



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, December 13, 2023 at 5:30 PM

Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

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

Zoom Webinar ID: 954 2610 1220 Password: 556404

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

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

- [A.](#) Unapproved November 8, 2023 PHC Minutes

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- [A.](#) Port Finance/Budget Report - FYTD Report for December 2023
- [B.](#) Port & Harbor Staff Report - December 2023
- [C.](#) Homer Marine Trades Association (HTMA) Report

October Meeting Minutes
November Meeting Minutes

PUBLIC HEARING

PENDING BUSINESS

- [A.](#) Terminal Tariff
- [B.](#) Review of Moorage Agreement
- [C.](#) Property Leasing

NEW BUSINESS

[A.](#) Advancement of Lighting, Camera, and Energy Grid for the Large Vessel Haul Out Facility

INFORMATIONAL MATERIALS

[A.](#) Port Operations Report

December 2023 Port Operations Report
December 2023 Statistics

[B.](#) December City Newsletter

[C.](#) November City Manager's Reports to Council

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE MAYOR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, January 24, 2024 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

1. CALL TO ORDER, 5:30 P.M.

Session 23-10, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 5:32 p.m. on November 8, 2023 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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

ABSENT: COMMISSIONER PITZMAN

CONSULTING: PORT DIRECTOR HAWKINS, HARBORMASTER CLARKE

STAFF: DEPUTY CITY CLERK KRAUSE

2. AGENDA APPROVAL

SIEKANIEC/ZEISET MOVED TO APPROVE THE AGENDA.

Deputy City Clerk Krause brought to the attention of the Chair the amendments that had been made to the agenda. Chair Matthews noted the supplemental items.

SIEKANIEC/ZEISET MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

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

Motion carried.

VOTE (Main Motion): NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

Scott Adams, city resident, shared some comments regarding the parking fees whilst comparing Homer's prices to similar harbors. He advocated for an annual or seasonal parking pass, stating that implementing one would make the job of harbor employees easier in that it would reduce the amount of fees to be collected and the amount of paperwork. He voiced some concerns he had about not being able to track where the money on the budget is being put towards parking.

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. Unapproved October 11, 2023 PHC Minutes

ZEISET/SIEKANIEC MOVED TO APPROVE THE OCTOBER 11, 2023 MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

6. VISITORS/PRESENTATIONS

6.A. Amy Burnett, HDR

Chair Matthews welcomed Amy Burnett to the meeting.

Together, the Commission and Ms. Burnett reviewed the draft communications plan and discussed potential revisions.

Other topics covered included: relationship building, social media content and emphasis on communication for the project and the study, and allocating money for a point person on the project.

Commissioner Zeiset echoed support for the concept of a specific point person for the project. Commissioner Shavelson agreed to draft a memorandum to City Council that the Commission is supportive of hiring a specific point person.

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7.A. Port Finance/Budget Report – FYTD Report for November 2023

Chair Matthews turned the floor over to Harbormaster Clarke for the Port Finance/Budget Report. Mr. Clarke explained the revenue received as of October 31, 2023 and what is included in the revenue.

Chair Matthews noted the increase in water. Mr. Clarke didn't have any basis for the increase in the costs.

Mr. Clarke reported they are in the second round of stall lease offers for waitlist applicants.

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

Mr. Clarke reviewed the memo provided by Port Administrative Supervisor Woodruff regarding the near-term goals. He also discussed the ice plant shutdown and the scheduled preventive maintenance that takes place in the winter to avoid any problems during the peak season.

Mr. Clarke provided the qualitative analysis of parking management on the Homer Spit. He spoke on the implementation of software to enhance parking enforcement and management, as well as tasks that the Port

and Harbor has inherited within the last year. Mr. Clarke explained that with the expanded scope of coverage, the Harbor has been required to expand the time and number of parking enforcement officers.

In terms of challenges and deficiencies, Mr. Clarke pointed to maintaining specific parking lot space, mitigating vehicle congestion, and the inefficiencies associated with gravel parking lots on the Spit. Some solutions for these challenges included increased day rates and the implementation of time limits. Mr. Clarke responded to questions regarding time limits for trailer/vehicle parking, establishing an RV parking lot, and DOT concerns with parking.

Next, Mr. Clarke reviewed the analysis for camping operations on the Homer Spit. He covered the following:

- Parking enforcement
- Harbor assistance
- Public Works equipment operators, custodial staff and building maintenance
- Port and Parks Maintenance staff
- Camp hosts
- Waste collection and disposal and portable toilets

Lastly, Mr. Clarke covered revenue and expenditures, noting that the total revenue collected was \$207,000 and the expenses totaled \$63,700.

Commissioner Shavelson suggested that the creation of a Memorandum of Agreement (MOA) between the Port and Harbor and Public Works departments would be beneficial in determining who does what and gets what. The Commission agreed to have an item on the December agenda regarding MOA responsibilities.

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

Commissioner Zeiset briefed the Commission, informing them that the Homer Marine Trades Association had not met since the last Port and Harbor meeting. He did state that the Homer Marine Trades Association has partnered with the Port and Harbor to promote the services of the Port and Harbor.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9.A. Terminal Tariff

Harbormaster Clarke provided a brief presentation on the proposed vehicle, boat and trailer parking fees. Further discussion ensued regarding the potential for a season pass, the potential for a transportation service to shuttle people to and from the Spit, and parking concerns of locals, Spit employees and visitors.

SIEKANIIEC/ZEISET MOVED TO SCHEDULE A WORKSESSION ON DECEMBER 12TH AT 5:30 P.M. TO DISCUSS LOAD AND LAUNCH FEES AND TARIFF EDITS.

There was no further discussion.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

10. NEW BUSINESS

10.A. Review of Moorage Agreement

The Commission agreed to forward this item to the December regular meeting agenda.

10.B. Property Leasing

Commissioner Shavelson reviewed his proposed draft ordinance. Chair Matthews noted that Councilmembers would be needed to support the draft ordinance between this meeting and the December meeting. Further discussion included points of concern on extending the lease approval process.

Commissioner Zeiset added that he supports the draft ordinance and shared that he always found it odd that when the Commission passes leases they don't always get to see the final results. Harbormaster Clarke noted the current timeline that it takes for lease applications to be processed and how that would be affected by Mr. Shavelson's proposal.

The Commission agreed to continue this under pending business in the December meeting.

11. INFORMATIONAL MATERIALS

11.A. Quarterly Statistics

11.B. November City Newsletter

11.C. October City Manager's Report to Council

11.D. 2023 Port & Harbor Commission Calendar

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

Scott Adams, city resident, expressed his concerns regarding the changes in operational processes for the campgrounds on the Spit, and how these changes will impact visitors on the Spit. He then compared the fees between Seward and Homer, noting that Seward's harbor was most similar to Homer's harbor. He added that the Harbor can't stand on its own two feet with the revenue that they collect now, and that he doesn't believe the proposed increased costs will bring the Harbor where they want to go.

13. COMMENTS OF THE CITY STAFF

Harbormaster Clarke thanked the Commission for hearing him out. He added that the world of parking is never easy.

Port Director Hawkins commented on interest in the chip pad for another sulfur haul out. He thanked the Commissioners for their hard work.

Deputy City Clerk Krause commented that it was an interesting meeting, and added that it seems that parking is an issue that's been around as long as she has been with the City.

14. COMMENTS OF THE MAYOR

15. COMMENTS OF THE COMMISSION

Commissioner Zeiset expressed his appreciation for the comments from the public.

Commissioner Siekaniec spoke to the misinformation online that the Harbor receives funds from taxes and the City. He suggested that the communication going forward should explain that the Harbor operates on its own budget.

Commissioner Friend thanked Mr. Siekaniec for his Facebook post, and thanked the public for their comments.

Commissioner Shavelson reiterated the idea that the Harbor is an enterprise fund, and that the Harbor isn't here trying to generate money to get rich.

Chair Matthews thanked the Commission for a great meeting.

