parking Pass Revenues												
Marina Account #17770												
* Weekly Pass offered starting 6/15/19												
	Vehicle Pass Revenue	Trailer Pass Revenue	Reg Long Term	RSV/TA Long Term	Monthly Less Than 20'L	Monthly Over 20'L	Weekly Long Term	Seasonal Pass	Seasonal Monthly	1 Hour Max Business Pass	Monthly Trailer	Month Total
January	\$7,313.32		35	6	0	1		1				43
February	\$2,493.09		9	5	1	1		1				17
March	\$2,894.00		8	4	2			4				18
April	\$2,838.84		7	5	1	1	1	4				19
May	\$9,208.74		29	12	7		10	9				67
June	\$7,821.96		21	5	20	1	12	8	3			70
July	\$1,717.51		2	1	10	1	23	0				37
August	\$1,333.89		2	0	6		15	1	1			25
September	\$0.00											0
October	\$0.00											0
November	\$0.00											0
December	\$0.00											0
2022 Total	\$35,621.35	\$0.00	113	38	47	5	61	28	4	0	0	296
2021 Total	\$35,714.31	\$0.00	118	55	45	4	54	18	7	0	0	301
2020 Total	\$28,554.78	\$0.00	106	31	36	3	46	11		0	0	233
2019 Total	\$28,628.08	\$651.00	98	55	31	1	32	11		2	4	234
2018 Total	\$25,435.23	\$700.00	85	39	42	0	N/A	10		2	4	182
2017 Total	\$23,019.12	\$70.00	82	45	36	0	N/A	5		N/A	1	169
2016 Total	\$18,968.12	\$140.00	56	34	27	0	N/A	15		N/A	1	133
2015 Total	\$15,256.04	n/a	48	26	35	0	N/A	7		N/A	n/a	116
2014 Total	\$15,804.91	n/a	47	21	39	6	N/A	9		N/A	n/a	122
2013 Total	\$10,358.26	n/a	33	15	10	1	N/A	9		N/A	n/a	68
2012 Total	\$10,511.70	n/a	32	19	25	0	N/A	12		N/A	n/a	88
2011 Total	\$12,372.16	n/a	40	28	n/a	n/a	N/A	10		N/A	n/a	78

2011 - 2022 Parking Pass Comparison



2022 Load and Launch

9/22/2022

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Season Pass Office	4	4	24	70	72	56	30	7					267
Season Pass Booth	0	0	0	9	44	34	10	1					98
Total Season Passes	4	4	24	79	116	90	40	8	0	0	0	0	365
Single Launch Office	0	0	0	4	8	2	0	2					16
Single Launch Booth				36	361	608	1,059	824	230				3,118
Single Launch Paystation				308	520	937	1,068	302					3,135
Total Launches	0	0	0	348	889	1,547	2,127	1,128	230	0	0	0	6,269
Est. Season Passes x 120.54	482.16	482.16	2,892.96	9,522.66	13,982.64	10,848.60	4,821.60	964.32	0.00	0.00	0.00	0.00	\$43,997.10
Est. Pass Parking x 64.90	259.60	259.60	1,557.60	5,127.10	7,528.40	5,841.00	2,596.00	519.20	0.00	0.00	0.00	0.00	\$23,688.50
Est. Single Launch x 12.05	0.00	0.00	0.00	4,194.79	10,716.01	18,647.54	25,638.86	13,596.91	2,772.42	0.00	0.00	0.00	\$75,566.53
Est. Single Parking X 6.49	0.00	0.00	0.00	2,258.52	5,769.61	10,040.03	13,804.23	7,320.72	1,492.70	0.00	0.00	0.00	\$40,685.81
Revenue w/o tax L&L	482.16	482.16	2,892.96	13,717.45	24,698.65	29,496.14	30,460.46	14,561.23	2,772.42	0.00	0.00	0.00	\$119,563.63
Revenue w/o tax Parking	259.60	259.60	1,557.60	7,385.62	13,298.01	15,881.03	16,400.23	7,839.92	1,492.70	0.00	0.00	0.00	\$64,374.31
Total Revenue w/o tax	741.76	741.76	4,450.56	21,103.07	37,996.66	45,377.17	46,860.69	22,401.15	4,265.12	0.00	0.00	0.00	\$183,937.94