16. ADJOURNMENT

There being no further business to come before the Commission Chair Matthews adjourned the meeting at 8:22 p.m. The next Regular Meeting is Wednesday, December 13, 2023 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Zach Pettit, Deputy City Clerk

Approved: _____

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

12/5/2023

43% of FY elapsed

A/C Num.	Revenue Categories & Descriptions	FY22	FY23	FY24 YTD		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
0600	HARBOR ADMINISTRATION					
4515	Ferry Lease	18,000	18,000	18,000	100.0%	18,000
4650	Rents & Leases	449,731	467,523	236,005	47.2%	500,000
	Operating Revenue - Admin	467,731	485,523	254,005	49.0%	518,000
4527	PERS Revenue	92,383	-	-	0.0%	-
4634	Port Storage Fee	119,992	207,662	50,002	52.0%	96,164
4635	Port Impound Fee	204	816	204	0.0%	-
4705	Business Licenses	10	20	-	0.0%	-
4801	Interest On Investments	(62,000)	73,468	30,520	0.0%	-
4901	Surplus Property	26,078	2,187	-	0.0%	-
4902	Other Revenue	-	124,146	-	0.0%	-
	Non-Operating Revenue - Admin	176,666	408,298	80,726	83.9%	96,164
0601	HARBOR					
4245	Waste Oil Disp	603	1,079	-	-	-
4249	Oil Spill Recovery	(100)	-	-	-	-
4318	Parking Revenue	180,789	173,746	94,472	42.0%	225,000
4319	Electrical Supplies	2,275	1,449	541	22.5%	2,403
4402	Non Moving Fine	-	100	9,328	-	-
4624	Berth Transient Monthly	649,848	717,030	326,588	46.8%	698,295
4625	Berth Reserved	1,533,906	1,656,284	1,794,584	101.3%	1,771,547
4626	Berth Transient Annual	315,591	325,799	219,742	68.1%	322,486
4627	Berth Transient Semi Annual	130,453	132,878	10,231	6.8%	151,515
4628	Berth Transient Daily	152,145	159,492	85,418	57.0%	149,805
4629	Metered Energy	186,689	140,783	14,224	15.3%	92,677
4644	Pumping	-	-	-	0.0%	-
4645	Wooden Grid	5,006	4,089	1,524	26.7%	5,697
4646	Commerical Ramp	54,913	49,562	29,949	54.5%	55,000
4647	Berth Wait List	15,211	15,110	1,962	15.8%	12,394
4648	Steel Grid Fees	7,900	6,969	1,040	13.0%	8,000
4654	Spit Camping	-	54,678	147,610	0.0%	-
4663	Trans Energy 110v	47,616	35,525	22,724	53.2%	42,746
4664	Trans Energy 220v	16,186	21,252	11,560	40.2%	28,744
4665	Trans Energy 208v	205,197	204,723	20,314	12.8%	159,228
4666	Commerical Ramp Wharfage	38,422	41,055	26,304	16.6%	158,000
	Operating Revenue - Harbor	3,542,651	3,741,602	2,818,114	72.6%	3,883,536
4802	Penalty/Int	6,101	7,797	5,338	82.1%	6,500
4902	Other Revenue	68,633	66,928	27,143	38.1%	71,325
	Non-Operating Revenue - Harbor	74,735	74,725	32,481	41.7%	77,825

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REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE

12/5/2023

43% of FY elapsed

A/C Num.	Revenue Categories & Descriptions	FY22	FY23	FY24 YTD		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	ACTUAL		7/1/23 - 6/30/24
		ACTUAL	ACTUAL	\$	%	BUDGET
0602	PIONEER DOCK					
4631	USCG Leases	35,067	38,976	16,786	46.0%	36,494
4637	Seafood Wharfage-PD	-	-	-		-
4638	PD Fuel Wharfage	207,277	198,654	98,402	45.8%	214,809
4639	Pioneer Dock - Wharfage	-	-	-		-
4641	PD Water Sales	11,338	9,291	3,428	32.6%	10,500
4642	PD Docking	41,079	39,991	15,666	34.1%	46,000
	Operating Revenue - Pioneer Dock	294,761	286,911	134,282	43.6%	307,804
0603	FISH DOCK					
4620	Ice Sales	272,257	238,493	201,979	76.0%	265,742
4621	Cold Storage	27,398	22,319	335	1.3%	25,000
4622	Crane Rental	193,965	197,790	94,810	49.8%	190,306
4623	Card Access Fees	5,780	16,210	1,820	31.9%	5,700
4637	Seafood Wharfage	17,200	20,530	11,528	66.5%	17,324
4700	Other Wharfage Fish Dock	6,694	9,945	-	0.0%	9,843
	Operating Revenue - Fish Dock	523,294	505,288	310,471	60.4%	513,915
4206	Fish Tax	66,865	116,236	78,327	121.3%	64,562
0604	DEEP WATER DOCK					
4633	Stevedoring	8,882	49,565	4,774	39.8%	12,000
4637	Seafood Wharfage	-	-	-	0.0%	-
4640	Deep Water Dock Wharfage	-	152,709	-	0.0%	40,426
4643	Deep Water Dock Docking	116,132	121,387	27,916	27.9%	100,000
4668	Dwd Water Sales	32,419	41,651	6,540	21.8%	30,000
4672	Port Security Revenues	-	-	-	0.0%	-
	Operating Revenue - DW Dock	157,434	365,311	39,230	21.5%	182,426
0605	OUTFALL LINE					
4704	Outfall Line	4,626	4,800	0	0.0%	4,800
0606	FISH GRINDER					
4706	Fish Grinder	7,018	6,803	8,398	113.6%	7,390
0615	LOAD AND LAUNCH RAMP					
4653	L & L Ramp Revenue	132,446	111,468	62,588	48.1%	130,000
	Operating Revenue - L & L Ramp	132,446	119,843	62,588	48.1%	130,000
	Total Revenues	5,448,227	6,115,340	3,818,622	66%	5,786,422
	Net Surplus (Deficit)	333,391	2,330,506	1,934,578		(0)

FUND 400 - PORT & HARBOR ENTERPRISE FUND
COMBINED EXPENDITURES

12/5/2023
43% of FY elapsed

A/C Num.	Expenditure Categories & Descriptions	FY22	FY23	FY24 YTD ACTUAL		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	\$	%	7/1/23 - 6/30/24
		ACTUAL	ACTUAL			BUDGET
Salaries and Benefits						
5101	Salary and Wages	1,128,870	1,195,402	557,144	38.1%	1,464,034
5102	Fringe Benefits	634,397	742,528	423,995	46.4%	914,743
5103	Part-time Wages	107,259	164,248	79,724	48.2%	165,371
5104	Part-time Benefits	12,256	19,005	9,276	48.6%	19,086
5105	Overtime	31,929	29,403	11,520	29.2%	39,439
5107	Part-time Overtime	855	212	131	3.4%	3,879
5108	Unemployment Benefits	348	-	-	0.0%	-
5112	PERS Relief	92,383	-	-	0.0%	-
	Total Salaries and Benefits	2,008,297	2,150,797	1,081,790	41.5%	2,606,550
Maintenance and Operations						
5201	Office Supplies	5,322	6,042	2,305	49.0%	4,700
5202	Operating Supplies	20,623	16,691	10,521	40.5%	26,000
5203	Fuel and Lube	40,700	43,481	13,678	37.7%	36,300
5204	Chemicals	6,410	-	-	0.0%	6,000
5207	Vehicle and Boat Maintenance	21,532	17,749	2,578	10.3%	25,000
5208	Equipment Maintenance	68,340	73,195	13,501	21.1%	64,000
5209	Building & Grounds Maintenance	24,264	54,883	10,800	16.1%	67,000
5210	Professional Services	16,176	38,011	17,587	81.8%	21,500
5211	Audit Services	37,510	16,196	14,413	35.6%	40,446
5213	Survey and Appraisal	24,000	-	-	0.0%	12,500
5214	Rents & Leases	4,280	3,716	2,270	32.4%	7,000
5215	Communications	17,310	8,489	3,482	43.5%	8,000
5216	Freight and Postage	2,619	1,492	10	0.2%	5,500
5217	Electricity	664,046	649,413	177,184	24.3%	730,450
5218	Water	75,643	85,913	76,189	91.6%	83,208
5219	Sewer	13,157	11,977	8,169	56.4%	14,472
5220	Refuse and Disposal	40,694	52,883	24,208	38.2%	63,300
5221	Property Insurance	64,722	88,108	106,791	110.2%	96,919
5222	Auto Insurance	10,007	9,740	10,158	94.8%	10,714
5223	Liability Insurance	86,649	62,742	86,006	124.6%	69,016
5226	Testing and Analysis	-	-	2,545	36.4%	7,000
5227	Advertising	6,076	4,345	2,578	36.8%	7,000
5228	Books and Subscriptions	26	107	-	-	-
5231	Tools and Equipment	9,471	16,885	1,373	8.2%	16,700
5234	Record and Permits	-	-	-	0.0%	2,000
5235	Membership Dues	6,088	7,435	465	6.6%	7,000
5236	Transportation	6,641	12,041	112	2.8%	4,000
5237	Subsistence	6,837	8,719	57	1.4%	4,000
5238	Printing and Binding	1,482	-	282	8.1%	3,500
5248	Lobbying	21,000	21,245	7,000	20.0%	35,000
5249	Oil Spill Response	2,833	-	-	0.0%	1,000
5250	Camera Area Network	214	1,296	-	0.0%	18,000
5252	Credit Card Expenses	104,946	89,206	71,979	69.2%	104,000

FUND 400 - PORT & HARBOR ENTERPRISE FUND
COMBINED EXPENDITURES

12/5/2023
 43% of FY elapsed

A/C Num.	Expenditure Categories & Descriptions	FY22	FY23	FY24 YTD ACTUAL		FY24
		7/1/21 - 6/30/22	7/1/22 - 6/30/23	\$	%	7/1/23 - 6/30/24
		ACTUAL	ACTUAL			BUDGET
5256	Waste Oil Disposal	45,458	19,303	20,986	46.6%	45,000
5258	Float and Ramp Repairs	8,545	43,986	5,164	20.7%	25,000
5287	Electrical Supplies	2,326	1,010	-	0.0%	2,100
5601	Uniform	8,785	5,986	4,613	48.6%	9,500
5602	Safety Equipment	10,601	5,992	3,205	21.4%	15,000
5603	Employee Training	7,918	5,681	15,545	40.4%	38,500
5606	Bad Debt Expenses	5,230	34,574	540	1.8%	30,000
5608	Debt Payment-Interest	4,665	16,800	-		-
5624	Legal Services	-	-	4,388	4.4%	100,000
5627	Port Security	-	-	-	0.0%	2,500
5635	Software	938	-	1,090	27.2%	4,000
5637	Diving Services	4,350	16,045	-	0.0%	8,500
5638	Signage Parking Delineation	12,243	17,295	15,119	48.8%	31,000
	Total Maint. and Operations	1,520,676	1,568,674	736,890	38.5%	1,912,325
	C/O and Transfers					
5106	Leave Cash Out	66,243	-	-	0.0%	73,867
5241	GF Admin Fees	-	-	-		-
5990	Transfers To	1,519,620	65,364	65,364	5.5%	1,193,680
	Total Others	1,585,862	65,364	65,364	5.2%	1,267,546
	Total	5,114,836	3,784,834	1,884,044	32.6%	5,786,422



Memorandum

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Date: December 6, 2023
Subject: December Staff Report

Follow up on Campgrounds discussion at November meeting

Thank you for your thoughtful discussion at the last meeting. Bryan will be speaking with the City Manager to request an MOA between the Port department and other City departments, at a minimum Public Works, who are involved in supporting City parks and campgrounds.

Trailer Parking

Harbor staff met on 11/5 and determined not to move forward with the paid trailer parking proposal for 2024. Instead we will be meeting with HDL to develop a proposal for parking policies that cover all city owned properties on the spit—this does not imply that all parking will be paid, simply that we want to consider the whole ‘ecosystem’ of the spit and how changes in one area will affect another. We’ll update you again after that meeting. We are considering the increase for the launch ramp fee to \$25.

Harbor Expansion Update

The Project Delivery Team (PDT) continues to meet monthly, and City staff meet at least monthly with the HDR team, and with specific HDR team members on an as-needed basis. While the study is on pause, some components of the study are continuing through internal Corps processes, such as approval of the Economics survey that will demonstrate demand and a request for a waiver to move ship simulation to phase two, Project Engineering and Design. Evaluation of both of those could take many months, so we’re glad to hear that they’re still moving forward.

2024 Council Meetings

Please look over your calendars to see which dates you are available for prior to the meeting. If shared equally, each commissioner will sign up for three meetings.

Date	Commission Report	Commissioner
January 8 th	--	
January 22 nd	--	
February 12 th	January Meeting	
February 26 th	--	
March 11 th (Tuesday)	February Meeting	
March 26 th	--	
April 8 th	March Meeting	
April 22 nd	--	
May 13 th	April Meeting	
May 28 th (Tuesday)	May Meeting	
June 10 th	--	
June 24 th	--	
July 22 nd	June Meeting	
August 12 th	July Meeting	
August 26 th	--	
September 9 th	August Meeting	
September 23 rd	--	
October 14 th	September Meeting	
October 28 th	October Meeting	
November 12 th	--	
November 25 th	November Meeting	

Discussion of underutilized assets and sources of revenue

Per our strategic plan it's time to begin a discussion of underutilized assets and sources of revenue this month. At this point we'd like to delay any further edits to the tariff until next year, to allow the current proposed changes to move forward to Council for consideration.

By the time we meet next week, Commissioner Siekaniec will have met with Amy and Bryan to review past rate studies and rate structure studies. Raising moorage rates is one way to increase revenue. Other potential sources of future revenue identified by staff include:

- a) Increasing wharfage rates, particularly fuel wharfage, currently at 0.02 per gallon
- b) Implementing a passenger vessel transit fee for vessels carrying passengers for hire
- c) Increase paid parking areas
- d) Increase launch ramp rates to \$25
- e) Possible changes to moorage rate structures, including raising monthly rates, increasing the $.05/\text{length}^2$ by a small amount, or applying that fee to boats over 86'

At this meeting, commissioners can add to this list and we can discuss ways to potentially capture this revenue in the future. If discussion generates the need for official Commission action, I'll put it on the agenda as a business item at our January meeting.

Attachments:

Project update form



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

Port & Harbor Special Project Status Updates

December 2023

Fish Grinder Building Replacement	Design in progress Project Funded	We have received grant funding from ADF&G in the amount of 250,000.
Fish Grinder Building Drainage	Design in progress Seeking project funding	Pursuing additional ADF&G Funding for drainage project; notification June 2024
Parking Lot Improvements	Project on Hold	No further progress expected until permitting complete.
Paid Parking Program Planning & Permitting	Project Funded	Planned for winter 2023
Harbor Office ADA Entry Door Improvements	Project in Progress	Pursuing quotes
Outfall Line Pump Controls	Project Funded	Public Works will complete project using PH reserves fund
Ice Metering System	Project Funded	Scheduled to install during winter ice plant maintenance season. Possible delays due to contractor staffing.
Harbor Bottom Survey	Project Funded	Preparing RFP for the survey
Tank 1 Sludge Removal	Project Funded	Not scheduled at this time.

Status Categories:

Seeking design funding Design funded Design in progress Design complete	Seeking project funding Project Funded Project in Progress Project Complete
--	--

**Homer Marine Trades Association
Regular Business Meeting
October 4, 2023
Harbor Master's Office**

MINUTES

Call to Order: The meeting was called to order by President, Aaron Fleenor at 6:34 p.m.

Officers/Directors present/quorum: Aaron Fleenor, Eric Engebretsen, Cinda Martin, Jen Hakala, Kate Mitchell, Bruce Friend, George Hall, Mark Zeiset and Amy Woodruff, Communications Director. Absent were Matt Alward and Adam Smude, excused. A quorum was established.

Guest Presentations:

- Harbormaster – Bryan reported that he went to Ketchikan for the Harbormaster's Association conference; he found that there was a section of Alaska river systems that had not been included in Federal DOT due to not being on the marine highway; that has since been changed due to support from the association which makes these areas eligible for Federal funding. The conference will be in Homer next year.

Approval of Agenda – Motion by Mark Zieset to approve the Agenda as revised and move Election of Officers to New Business, 2nd and carried.

Approval of Minutes of September 13, 2023 meeting: Motion by Kate to approve the minutes of the September meeting as written, 2nd and carried.

Treasurer's Report –Jen Hakala reported that we have \$29,259 in the checking account, renewals continue to flow in. There are a few members that are outstanding from last year and who have been contacted and are not renewing; they will be zeroed out to clean up the books going forward. Others are being contacted for payment. She received the notice to file the YE22 (9/30/23) 990N which she will take care of.

Communication Director's Report – Amy reported the following:

- Tide Book – proof is ready and should be ready to go to print
- PME Drawing – looking for direction
- Marketing Committee – meeting date/time - 10/17 at 6pm
- Website Category revision – she will talk to Grady about how to make it more streamlined but her goal would be to have the website and brochure match
- Outstanding Renewals – Bob's Trophy Charters, Coal Point, Kokopelli Trailers, Petra Pembroke, Petro Marine

Committee Reports:

- Advertising – Kate
 - Tide Book is on its way to print; got a couple of new advertisers
- Website/Social Media – Amy reported that SM has been on the back burner recently due to focus on membership renewals; let her know that anything that comes up for members can be re-posted
- Radio – Mark (re-visit spring agenda) no new information but he can request new pricing at some point
- Podcast options – Amy reported that she had a conversation with Gregor Wilton, of Dynamic Composite Solutions, is connected to Shannon Moore who would be a great resource and host for a pod cast. She will continue to research the possibilities.
- Workforce Development -
 - FOLs – Cinda reported on the schedule, first presenters are South Central Radar and NOMAR; looking to fill 3 more Thursdays this semester; Cinda will email Troy at AC/DC and Brad at Bay Weld to see if they would take a class. Discussion about getting hoodies or t-shirts printed with the new logo to award to students. Eric will have Mary (office assistant) and Jen get together regarding pricing of apparel and

stickers. Motion by Mark to approve up to \$700 for purchasing/printing hoodies or t-shirts and stickers, 2nd and carried.

- KPC courses – no additional information available
- Scholarship – no report
- Membership – Amy no report

Old Business:

- Annual To-Do List – Mark review/action items
- PME 2023 – Jen reported that she has the booth information and has registered everyone that she knows is attending, let her know if there is anyone else needing registration. She just needs the schematic to submit. Bryan and Amy will take care of getting the power ordered and the van rental. To this point there have been no takers on the 10x10 booth space. Aaron will go talk to Danny at NW Vinyl about pricing and get our drop-dead date for design/printing but we are assuming he will be 4 weeks out for printing. Bryan has a picture in mind for the center; Amy has some ad renewals to contact, she and Mark will tackle that asap and get that information to Danny.
- Annual Meeting – recap; consensus was that it well attended, 32 people and 25 members, no new members.