City of Homer Port & Harbor Facilities Vehicle Parking



Port Parking Regulations

Day Parking: Space at the tops of Ramps 1-4 are fee parking. \$5 per calendar day Memorial Day through Labor Day

7 Day Parking: No parking over 7 consecutive calendar days

Long Term Vehicle Parking: Over 7 consecutive calendar days. By permit only, see Harbormaster's Office

Long Term Boat Trailer Parking: By permit only, see Harbormaster. Lot located across the street from Harbormaster's office.

Legend

Parking

- 7 Day Parking - **NO** trailers
* Long term **Vehicle** Parking Allowed w/Permit
- 7 Day/Boat/Trailer/and Vehicle Parking
- Long Term Trailer Parking
- ▨ No Parking over 7 Days
- Day Parking ONLY, vehicle with trailer ONLY
- Day Parking \$\$\$ FEE of \$5.00



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

Annual / Monthly / Weekly Long Term Vehicle Parking Passes

Long term means vehicles that are parked anywhere in the port facility (excluding leased lots) in excess of seven consecutive 24 hour days. Annual and monthly passes are available for vehicles under 20'. Monthly passes are available for vehicles over 20' and are required to use the Seafarer's Memorial parking area.

- Regular annual price: **\$200.00**
- Discounted annual price for vessel owners with reserved stall or pay transient annual moorage: **\$100.00**
- Monthly pass for vehicles less than 20': **\$70.00**
- Monthly pass for vehicles over 20': **\$85.00**
- Annual passes are valid January 1 to December 31 of the year being used. Monthly passes are 30 consecutive days.
- Weekly pass for vehicles less than 20': **\$25.00**
- Weekly pass for vehicles over 20': **\$30.00**
- Restricted long-term parking areas from May 1 to October 1 – See map on other side for designated seasonal restricted areas.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).

Seasonal Fee-Pay Vehicle Parking Lot Pass

During the summer, the paved ramp access parking areas become PAID parking lots. For individuals that frequently use these areas, a fee-pay parking pass, good for the season, can be purchased in lieu of paying \$5.00 each day.

- Pass price: **\$250.00**
- Passes are valid Memorial Day to Labor Day.
- Park in the paved Paid Parking Areas above Ramps 1, 2, 3, and 4.
- Only vehicles less than 20' allowed.
- Passes are purchased at the Harbormaster's Office. A rearview mirror hanger will be issued.
- Two (2) vehicles (must have license #s) can be registered under one (1) permit. Permit may only be used in one vehicle at a time (only one hanger issued).
- Monthly Fee-Pay Vehicle Parking Lot Pass also available for **\$100.00**
- No long term parking allowed in these parking areas May 1 through October 1.

Monthly Boat Trailer Parking (No Boats on Trailers)

- For boat trailers parked for more than 7 consecutive days
- \$7/per foot per month
- Passes are purchased at the Harbormaster's Office. A numbered plastic tag will be issued.
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office

Rachel Tussey

From: M. Catherine Ulmer <cualaska907@gmail.com>
Sent: Thursday, September 15, 2022 11:29 AM
To: Rachel Tussey
Cc: Mayor Email; Monica Mede; Scott Ulmer
Subject: PHC Resignation

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

Rachael,

Effective immediately, I would like to officially resign my position on the Port and Harbor Commission. Please contact Scott or Monica with any questions or concerns.

Thank you,

Catherine Ulmer

Sent from my iPhone



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

September 15, 2022

Catherine Ulmer
P.O. Box 1950
Homer, AK 99603

Cathy,

Thank you for serving the City of Homer on the Port and Harbor Advisory Commission. Your contributions of time, energy, and sincere concern for responsible development are much appreciated.

You will have served as a commissioner from April 8, 2002 to September 15, 2022. During that time the commission brought prosperity to the community through the changes you assisted in working for.

Once again, thank you for your dedication!