New Business:

- Election of Officers for 2023/24: the following officers were elected for the 2023/24 term unanimously.
 - President – Aaron Fleenor
 - Vice President – Eric Engebretsen
 - Treasurer – Jen Hakala
 - Secretary – Cinda Martin
- Officer attendance – discussion held on adding a section to the Bylaws next year regarding officer attendance/participation.

Action Items: Amy

PME – contact banner advertisers asap and invoice

Next Meeting: Wednesday, November 1st at 6pm at Homer Harbor

Adjourn: There being no further business to come before the board of directors, the meeting was adjourned at 7:56 p.m.

Respectfully submitted,

Cinda Martin
Secretary

**Homer Marine Trades Association
Regular Business Meeting
November 29, 2023
Harbor Master's Office**

MINUTES

Call to Order: The meeting was called to order by Vice President, Eric Engebretsen at 6:05 p.m.

Officers/Directors present/quorum: Officers and Directors present were Eric Engebretsen, Cinda Martin, Jen Hakala, Kate Mitchell, Adam Smude, Matt Alward, Mark Zieset, Bruce Friend and Communications Director, Amy Woodruff. Aaron Fleenor and George Hall were absent/excused. A quorum was established.

Guest Presentations:

- KPC – Janel Harris, new KPC Marine Technology Coordinator. She reported that the Fall AB course is happening now, they have 9 students. She will be assisting with their certification applications. She is also getting the 100-ton site USCG re-certified as well as re-certifying other courses so that they can continue offering quality certification courses. They continue to look for course suggestions and instructors. Firefighting was suggested and Janel will investigate the new training facility at the HFD.

Approval of Agenda – Motion by Matt Alward to approve the Agenda as presented, 2nd and carried.

Approval of Minutes of October 4, 2023 meeting – Motion by Mark Zieset to approve the minutes of the October 4th meeting with one type error correction, 2nd and carried.

Treasurer's Report –Jen Hakala reported that we currently have \$34,569 in checking with \$2,840 available for scholarships and \$2,454 in A/R. All bills are current with nothing outstanding; bills paid included Odin Mead for \$550 and HHA banner renewal of \$500. QB will be renewing soon at a cost of \$590 but there is an option to drop down to 1-user for less. Boat Show bill will be coming up next. And lastly, the 990N has been filed.

Communication Director's Report – Amy Woodruff reported the following:

- PME raffle – 96 attendees participated, no emails were collected this year as a trial year; it seemed to be effective and perhaps next year we collect emails and send a blast to all participants from HMTA with a link to our site.
- PME booth – thought of offering subsidized booth space for members to try out attendance at PME

Committee Reports:

- Draft Marketing Plan – Amy reported that the committee met to start the draft, just want to check with the board of directors to see if there are other marketing ideas to include in the plan; it was suggested we incorporate some advertising at the Winter King Derby
 - Advertising – Amy/Kate
 - Tide Books should be here by 12/2; Amy will contact advertisers for delivery, she and Bruce will deliver and do some face time with members
 - Website/Social Media –Amy reported that she will connect with Grady regarding website updates
 - Radio – Mark (re-visit spring agenda) Kate reported that she has a contract proposal from KBBI to review/renew if interested; sponsorship, consisting of 73 segments over the course of the next 6 months highlighting KPC Maritime Technology courses is \$1,168 for the period. Motion by Adam to approve up to \$1,250 for KBBI sponsorship for a 6-month period with sponsorships to commence February 1st, 2024, 2nd and carried.
 - Podcast options – Amy reported that she has spoken with Shannon Moore re: hosting potential podcasts based on various stories; a program would need to be developed to be presented to the board for consideration. Shannon was thinking it may start out as a radio show as opposed to a podcast. Next steps would be to formulate a structure of proposed blocks.

- Workforce Development - Aaron
 - FOLs – Amy reported that she has a list of interested presenters and is working on a survey to give the kids to get an idea of what they’d be interested in hearing about. Janel from KPC will do an FOL. We are having an issue with field trips due to lack of transportation. Janel is a certified driver and also has access to KPC vans. She will check on some options to see if she can solve the transportation issue.
 - KPC courses – new Marine Trades Coordinator, Janel Harris jlharris8@alaska.edu
 - Hoodies/shirt status - Amy reported that she has researched the cost of hoodies; potential cost of \$910 - \$1,100 for 36 of various sizes; we had already allocated \$700 to purchase hoodies, some funds were expended on stickers; hoodies are ready to order. Motion by Matt Alward to expend an additional \$500 toward the purchase of hoodies and increase order to 48, 2nd and carried.
- Scholarship – Cinda reported that the HHS is hosting a Financial Aid presentation on 12/5 at 6pm for students and parents; she will attend on behalf of HMTA
- Membership – Amy reported that she has several membership leads that she’ll be following up on and asked board members to let her know if they can contact some prospects. Discussion needed regarding increase to membership fees; add to next Agenda.

Old Business:

- Annual To-Do List – Mark review/action items; good until January
- PME 2023 recap – Jen reported that she renewed 3 booths for 2024; Eric reported that Bay Welding lost their spot and will be next to HMTA. Adam reported that he had a very successful show and had split a booth with one of his suppliers. Amy recommended some set up changes for next year to make the booth a little more open and approachable. Eric recommended adding chairs to the booth which worked well for them this year.
- Anchorage Boat Show – Eric had no report but he and Bruce will coordinate. The presumption is the same space and similar cost from last year; Bay Welding is committed to participating. He has not been able to connect with the show organizer yet.
- Letter to City of Homer in support of continuation of the Harbor Expansion Study ratification – board members reviewed the letter via email and had a chance to respond. All members voted favorably. The letter was submitted by Amy to City Council.

New Business:

- Holiday potluck – Friday, December 15th 6pm at Breakwater Marine (Kachemak Boat Yard). Suggested pizza and BYOB Round “Haul-iday” party 😊
- HMTA support for Harbor Expansion marketing – discussion held regarding creation of harbor expansion marketing to be ready to showcase to public once the feasibility study is complete. Will keep on our radar.

Harbor Notes: Homer Harbor did not get the grant to replace the floats however, they did get an appointment MARID to discuss project and options. The Council also approved the plan to continue with the study even with the 1-year pause.

Action Items for Amy:

FOL survey
Podcast info – connection with Shannon Moore

Next Meeting: Wednesday, January 10th 2024 at Homer Harbor Office

Adjourn: There being no further business to come before the board of directors, the meeting was adjourned at 7:55 p.m.

Respectfully submitted,

Cinda Martin
Secretary



ACTION ITEM REPORT

Tariff Review

To: Port and Harbor Advisory Commission

From: Amy Woodruff

Meeting Date: December 13, 2023

Summary Statement:

We are continuing our review of the harbor tariff. This draft incorporates proposals by commissioners as well as staff.

Staff Recommendation:

Review the summary of proposed changes and make a motion to council indicating the commission's support of the changes supported by staff.

Attachments:

Presentation on boat trailer fee parking

Summary of proposed tariff changes

2024 tariff working draft with changes highlighted

2023 Boat Trailer Fee Parking Proposal

- **Yellow Parking Area** designates Day Use Only (no overnight parking) for vehicle boat/trailer parking, parking is included with a \$25 daily L&L ramp fee, or with vehicles/trailers registered under an annual moorage payment.
- **Red Parking Area** designates \$20/day vehicle, boat/trailer parking. First day of parking is included with a \$25 daily L&L ramp fee or with vehicles/trailers registered under an annual moorage payment.



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Google Earth

2023 Vehicle, Boat & Trailer Parking Proposal

- Load & launch ramp daily fee increases to \$25/Day.
- Load & Launch Ramp season pass is discontinued.
- Annual moorage & reserved stall moorage payments include vehicle/boat/trailer use of L&L ramp and day-use parking lots only (no overnight parking) and not in boat trailer fee parking lot.
- Homer Harbor uplands provide sufficient parking for approximately 175 truck & trailer tandems.
 - Day use parking lots provide approximately 55 spaces.
 - Boat/trailer \$20/day fee parking lot provides approximately 120 spaces.
- Day use (no overnight) parking dedicated to truck & trailer tandems only and is included with L&L ramp daily pass or vehicles/trailers registered under an annual moorage payment.
- Boat/Trailer parking lots require \$20/calendar day payment for truck & trailer tandem, single vehicle, or boat trailer.
 - The first day of parking is included only with a L&L ramp daily pass or vehicles/trailers registered under an annual moorage payment.
 - Each additional day of parking requires a \$20/calendar day purchase.
 - Boaters are required to register both a vehicle and trailer license plate at the time of the purchase of L&L ramp daily pass or when purchasing additional parking.
 - Pay kiosks located at the L&L ramp and boat/trailer parking lot would be programmed to require both vehicle and trailer license plates (not sure if they can do that yet). Mobile text-to-park would need to be programmed the same.
 - Vehicles purchasing parking in the boat/trailer lot would be 22 ple in other fee pay lots on the same day.