Ken Castner, Mayor

cc: Port & Harbor Advisory Commission

City of Homer
Homer, Alaska
Mayor's Certificate of Recognition

Greetings
Be It Known That

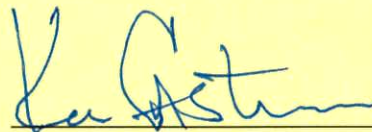
Catherine Ulmer

is hereby recognized for her service on the
“Port and Harbor Advisory Commission”
as
“Commissioner”

from
April 8, 2002 to September 15, 2022

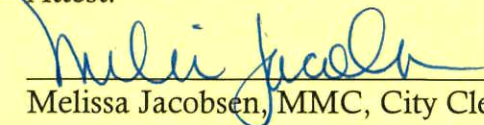
This recognition is made because of your dedication to the cause of good government, your contributions to your community, and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 15th day of September 2022.*



Ken Castner, Mayor

Attest:


Melissa Jacobsen, MMC, City Clerk



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

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Homer, Alaska 99603

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Memorandum

TO: BOARD, COMMISSION, AND COMMITTEE MEMBERS
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: SEPTEMBER 15, 2022
SUBJECT: IMPLEMENTATION OF NEW AGENDA MANAGEMENT SOFTWARE

The Clerk's office staff currently uses a product called Municode Meetings to compile and publish agendas and packets for Council, the Board, Commissions, and Committees. Earlier this year we met with two other companies that provide agenda management services and have selected iCompass.

iCompass provides improved internal routing capabilities to assist staff in preparation for Council, Board, Commission, and Committee packets. There is an app available if you're a tablet user and if not there will be easy access through the online portal on the City website. It also has an easy to use public-facing portal for citizens to stay informed on meeting schedules and agendas.

Although the new software won't go live until the first of the new year, we will be using it internally, so next month you'll start to see the changes in your packet materials. As we make this transition we will present at each groups meeting to give you an overview of how to navigate the new software.

If you'd like a quick peek at what's to come, visit the following municipality webpages to see what the iCompass public portal offers:

- City of Wasilla: <https://cityofwasilla.civicweb.net/Portal>
- Village of Lisle: <https://villageoflisle.civicweb.net/portal/>

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **August 2022**

<u>Moorage Sales</u>			<u>Stall Wait List</u>		
	<u>2022</u>	<u>2021</u>	No. on list at Month's End	<u>2022</u>	<u>2021</u>
Daily Transient	389	395	20' Stall	1	8
Monthly Transient	267	272	24' Stall	70	76
Semi-Annual Transient	1	0	32' Stall	218	191
Annual Transient	11	12	32' A Stall	16	9
Annual Reserved	203	186	40' Stall	73	66
			50' Stall	32	30
			60' Stall	4	4
			75' Stall	5	7
			Total:	418	383
<u>Grid Usage</u>			<u>Docking & Beach/Barge Use</u>		
1 Unit = 1 Grid Tide Use	<u>2022</u>	<u>2021</u>	1 Unit = 1 or 1/2 Day Use	<u>2022</u>	<u>2021</u>
Wood Grid	12	6	Deep Water Dock	24	39
Steel Grid	5	1	Pioneer Dock	35	36
			Beach Landings	4	0
			Barge Ramp	220	169
<u>Services & Incidents</u>			<u>Marine Repair Facility</u>		
Vessels Towed	2	1	Vessels Hauled-Out	2	0
Vessels Moved	62	87	Year to Date Total	5	3
Vessels Pumped	6	5	Vessels using facility uplands	2	1
Vessels Sunk	1	1			
Vessel Accidents	4	0	<u>Wharfage (in short tons)</u>		
Vessel Impounds	0	0	In Tons, Converted from Lb./Gal.	<u>2022</u>	<u>2021</u>
Equipment Impounds	0	16	Seafood	328	476
Vehicle Impounds	0	0	Cargo/Other	1365	2546
Property Damage	2	0	Fuel*	*	29,658
Pollution Incident	4	0	* Not available at time of report		
Fires Reported/Assists	0	2			
EMT Assists	4	13			
Police Assists	4	0			
Public Assists	32	40			
Thefts Reported	0	0			
<u>Parking Passes</u>			<u>Ice Sales</u>		
Long-term Pass	2	6	For the Month of August	364	496
Monthly Long-term Pass	6	5			
Seasonal Pass	2	3	Year to Date Total	1,400	1,674
<u>Crane Hours</u>			<u>Difference between</u>		
	<u>2022</u>	<u>2021</u>	<u>2021 YTD and 2022 YTD:</u>	<u>274 tons less</u>	
	237	324.7			