Fee Parking

\$20/Calendar Day

Vehicles, Boats & Trailers

First Day of Parking Included only

with Load & Launch Daily Pass

Or for vehicles & trailers registered

under annual moorage payment.

Purchase Parking at Pay Kiosk

Or via Mobile Pay Text-to-Park

Violators Subject to Fine or Impound

Parking Signage Example & Cost Estimate

- Approximately 25 signs posted at entry points and throughout the \$20/day vehicle, boat/trailer fee parking lot conveying parking rules, supporting sufficient public awareness, payment methods and enforcement action.
- Estimated signage cost is approximately \$8,000



Fee parking Payment Options

Luke II Pay Station Kiosk

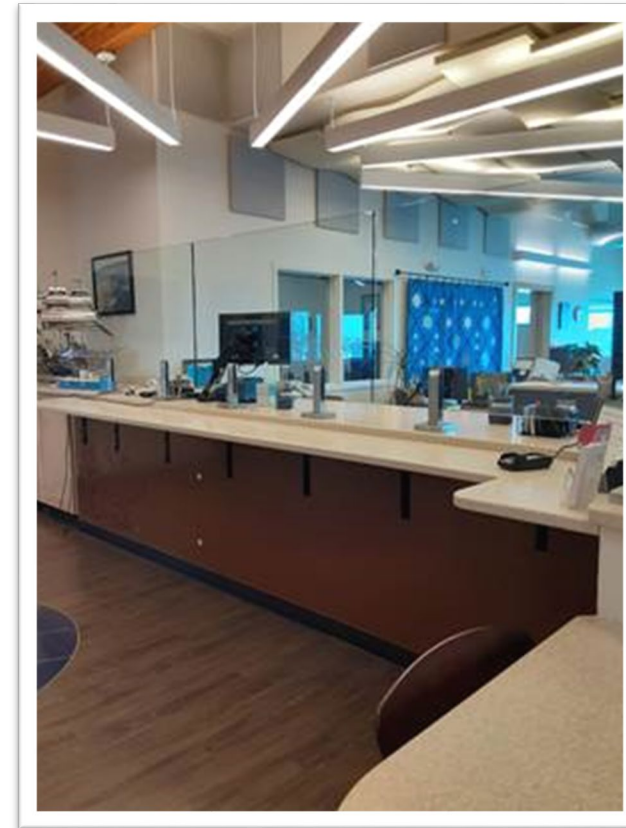


Mobile Pay Text-to-Park



Customers can pay using the in-field pay kiosks or from the convenience of their cell phones. Mobile pay text-to-park offers the flexibility of parking for additional time to park from remote locations.

Parking Information & Launch Passes & Permits

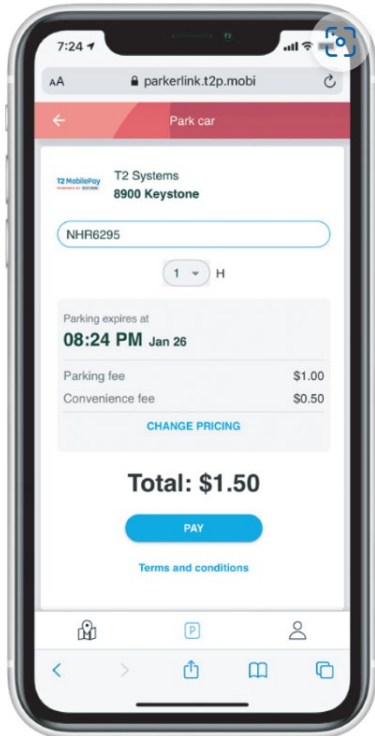


Customers can receive parking information, purchase daily load & launch passes at the L&L ramp fee collection booth. Parking Information, parking permits, and vehicle/trailer registration under annual moorage payment is available at the harbormaster's office.

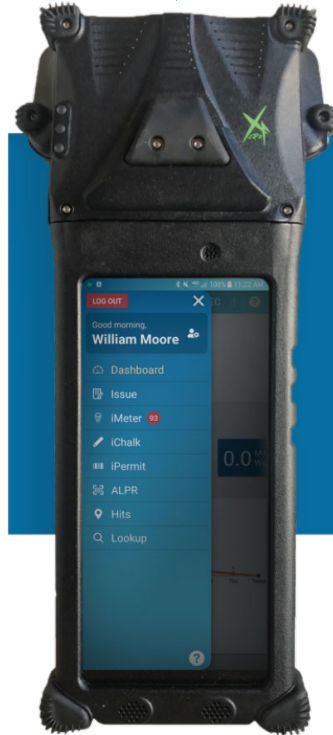
How Do We Enforce It?



T2 MobilePay



Mobile Pay Text To Park



X2 Digital Mobile Enforcement Parking Citation Device



Luke II Pay Station Kiosk



Memorandum

TO: THE PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR
DATE: OCTOBER 27 2023
SUBJECT: ANNUAL PORT TARIFF NO. 1 PROPOSED CHANGES AND RECOMMENDATIONS

Fees

- Insufficient funds check fee \$50- adding fee- A bounced check causes a significant amount of city finance and port finance staff time to reconcile. We do not currently have a penalty fee for an insufficient funds check. **(Staff Supports)**
- Electric metered connect/disconnect fee for Reserved stalls- removal of fee- For reserved stalls with electric meters, currently the rate for electric use is \$23.95/month + electrical usage charge per kilowatt. If lessees are going to be gone from the harbor for extended periods of time they can freeze the \$23.95 flat rate monthly charge by putting in a notice of vacancy and paying a \$28.80 connect/disconnect fee. This fee is often confusing for customers, but also makes it not worth it to file a notice of vacancy unless a tenant boat is going to be gone for more than 2 months. In our currently crowded harbor conditions we would like to promote an easy, high level of communication on when stalls might be vacant to best utilize limited resources. Removing the fee for putting in a notice of vacancy encourages, by financial incentive, a stall lessee to let us know when they plan to not use their reserved stall for even just 30 days. **(Staff Supports)**
- Ice Rates- standardize fee- Currently we have a discounted rate scale for companies that purchase large volumes of ice with discounts starting at 101 tons in a single season. In practice, this only applies to one to two customers per year. Our software for managing ice and crane had to be updated this year, and with that update we lost the ability to track graduated ice rates. In addition, ice rates haven't been raised or adjusted since 2009. Even at the standard rate, it is most likely set too low for the current inflation adjustment and market. A detailed review of ice production costs and rates is on the staff's winter task list with changes to the ice rate possible for the 24/25 season in about a year based on today's market. **(Staff Supports)**
- Ice Rates increase- Commissioner Siekaniec recommended a 10% increase to ice rates in addition to the proposal above **(Staff Supports)**

- Tow/ Harbor Labor- increase fee - The fee for harbor labor has not been increased in about a decade. Updated payroll numbers provided from City Hall lead staff to recommend an increase to \$200 per hour to better represent what it truly costs the port to provide those services. **(Staff Supports)**
- Skiff rate - increase fee - Commissioners proposed increasing the skiff rate above and beyond the Harbor Labor rate. **(Staff Supports)**
- Rate for hazardous material/oil disposal- increase fee rates- Processing costs for hazardous waste have increased in recent years and an adjustment needs to be made. Providing safe disposal options for these materials is part of our clean harbor initiative and rates are set at the costs billed to the harbor and labor. **(Staff does not support, see below)**
- Rate for hazardous material/oil disposal- \$100/barrel- Commissioner Pitzman suggested that we impose a flat rate fee for disposal of oil, per 55 gallon drum, since the current fee structure incentivizes behavior that increases the risk of contamination, including decanting oil into 5 gallon buckets and carrying them up the ramp by hand. **Staff supports IF vessels take responsibility for delivering drums to the designated area at the harbor maintenance facility, by appointment only.)**
- Parking, annual and seasonal passes- The current system for annual long term and seasonal fee pay passes is open to abuse. Two vehicles can be added to one pass with the understanding that the pass will only cover one vehicle at a time, but there is no way to ensure compliance with the rule. The new proposed method simplifies the process to one pass for one vehicle and lowers the cost of each pass from \$200 & \$250 respectively to \$150 for either. **(Staff Supports)**
- Trailer Parking- Restructure trailer parking rates as outlined by the presentation at today's meeting: first day of parking included in Launch Ramp Fee, subsequent days available at a cost of \$20/day, with no upper limit on the number of days. **(Staff Supports)**
- Launch Ramp Daily rate- Increase single launch rate to \$25 **(Staff Supports)**
- Launch Ramp Passes- Remove the \$200 annual launch ramp pass **(Staff Supports)**
- Commercial Boat Hauler Launch Ramp Use- Allow commercial boat haulers to pay an annual fee of \$200 per vehicle for launch ramp use associated with their business. **(Staff Supports)**
- Increase parking violation fine amount to \$30- Commissioner Matthews proposed raising the fine amount to \$30. AS 12.55.039 (A)(4) specifies that any fine of \$30 or more must be assessed a State surcharge of \$20. **(Staff does not support)**
- Double rate for wood grid- Commissioner Velsko suggested that we look at whether we could raise wood grid rates, the commission suggested doubling the rates for the use of the grids. **(Staff Supports)**
- Moorage Rate Increase and CPI adjustment- Noted for your reference, **no action needed.**