Port & Harbor Water/Sewer Bills

Service Period: August , 2022

Meter Reading Period: 7/14/22-8/15/22

Meter Address - Location	Acctt. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$14.00	\$1,032.55	\$0.00	\$1,046.55	1,585,800	1,682,300	96,500
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.02	84872363	\$14.00	\$4,211.52	\$0.00	\$4,225.52	4,640,500	4,893,100	252,600
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$14.00	\$2,565.86	\$0.00	\$2,579.86	205,300	325,200	119,900
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01	38424734	\$14.00	\$437.63	\$993.87	\$1,445.50	901,100	942,000	40,900
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$14.00	\$1,745.17	\$0.00	\$1,759.17	5,427,800	5,590,900	163,100
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$14.00	\$923.41	\$0.00	\$937.41	125,400	211,700	86,300
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$14.00	\$1,751.59	\$0.00	\$1,765.59	95,500	259,200	163,700
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$14.00	\$1,968.80	\$0.00	\$1,982.80	21,400	205,400	184,000
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	\$770.40	\$102.06	\$886.46	-	-	72,000
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$14.00	\$257.87	\$585.63	\$857.50	564,800	588,900	24,100
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$14.00	\$404.46	\$0.00	\$418.46	819,300	857,100	37,800
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$14.00	\$248.24	\$563.76	\$826.00	589,000	612,200	23,200
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$14.00	\$39.59	\$89.91	\$143.50	169,200	172,900	3,700
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	*utility meter currently assigned to lessee			\$0.00	-	-	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$14.00	\$44.94	\$102.06	\$161.00	193,000	197,200	4,200
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$14.00	\$62.06	\$82.94	\$159.00	124,300	130,100	5,800
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$14.00	\$245.03	\$327.47	\$586.50	603,900	626,800	22,900
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$14.00	\$775.75	\$0.00	\$789.75	2,492,600	2,565,100	72,500
Overall Charges:						\$20,577.57	Overall Water Usage:		1,373,200

Water/Sewer Monthly Comparison CY 2018 to Current										
	2018		2019		2020		2021		2022	
January	\$1,458.89	83,400	\$1,485.10	79,100	\$3,419.82	217,800	\$1,640.36	85,300	\$2,236.49	166,800
February	\$2,500.97	144,800	\$1,458.19	74,100	\$2,308.87	140,600	\$1,743.64	109,000	\$921.44	45,700
March	\$2,271.05	138,300	\$1,809.53	96,700	\$1,715.03	97,800	\$1,854.70	128,800	\$1,739.30	117,100
April	\$2,766.11	272,300	\$4,105.23	206,800	\$4,032.71	245,300	\$3,186.73	245,400	\$2,982.19	258,000
May	\$3,951.58	304,600	\$7,349.43	450,700	\$4,577.16	288,700	\$4,810.68	328,600	\$5,199.93	363,800
June	\$16,995.43	1,349,200	\$11,917.20	756,800	\$17,557.33	1,176,500	\$13,982.13	999,200	\$15,239.84	824,676
July	\$18,540.31	1,391,400	\$15,669.89	973,600	\$18,256.51	1,222,700	\$16,420.44	1,096,200	\$19,474.09	1,132,900
August	\$19,055.83	1,449,800	\$23,879.39	1,553,500	\$16,763.25	1,162,000	\$18,452.04	1,247,500	\$20,577.57	1,373,200
September	\$16,345.46	1,328,800	\$22,850.15	1,425,100	\$16,454.55	1,131,800	\$14,777.10	1,117,300		
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	\$97,760.00	6,499,400	\$87,258.01	6,010,400	\$68,370.85	4,282,176

2022 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/2/2022	6.8			shut down for maintenance		
1/9/2022	4.3			shut down for maintenance		
1/16/2022	25.3			shut down for maintenance		
1/23/2022	27.6			shut down for maintenance		
1/30/2022	25.8			shut down for maintenance		
		89.8	89.8		0	0
2/6/2022	43.5			shut down for maintenance		
2/13/2022	20.2			shut down for maintenance		
2/20/2022	47.4			shut down for maintenance		
2/27/2022	20.8			shut down for maintenance		
		131.9	221.7		0	0
3/6/2022	50.4			14		
3/13/2022	29.9			18		
3/20/2022	26.1			22		
3/27/2022	28.9			12		
		135.3	357		66	66
4/3/2022	12.2			36		
4/10/2022	27.1			47		
4/17/2022	44.5			22		
4/24/2022	22			28		
		105.8	462.8		133	199
5/1/2022	21			16		
5/8/2022	37			67		
5/15/2022	34.7			49		
5/22/2022	51.9			41		
5/29/2022	79.1			43		
		223.7	686.5		216	415
6/5/2022	42.5			53		
6/12/2022	56			37		
6/19/2022	37.9			36		
6/26/2022	37.8			62		
		174.2	860.7		188	603
7/3/2022	38			77		
7/10/2022	46.3			90		
7/17/2022	54.8			127		
7/24/2022	27.3			93		
7/31/2022	34.1			46		
		200.5	1061.2		433	1036
8/7/2022	44			67		
8/14/2022	52.5			89		
8/21/2022	60.8			94		
8/28/2022	79.7			114		
		237	1298.2		364	1400
9/4/2022	43.9			50		
9/11/2022	21.3			23		
9/18/2022	48.6			79		
9/25/2022						
		113.8	1412		152	1552
10/2/2022						
10/9/2022						
10/16/2022						
10/23/2022						
10/30/2022						
		0	1412		0	1552
11/6/2022						
11/13/2022						
11/20/2022				shut down for maintenance		
11/27/2022				shut down for maintenance		
		0	1412		0	1552
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	1412			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
5/6/2022	redoubt	332	0830/1450	cispri	\$1,005.00	\$52.00
5/9/2022	ANN T CHERAMIE	116	0730/1910	Olympic Tug and Barge	\$506.00	\$52.00
5/12/2022	innoko	150	1410/	Cruz Construction	\$506.00	\$52.00
5/13/2022	innoko	150	/1452	Cruz Construction	\$506.00	--
5/20/2022	SCT 180	180	2007/	Cook Inlet Tug & Barge	\$506.00	\$52.00
5/21/2022	SCT 180	180	/	Cook Inlet Tug & Barge	\$506.00	--
5/22/2022	SCT 180	180	/0825	Cook Inlet Tug & Barge	\$506.00	--
5/30/2022	perseverance	207	0855/1230	Cispri	\$788.00	\$52.00
5/31/2022	bill gobel & edward Itta	509	0930/2215	Olympic Tug and Barge	\$1,996.00	
6/1/2022	camai	115	0930/2107		\$ 506.00	\$ 52.00
6/3/2022	tempo sea	0	1120/0930		\$ 506.00	\$ 52.00
6/8/2022	ENDEAVOR	181	0800/1710		\$ 506.00	\$ 52.00
6/9/2022	ann t cheramie	116	1800/2302		\$ 506.00	\$ 52.00
6/9/2022	petro alaskan	300	0015/		\$ 788.00	\$ 52.00
6/10/2022	petro alaskan	300	/		\$ 788.00	--
6/11/2022	petro alaskan	300	/1315		\$ 788.00	--