Policies

- Work Skiffs [RULE 28.2]- removal- Currently there is an exception regarding seine skiffs that results in an unfair application of our rate structure which, as a public entity, we need to correct. Additionally, it actually costs us money not to charge them money, because it's extra staff time and work to track and remove the standard automatically generated billing charges that are part of our built in moorage rate structure. We provide the same services to all boats moored within the harbor, including seine skiffs, and we need to be charging use within the harbor equably for all users. **(Staff Supports)**
- Marine Haul Out Facility [RULE 38]- additional wording- To operate a facility like the large vessel marine haul out facility the City must hold several permits and follow DEC and safety regulations or risk getting shut down. Staff have noticed an increase in the need for compliance enforcement/assurance in regards to facility users. The added language to the tariff reiterate current best management practices for the facility. Moving forward, if a vessel/user of the facility is found to be out of compliance (i.e. not filing/having an approved work plan ahead of time, or not following the required environmental or safety best management practices needed, etc.) it will mean a full work stoppage, enforced by port staff, with no one allowed to access the vessel until the deficiency has been corrected. **(Staff Supports)**
- Marine Liability Insurance [RULE 5.05 & 5.06]-All boaters are required to carry liability insurance with a minimum of \$100,000 coverage and a waiver of subrogation for the Harbor. Transient moorage users who do not provide proof of liability insurance will only be permitted to purchase moorage at the daily rate. Reserved moorage users who do not provide proof of liability insurance will not be permitted to renew their stall. Commercial boats—defined as vessels that are operated as part of a business, including commercial fishing, charter fishing, vessel-for-hire, freight, tow, and construction)are required to carry at a minimum \$1,000,000 of liability insurance, and to add the City as additional insured with waiver of subrogation. All reserved stall holders are required to add the city as a **certificate holder**. Human-powered vessels are exempted from the insurance requirements. **(Exact tariff language to be refined with legal counsel, Staff Supports)**



**PORT OF HOMER ALASKA
TERMINAL TARIFF NO. 1
RATES, CHARGES, RULES, & REGULATIONS
-AT-
MARINE TERMINAL**

**SECTION I: ALL FACILITIES
SECTION II: PIONEER DOCK & DEEP WATER
DOCK SECTION III: FISH DOCK
SECTION IV: SMALL BOAT HARBOR**

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

FMC Organization #011879

EFFECTIVE June 26, 2017 AS AMENDED

Last Updated 02/12/23 -eh



AMENDMENTS

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



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SECTION I
All Facilities
Rules & Regulations

RULE 1 – SCOPE AND APPLICABILITY

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

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

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

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

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

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

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



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

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

RULE 2 – AUTHORITY TO ESTABLISH SUPPLEMENTAL RULES AND CONTRACTS

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

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

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

RULE 3 – ABBREVIATIONS AND DEFINITIONS

The following abbreviations and definitions shall apply in this Tariff.

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



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

3.02. DEFINITIONS

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



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



Port of Homer Terminal Tariff No. 1

Section I: All Facilities

- t. PASSENGER WHARFAGE FEE (Regulated) – A regulated passenger wharfage fee shall be defined as a fee charged for a passenger embarking, disembarking, disembarking or landing aboard a passenger vessel for hire that is subject to Coast Guard CFR 33 104 regulations and located at the Port of Homer.

- u. POINT OF REST STAGING AREA – “Point of Rest Staging Area” is defined as that area on the Terminal facility which is assigned for the receipt of inbound cargo from the vessel and which inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.

- v. PORT OF HOMER – The Port of Homer or Port shall mean all marine facilities including controlled berths and associated waterways, as well as associated facilities under the control of the City of Homer, Alaska.

- w. REGISTRATION – “Registration” means completing a moorage or use agreement with all necessary information concerning the vessel and vessel owner.

- x. RESERVED MOORING – “Reserved Mooring” means having a specific assigned stall the use of which, after payment of reserved mooring fees, takes precedence over the use of the stall by any other vessel.

- y. RESERVED STALL PERMITTEE – “Reserved stall permittee” is an individual or corporation that has entered into an annual priority use agreement for a city assigned stall, to be used to moor one vessel that meets the length and beam requirement of the assigned stall and is owned by the permittee.

- z. SMALL BOAT HARBOR – “Small Boat Harbor” means that area of water protected by breakwaters constructed by the Federal government and the Harbor basin created within, including docks, floats, berths, tidal grids and other mooring facilities owned and operated by the City.

- aa. STALL – Berthing location within the float system of the Homer Small Boat Harbor. A stall does not include the float or finger of the float; only the mooring space between or adjacent to it.

- bb. TERMINAL FACILITIES – Include the Deep Water Dock and the Pioneer (Ferry) Dock, Fish dock and small boat harbor, commercial barge ramps, recreational load and launch ramp, wood and steel tidal grids, wharves, piers, bulkheads, sea walls, associated equipment, offices, warehouses, storage space, roads, paved areas, uplands, beaches and shorelines under the management, ownership and control of the City of Homer, Port and Harbor including the tidelands within the boundaries of the City of Homer.

- cc. TRANSIENT – “Transient” means any vessel using the mooring space on a temporary basis or which does not have a specific reserved mooring space.



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

RULE 4 – HOURS OF OPERATION AND HOLIDAYS

- 4.01. HOURS OF OPERATION – The Port of Homer marine facilities are available for use 24 hours a day, 7 days per week and are open all year. Homer harbor officers are on duty 24 hours a day, 7 days per week. They can be contacted by phone 907 235-3160 or hailed on Channel 16 on VHF radio.
- 4.02. HOLIDAYS – Whenever in this Tariff reference is made to holidays the following are included:

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

RULE 5 – LIABILITY, INDEMNITY, INSURANCE

- 5.01. LIABILITY – The City of Homer, its Port personnel, its employees and agents, are not responsible for loss or damage caused by fire, frost, heat, dampness leakage, weather damage, evaporation, natural shrinkage, waste, insects, decayed and live animals, leakage or discharge from fire protection systems, collapse of buildings or structures, breakdown of plant protection systems, breakage of plant or machinery or equipment, or by floats, logs, piling or camel logs required in breasting vessels away from wharf.
- 5.02. LABOR ACTIONS OF CIVIL UNREST – The City of Homer is not responsible for any loss, damage, delays, costs or from any consequences as a result of civil unrest, shortage of or action by labor, riots or strikes of any persons in their employ or in the service of others.
- 5.03. INDEMNITY – Users of the City of Homer’s Port facilities including vessels and crews, vessel owners and its agents or instruments, shippers or consignees, and shore personnel shall indemnify and hold harmless the City against any and all claims arising from any breach or default in performance of any obligation to such parties to be performed under the terms of this Tariff or arising from any act or



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

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

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

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



RULE 6 – RIGHTS OF THE CITY AND USE OF FACILITIES

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

RULE 7 – CARGO

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

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

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

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

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



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

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



RULE 8 – HAZARDOUS AND DANGEROUS CARGOES

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

RULE 9 – ANCHORING

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

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

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

RULE 10 – SANITATION, HOT WORK AND VESSEL MAINTENANCE

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

RULE 11 – SAFETY

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

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

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

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

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

RULE 12 – VEHICLE PARKING

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



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

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

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

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

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

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

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

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

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



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

TYPES OF PERMITS

- a. Seasonal permits for day use parking
- b. Monthly permits for day use parking

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

RULES

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

RULE 13 – WHARFAGE, DEMURRAGE AND FREE TIME

13.01. WHARFAGE

- a. APPLICATION – Wharfage is the charge assessed against any freight or merchandise placed in transit sheds, on a wharf, passing through, over or under a wharf, transferred between vessels, loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services. Wharfage rates named in the Tariff will be charged for all merchandise or cargoes received inbound or shipped outbound over the City docks, barge ramp or barge beaching site, and will be in addition to all other charges made under provisions of this Tariff. Wharfage is applied to all inbound and outbound cargo.

- b. WHARFAGE REPORTS – Wharfage from all docks, ramps and beaches is self-reported. Report and payment are due to the Homer harbor office by date stated on the Wharfage report. Report forms are available at the harbor office and on the City of Homer Port and Harbor website.



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



l. RATE VALUES – Except as otherwise provided herein, rates apply per short ton which is 2,000 lbs., or per 32 cu.ft. as rated by ocean carriers, or per 1,000 feet board measure, or 42 gallons per barrel of bulk petroleum products corrected to 60 degrees Fahrenheit net, or 376 lbs. per barrel of bulk cement, or per bone dry wood chips as rated by ocean carrier

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

(1) Finished lumber per MBM (Note: Industry standard conversion formulas shall be used in converting pounds to board feet measure.)