6/11/2022	ann t cheramie	116	0920/1240		\$ 506.00	\$ 52.00
6/13/2022	perseverance	207	0800/1000		\$ 788.00	\$ 52.00
6/14/2022	CISPRI BARGE 249	0	1100/1430		\$ 338.00	\$ 52.00
6/22/2022	perseverance	207	0900/1400		\$ 788.00	\$ 52.00
6/23/2022	perseverance	207	1655/1802		\$ 788.00	\$ 52.00
6/27/2022	perseverance	207	0800/1400		\$ 788.00	\$ 52.00
6/28/2022	redoubt	332			\$ 1,005.00	\$ 52.00
6/28/2022	Responder	175	1230/1500		\$ 506.00	\$ 52.00
7/1/2022	Endeavor	181	0800/1800		\$ 506.00	\$ 7.00
7/4/2022	Endeavor	181	1000/1235		\$ 506.00	\$ 52.00
7/5/2022	dancing hare	180	1630/1915		\$ 506.00	\$ 52.00
7/6/2022	Endeavor	181	0700/1020		\$ 506.00	\$ 52.00
7/6/2022	Island Explorer	129	1620/		\$ 506.00	\$ 52.00
7/7/2022	Island Explorer	129	/		\$ 506.00	--
7/8/2022	Island Explorer	129	/1840		\$ 506.00	--
7/11/2022	perseverance	207	0800/1630		\$ 788.00	\$ 52.00
7/15/2022	TUSTUMENA	296	1000/1700		\$ 788.00	\$ 52.00
7/18/2022	Endeavor	181	0800/?		\$ 506.00	\$ 52.00
7/23/2022	UNALAQ	148	1000/1120		\$ 506.00	\$ 52.00
7/24/2022	perseverance	207	0815/		\$ 788.00	\$ 52.00
7/25/2022	TITAN	160	1300/2245	HILCORP	\$ 506.00	\$ 52.00
7/25/2022	perseverance	207	/		\$ 788.00	--
7/26/2022	perseverance	207	/1610		\$ 788.00	--
7/27/2022	TUSTUMENA	296	0040/1005		\$ 788.00	\$ 52.00
7/28/2022	perseverance	207	0845/1640		\$ 788.00	\$ 52.00
8/1/2022	ENDEAVOR	181	0815/1500	CISPRI	\$ 506.00	\$ 52.00
8/4/2022	IT integrity	235	0700/		\$ 788.00	\$ 52.00
8/5/2022	IT integrity	235	/0739		\$ 788.00	--
8/8/2022	perseverance	207	0730/1515		\$ 788.00	\$ 52.00
8/8/2022	camai	115	1530/		\$ 506.00	\$ 52.00
8/9/2022	camai	115	/2106		\$ 506.00	--
8/15/2022	endeavor	181	0830/1530		\$ 506.00	\$ 52.00
8/18/2022	BARGE 180	180	0800/1325		\$ 506.00	\$ 52.00
8/20/2022	BARGE 180	180	1215/		\$ 506.00	\$ 52.00
8/21/2022	BARGE 180	180	/		\$ 506.00	--
8/22/2022	BARGE 180	180	/0730		\$ 506.00	--
8/22/2022	perseverance	207	0815/1350		\$ 788.00	\$ 52.00
8/27/2022	it intrepid	345	0830/		\$ 1,005.00	\$ 52.00
8/28/2022	it intrepid	345	/		\$ 1,005.00	--
8/29/2022	it intrepid	345	/		\$ 1,005.00	--
8/30/2022	it intrepid	345	/		\$ 1,005.00	--
8/31/2022	it intrepid	345	/0800		\$ 1,005.00	--
				Year to Date Totals:	\$40,503.00	\$2,259.00
09/22/22						

Pioneer Dock 2022

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/21	PACIFIC WOLF		0850/2200		\$1,206.00	\$52.00
1/27	BOB FRANCO		1228/1531		\$506.00	\$52.00
1/31	CISPRI ENDEAVOR		0835/1905		\$506.00	\$52.00
2/2	PACIFIC WOLF	395	1430/?	KIRBY	\$1,206.00	\$52.00
2/15	PACIFIC WOLF	395	1115/1640	KIRBY	\$1,206.00	\$52.00
2/22	PERSEVERANCE	207	0800/1530	CISPRI	\$788.00	\$52.00
3/17	PETRO ALASKAN	300		olympic Tug & Barge	\$788.00	\$52.00
6/28	Petro Alaskan	43604	49205	5601	217.37	102.00
3/21	PERSEVERANCE	207	0815/1625	CISPRI	\$788.00	\$52.00
4/1	BOB FRANCO	0	1350/1630	olympic Tug & Barge	\$506.00	\$52.00
4/2	PETRO ALASKAN	0	1045/1530	olympic Tug & Barge	\$788.00	\$52.00
4/6	COASTAL STANDARD	0	1400/2008		\$788.00	\$52.00
4/16	PETRO ALASKAN	0	1415/2130	olympic Tug & Barge	\$788.00	\$52.00
4/17	COASTAL STANDARD	0	2220/		\$788.00	\$52.00
4/18	COASTAL STANDARD	0	/0430		\$788.00	--
5/14	PETRO ALASKAN	300	1710/2156		\$788.00	\$52.00
5/18	MAIA H	85	1330/1618		\$338.00	\$52.00
5/29	PETRO ALASKAN	300	0115/1000		\$788.00	
6/8	Petro Alaskan	300	1030/1625		\$788.00	52.00
6/13	perseverance	207	1015/1700		\$788.00	52.00
6/24	zolotoi	0	1100/1415		\$338.00	52.00
6/28	Petro Alaskan	300	1630/2355		\$788.00	52.00
7/2	petro alaskan	300	1130/1735		788.00	52.00
7/5	dancing hare	180	1030/1600		506.00	52.00
7/7	bill gobel & edward itta	509	0800/	Olympic Tug & Barge	1,996.00	52.00
7/8	bill gobel & edward itta	509	/	Olympic Tug & Barge	1,996.00	--
7/9	bill gobel & edward itta	509	/0600	Olympic Tug & Barge	1,996.00	--
7/13	petro alaskan	300	0915/1930	Olympic Tug & Barge	\$788.00	52.00
7/22	unalag	148	0855/1950		506.00	52.00
7/23	petro alaskan	300	1145/1800		788	52.00
8/8	Petro Alaskan	300	1120/2000		788.00	52.00
8/10	Petro Alaskan	300	1140/1930		788.00	52.00
8/13	bob franco	120	1037/1401		506.00	52.00
8/16	Petro Alaskan	300	1245/1710		788.00	52.00
8/27	Petro Alaskan	300	1800/		788.00	39.25
8/29	endeavor	181	0810/1700		506.00	52.00
09/22/22				Year to Date Totals:	\$29,801.37	\$1,701.25