(2) In absence of board feet measure on bill of lading, a load-out rate will be assessed by converting the weight of logs to board foot measure, for the average diameter of logs (small end diameter) in accordance with the following table for white spruce logs:

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

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

13.02. DEMURRAGE

a. APPLICATION – Demurrage shall be assessed against cargo remaining in or on terminal facilities after the expiration of free time, unless arrangements have been made for storage.

b. RATE – Demurrage will be assessed at a set rate per square foot per day, based on the “foot print” occupied by cargo in the laydown area. For cargo with overhangs, the footprint plus the area under the overhang that is unusable for other storage will be assessed. Demurrage rate can be found in Appendix A fee schedule.

13.03. FREE TIME

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



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

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

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

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

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

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

RULE 15 – CHARGES: Applications, Rules & Regulations

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

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



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

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

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

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

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

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

16.01. LABOR/PERSONNEL

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



- iii. Services of cleaning City docks or terminal facilities of dunnage, stevedore gear, and other equipment or material when the shipper, vessel owner or consignee fails to promptly clear the facility as requested by the Port Director.
- b. Application Period-When a user notifies the Port Director for labor for a specific time and labor is on the job ready for work at that time, labor costs shall be charged from the time the labor is ready for work until the work is concluded even if the work is delayed through no fault of the City.
- c. Rates-All labor provided by City personnel shall be charged at a rate per hour. (½ hour minimum). Work requiring call-outs shall be charged at a minimum of two hours. Rate for labor can be found in Appendix A fee schedule.

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

- a. Skiff with operator ½ hour
- b. Skiff with operator 1 man hour
- ⊖ Any additional personnel required will be charged additionally at the skiff with operator 1 man hour rate

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

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

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

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

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

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

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



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



SECTION II
Pioneer Dock and Deep Water Dock
Rules, Regulations, & Rates

RULE 17 – DOCKS: RULES AND REGULATIONS

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

RULE 18-DOCK SECURITY

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



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

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

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

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

RULE 19-DOCK -CONDITIONS OF BERTHING /BERTH REQUESTS

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

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

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

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

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



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

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

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

RULE 20 – DOCK BULK PETROLEUM PRODUCTS

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

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

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

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

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



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

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

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

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

21.01. SPECIAL TERMINAL USE PERMIT AND REQUIREMENTS: For Petroleum Product Transfer – Fueling vessels at the Pioneer Dock and the Deep Water Dock by truck or vessel is permitted with the permission of the Port Director and the completion of a Special Terminal Use Permit. The Special Terminal Use Permit shall be completed annually with an annual permit issuance fee. *F e e c o s t c a n b e f o u n d i n A p p e n d i x A f e e s c h e d u l e .* In addition, the Permittee shall file timely fuel wharfage reports stating the gallons of petroleum product dispensed with the required payment.

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

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

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

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



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

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

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

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

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

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

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

RULE 22 – DOCK RATES

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

22.02. SUPPLEMENTAL SERVICE CHARGE IN ADDITION TO DOCKAGE

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



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

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

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

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

22.05. REGULATED GARBAGE HANDLING

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



SECTION III
Fish Dock
Rules, Regulations, & Rates

RULE 23 – FISH DOCK RULES AND REGULATIONS

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

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

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

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

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

RULE 24 – FISH DOCK USE PERMITS

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

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



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

RULE 25 – FISH DOCK CRANES

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

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

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

RULE 26 –COLD STORAGE

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



SECTION IV
Small Boat Harbor & Upland Facilities
Rules, Regulations, & Rates

RULE 27 – SMALL BOAT HARBOR RULES & REGULATIONS

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

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

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

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

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

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

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

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



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

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

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

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

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

RULE 28 – SMALL BOAT HARBOR VESSEL MOORAGE

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

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



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

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

28.03. MOORAGE RATES

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

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

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

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



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

RULE 29 – RESERVE STALL ASSIGNMENTS IN HOMER PORT AND HARBOR

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

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

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

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



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

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

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

RULE 30 – SMALL BOAT HARBOR RESERVE STALL WAITING LIST

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

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

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



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

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

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

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

RULE 31-SMALL BOAT HARBOR FLOAT PLANE MOORAGE / FEES

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

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

RULE 32 – SMALL BOAT HARBOR ELECTRICITY

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

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



32.02. TRANSIENT VESSEL WINTER POWER

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

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

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

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

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

RULE 33 – SMALL BOAT HARBOR TIDAL GRIDS

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



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

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

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

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

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

RULE 34 – SMALL BOAT HARBOR PUBLIC LAUNCH RAMP

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



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

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

RULE 35 – UPLAND STORAGE

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

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

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

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

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



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

RULE 36 – BOAT TRAILER STORAGE

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

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

RULE 37 –

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

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

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

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

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



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

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

RULE 38 – MARINE REPAIR FACILITY

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

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

38.02. FEES

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



RULE 39 – FISH DISPOSAL / GRINDING AND FEES

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

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

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



APPENDIX A- FEE SCHEDULE

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

PORT & HARBOR FEES

Effective 1/1/2023

Please add 7.85% sales tax to fees unless otherwise noted

FISH DOCK

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

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

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

- Ice:

Accumulated throughout year. Accounts reviewed each December for rate adjustment based on previous year’s actual tons of ice purchased.)

0-100 tons	\$143.99	\$130.99 per ton	501-700 tons
	\$121.00 per ton		
101-300 tons	\$128.00 per ton		701-1000 tons \$118.00 per ton
301-500 tons	\$124.00 per ton		Over 1001 tons \$115.00 per ton

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

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



HARBOR

- **Harbor Labor:** \$200 ~~102.00~~ per hour, plus equipment and direct costs (towing)
\$100 ~~51.00~~/half hour minimum
- **Pumps:** \$40.79/day for electric pump
\$69.97/hour for gas pump, minimum charge of one hour. Includes attendant time
- **Tow:** Skiff with operator ½ hour \$182.50 ~~68.00~~; skiff with operator 1 hour \$365 ~~102.00~~
- **Load & Launch Ramp:** (Fees are inclusive of sales tax)
\$20 ~~25~~ per day - (\$13.00 launch fee plus a \$7 ~~12~~ parking impact levy for a total of \$20)
\$200 per season (April 1 – Oct. 15) – (\$130.00 launch fee plus a \$70 parking impact levy ~~–\$200~~)
Commercial Boat Hauler Launch Ramp Pass \$200 per vehicle per year
\$20.00 per hour for unattended vessel/blocking ramps
\$100 penalty for commercial loading @ L&L ramp during peak hours between 6am-6pm
- **Insufficient Funds:** \$50 insufficient funds check fee

GRIDS

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

- **Wood:** Max. 59 feet
0-59 feet \$2.10 ~~1.05~~/ft/tide
- **Steel:** Max. 200 displacement tons - vessels 60 ft. to 120 ft
60-80 feet \$5.10 ~~2.55~~/ft/tide 101-120 feet \$7.64 ~~3.82~~/ft/tide
81-100 feet \$6.50 ~~3.25~~/ft/tide 121-140 feet \$8.48 ~~4.24~~/ft/tide

STALL WAIT LIST

Stalls are offered once a year, mid-October

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

ELECTRICITY

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

- **Daily/Flat Rate:** 110v \$10.20/calendar day (monthly rate after 15 days)
208v/single phase \$20.12/calendar day (monthly rate after 17 days)
208v/3 phase \$45.20/calendar day (monthly rate after 7 consecutive days)
- **Monthly Rate:** 110v \$152.67
208v/single phase \$341.70
208v/3 phase & 480v \$28.80 + electrical usage charge per kilowatt
- **Metered Reserved Stalls:** \$23.95/month + electrical usage charge per kilowatt
Vacancy notification waiver available w/ \$28.80 connect/disconnect fee
- **Winter Power:** \$28.80 connect/disconnect fee + \$28.80/month + electrical usage charge per kilowatt
Available October 16 – April 15 with signed application



Port of Homer Terminal Tariff No. 1 Section IV: Small Boat Harbor & Upland Facilities

Note: A transient vessel connected to power April 16 - October 15 will be charged the daily rate. If a transient vessel consumes more electricity than would be covered by these flat rates, then such transient vessel shall be charged for the actual consumption. Charges for kilowatts may be adjusted without advance notice.