Ferry Landings 2022

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

Pioneer Dock - 2022 Water Usage							Deep Water Dock - 2022 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/6	ENDEAVOR	12472000	12479750	7,750	\$ 300.78	\$ 102.00	1/31	CISPRI ENDEAVOR	04879575	04883075	3500	\$ 194.05	\$ 102.00
1/10	PERSEVERANCE	12479000	12485300	6,300	\$ 244.50	\$ 102.00	2/14	ENDEAVOR	12502490	12510650	8160	\$ 316.69	\$ 102.00
1/17	ENDEAVOR	12485290	12488290	3,000	\$ 194.05	\$ 102.00	2/19	BILL GOBEL	12510620	12514080	3460	\$ 194.05	\$ 102.00
1/24	PERSEVERANCE	12488290	12497200	8,910	\$ 345.80	\$ 102.00	2/27	BOB FRANCO	12514080	12519130	5050	\$ 195.99	\$ 102.00
1/26	BOB FRANCO	12497200	12502500	5,300	\$ 205.69	\$ 102.00	2/28	ENDEAVOR	12519120	12523950	4830	\$ 194.05	\$ 102.00
2/22	PERSEVERANCE	4883075	4890740	7,665	\$ 297.48	\$ 102.00	3/7	perseverance	12523930	12528230	4300	\$ 194.05	\$ 102.00
3/21	PERSEVERANCE	1346145	1361645	15,500	\$ 601.56	\$ 102.00	3/12	Bob franco	12528230	12531500	3270	\$ 194.05	\$ 102.00
5/18	MAIA H - FEE ONLY	0	0	-	\$ -	\$ 52.00	3/14	endeavor	12530150	12534000	3850	\$ 194.05	\$ 102.00
6/28	Petro Alaskan	43604	49205	5601	217.37	102.00	3/27	Bob franco	12534000	12536670	2670	\$ 194.05	\$ 102.00
7/7	bill gobel & edward itt	118051	125228	7177	278.54	102	3/28	endeavor	12536670	12546820	10150	\$ 393.92	\$ 102.00
7/14	tustumena	125478	133026	7548	292.94	102	4/3	BOB FRANCO	12547820	12548510	690	\$ 194.05	\$ 102.00
7/22	unalaq	158643	160462	1819	194.05	102	4/11	ENDEAVOR	12548520	12560210	11690	\$ 464.17	\$ 102.00
7/23	petro alaskan	160462	161302	840	194.05	102	4/16	BOB FRANCO	12560200	12563900	3700	\$ 194.05	\$ 102.00
8/1	Tustumena	166843	190551	23708	920.11	102	4/29	BOB FRANCO	12563000	12566070	3070	\$ 194.05	\$ 102.00
8/8	Petro Alaskan	211540	213631	2091	194.05	102	5/6	perseverance	12566000	12580890	14890	\$ 577.88	\$ 102.00
8/29	endeavor	235439	241921	6482	251.57	102	5/10	bob franco	12580890	12583000	2110	\$ 194.05	\$ 102.00
							5/29	bob franco	12582000	12584630	2630	\$ 194.05	\$ 102.00
							5/30	perseverance	12584630	12593460	8830	\$ 342.69	\$ 102.00
							6/8	ENDEAVOR	12593000	12621970	28970	\$ 1,124.33	\$ 102.00
							6/10	bob franco	12621970	12623910	1940	\$ 194.05	\$ 102.00
							6/22	perseverance	168	2919	2751	\$ 194.05	\$ 102.00
							6/30	bob franco	2919	6997	4078	\$ 194.05	\$ 102.00
Year to Date Totals:				54,425	\$ 3,366.81	\$ 1,276.00	7/1	Endeavor	89093	105923	16830	\$ 653.17	\$ 102.00
Notes:							7/11	perseverance	6997	21490	14493	\$ 562.47	\$ 102.00
Washing down dock results in missing begin/end reads							7/15	TUSTUMENA	21490	35836	14346	\$ 556.77	\$ 102.00
\$194.05 Min Charge							7/18	Endeavor	35836	53649	17813	\$ 691.32	\$ 102.00
\$102.00 CONX							7/25	TITAN	56692	134913	78221	\$ 3,035.76	\$ 102.00
							7/26	perseverance	134912	160283	25371	\$ 984.65	\$ 102.00
							7/28	perseverance	160287	190558	30271	\$ 1,174.82	\$ 102.00
							8/1	ENDEAVOR	190558	194812	4254	\$ 194.05	\$ 102.00
							8/8	perseverance	194812	200836	6024	\$ 233.79	\$ 102.00
							8/14	bob franco	200847	202744	1897	\$ 194.05	\$ 102.00
							8/22	perseverance	208978	213094	4116	\$ 194.05	\$ 102.00
							8/31	it intrepid	213094	323559	110465	\$ 4,287.15	\$ 102.00
							Year to Date Totals:				3,500	\$ 19,088.47	\$ 3,468.00
Notes:													
Washing down dock results in missing begin/end reads													
\$194.05 Min Charge													
\$102.00 CONX													

PORT & HARBOR ADVISORY COMMISSION 2022 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/19 5:00 p.m.	Wednesday 1/26 5:00 p.m.	Monday 2/14 6:00 p.m. [Siekaniec]	<ul style="list-style-type: none"> • 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]	<ul style="list-style-type: none"> • 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]	<ul style="list-style-type: none"> • 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]	<ul style="list-style-type: none"> • 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]	<ul style="list-style-type: none"> • 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]	<ul style="list-style-type: none"> • AAHPA Conference • Approve Meeting Schedule for Upcoming Year
NOVEMBER		No Regular Meeting		<ul style="list-style-type: none"> • Seattle Fish Expo
DECEMBER	Wednesday 12/7 5:00 p.m.	Wednesday 12/14 5:00 p.m.	Monday 1/9/2023 6:00 p.m. [Shavelson]	<ul style="list-style-type: none"> • 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.