PORT

- Barge Ramp/Beach Use: 01' - 36' = \$1.50 per ft based on length overall of vessel + 1 ton wharfage (\$5.14)
 37' - 49' = \$1.50 per ft based on length overall of vessel + 2 tons wharfage (\$10.28)
 50'± = \$1.50 per ft based on length overall of vessel (+ wharfage as reported)
 Annual Pass (Jan 1-Dec 31) for vessels ≤ 36' = (landing + 1 ton wharfage) x 10
 Annual Pass (Jan 1-Dec 31) for vessels 37' to 49' = (landing +2 tons wharfage) x 10
 Penalty for going dry on barge ramp/causing restricted access- \$150 per tide
- | | | | | | | |
|--------------|------------|--------------|------------|--------------|------------|-------|
| 0' to 100' | \$338.00 | 451' to 475' | \$1,604.00 | 651' to 675' | \$3,917.00 | cycle |
| 101' to 200' | \$506.00 | 476' to 500' | \$1,762.00 | 676' to 700' | \$4,420.00 | • - |
| 201' to 300' | \$788.00 | 501' to 525' | \$1,996.00 | 701' to 725' | \$5,119.00 | |
| 301' to 350' | \$1,005.00 | 526' to 550' | \$2,154.00 | 726' to 750' | \$5,858.00 | |
| 351' to 375' | \$1,098.00 | 551' to 575' | \$2,334.00 | 751' to 775' | \$6,644.00 | |
| 376' to 400' | \$1,206.00 | 576' to 600' | \$2,582.00 | 776' to 800' | \$7,459.00 | |
| 401' to 425' | \$1,337.00 | 601' to 625' | \$2,957.00 | | | |
| 426' to 450' | \$1,490.00 | 626' to 650' | \$3,443.00 | | | |

Dockage:

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

- \$ 963.06 Cruise Ship Service Charge
- \$52.00 Dockage Service Charge
- Lightering Fee \$1,500, plus \$6.00 per passenger
- Passenger wharfage fee (non-regulated) \$0.00 per passenger
- Passenger wharfage fee (regulated) \$0.00 per passenger

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

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

(Haul- Out Facility)

Upland Dry Dockage for vessel w/annual moorage= \$.17 per sq ft/month
 Upland Dry Dockage for vessel w/transient moorage = \$.20 per sq ft/month
 Upland Dry Dockage for vessel w/ no moorage= \$.25 per sq ft/month
 Dry Dockage admin fee \$50
 Haul Out facility Vendor Fee \$150

- Water: \$38.81 per 1,000 gal. – minimum 5,000 gals
 Scheduled delivery – \$102.00 connect/disconnect
 Unscheduled delivery – \$139.32 connect/disconnect



- **Wharfage:** \$5.14/ton wharfage on N.O.S. Freight (Not Otherwise Specified) for the Barge Ramp & Beach
 \$7.96/ton wharfage on N.O.S. Freight for the Deep Water Dock & Pioneer Dock

Except as otherwise specifically provided, rates are in U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Short ton = 0.907185 metric tons (mt)

COMMODITY	WHARFAGE RATE (\$USD)
Aggregate (Gravel, stone, minerals)	\$1.00 per short ton/\$1.10 per mt
Agricultural Products (Grains, corn, legumes, etc.)	\$3.50 per short ton/\$3.86 per mt
Containerized Cargo	\$8.00 per short ton/\$8.82 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1 ≥ 100 Short tons	\$7.96 per short ton/\$8.77 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 101 ≥ 1,000 Short Tons	\$6.00 per short ton/\$6.61 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1,001 ≥ 10,000 Short Tons	\$5.00 per short ton/\$5.51 per mt
10,000 + Short Tons	\$4.50 per short ton/\$4.96 per mt
Freight N.O.S. (Barge Ramp and Beach)	\$5.14 per short ton/\$5.67 per mt
Freight N.O.S. (Fish Dock) ICE Fish Dock	\$14.50 per short ton/ 15.98 per mt \$14.50 per short ton/ 15.98 per mt
Hazardous materials, as established by Dept of Transportation materials commodity List. At location designated for loading, unloading or staging by USCG permit	\$8.00 per ton /Min. 1 ton
Livestock (horses, mules, cattle, hogs, sheep, goats, fowl)	\$10.12 per head
Petroleum	\$0.84 per barrel/\$0.02 per gallon
Poles, Logs, cant or cut	\$3.95 per thousand board feet
Seafood/Fish Products (regardless of species) (all docks)	\$4.76 per short ton/\$5.24 per mt

- **Disposal** Oil ~~\$3.35/gallon~~ \$100/barrel
 Used Antifreeze \$8.00/gallon
 Oily Water/Bilge Slop ~~\$5.00~~ \$6.00/gal delivered in drums

Commented [AW1]: Bryan can you confirm that Del supports this please?



PARKING

• <u>Fee pay day use parking:</u>	Day Use Fee Parking	\$10 per calendar day
	Seasonal permits for day use parking	\$250 \$150
	Monthly permits for day use parking	\$100
• <u>Long term parking:</u>	Annual parking permit	\$200 \$150
	Monthly parking permit >20ft	\$70
	Monthly parking permit <20ft	\$85
	Weekly parking permit >20ft	\$25
	Weekly parking permit <20ft	\$35
	Trailer parking after day of launch (no boat)	\$20/day \$7 per linear
<u>ft./month</u>	Parking Citation	\$25 per citation
	Failure to pay parking citation	\$25 for each month past due

Commented [AW2]: Adjust if we hear from arnet that this won't work

* Parking permits refer to vehicles **only and do not apply to trailers unless otherwise specified as "trailer"**. Citations specific to long term parking overstay shall be limited to \$250 per calendar year, with \$200 of the fine credited toward an annual permit if applicable

MOORAGE

Note: Mooring charges commence when a vessel is made fast to a wharf, pier, harbor float or other facility. A vessel moored between 12:01 a.m. and 10:00 a.m. shall be charged a full day's moorage.

- Reserved: [~~\$63.41~~ **66.91** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86')
 - Annual Transient: [~~\$63.41~~ **66.91** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86')
 - Semi-Annual Transient: [~~\$42.48~~ **44.83** + (LOA x \$.05)] x LOA, plus \$33.50 administrative fee (\$.05/ft caps at 86')
 - Monthly Transient: [~~\$10.78~~ **11.37** + (LOA x \$.05)] x LOA, plus \$8.50 administrative fee (\$.05/ft caps at 86')
- *Vessels that properly register and prepay moorage may deduct \$0.50/foot/month**
- Daily: [~~\$1.90~~ **2.01** + (LOA x \$.05)] x LOA, plus \$1.50 administrative fee (\$.05/ft caps at 86')
- *Vessels that properly register and prepay moorage may deduct \$5.00/day**



ACTION ITEM REPORT

Review of Moorage Agreement

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Meeting Date: December 13, 2023

Summary Statement:

Commissioners expressed interest in seeing changes to the transient and reserved moorage agreements, the terms of which have not been modified in many years. Specific suggestions discussed included:

- Adding a code of conduct
- Removing language perceived to be redundant
- Updating insurance language to match the updated requirements also in the tariff

Staff Recommendation: Discuss the moorage agreement forms and any suggested changes. Staff will compile feedback and revise the documents in conjunction with legal counsel.

Attachments:

Transient Moorage Agreement
Reserved Moorage Agreement



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

TRANSIENT

Vessel Moorage Agreement

Vessel Name: _____ Make: _____ Power Sail

Vessel Registration Number: *Please fill out at least one*

AK Reg. #: _____ AK Dept. Fish & Game #: _____

Coast Guard Doc #: _____ Assigned Harbor #: _____

Length Overall: _____ **Measured furthest point forward to furthest point aft**

Beam: _____ Draft: _____ Hull Material: _____ Inboard Outboard

Hull Color: _____ House Color: _____ VHF Radio Onboard: Yes No

Primary Use: Commercial Tow Commercial Fish Pleasure Other: _____

Commercial Freight Charter Passenger

Owner: _____ Dr. Lic. #: _____ State of Issue: _____

Phone: Home: _____ Work: _____ Cell: _____

Mailing Address: _____ City: _____ State: _____ Zip: _____

E-Mail Address: _____ I want: Mail Statements E-mail Statements

Local Caretaker Name & Phone Number: _____

Operator Same As Owner: Operator: _____ Dr. Lic. #: _____ State: _____

Phone: Home: _____ Work: _____

Mailing Address: _____ City: _____ State: _____ Zip: _____

City Use Only

(Signature Required on Other Side)

Acct #:						

CITY OF HOMER, PORT & HARBOR

4311 Freight Dock Road, Homer, Alaska 99603

907-235-3160 • (fax) 907-235-3151 • Website <http://port.ci.homer.ak.us>

TERMS AND CONDITIONS OF **TRANSIENT** MOORAGE AGREEMENT

The City of Homer, Alaska ("City") and the vessel owner or operator identified herein ("Owner") enter into the following agreement, including the reverse side (Attachment A)

1. Moorage: City grants Owner permission only to moor the vessel identified in Attachment A (the "Vessel") in the transient moorage area designated by yellow painted bull rails in the Harbor on a first come/first served basis, subject to these terms and conditions. Owner is not assigned any space on a preferential or indefinite basis, and agrees that City has the right in its discretion to move, or to require Owner to move, the Vessel to any other space or other location in the Harbor at any time and for any purpose. Upon the departure of the Vessel from the Harbor, neither Owner nor the Vessel has any preference or priority for moorage upon returning to the Harbor.

2. Fees and Charges: Owner shall pay the transient moorage fee for the Vessel on a daily, monthly, semiannual or annual basis (each a transient moorage period), and shall pay when due all other charges, accrued interest and surcharges established by the Harbor Tariff from time to time. The transient moorage fee commences upon the Vessel's arrival in the transient moorage area. Daily or monthly moorage fees that are prepaid before the 25th day of the month before the month to which the fees apply shall be subject to a discount as provided in the Harbor Tariff. If City, in its sole discretion, provides services, repairs or salvage to the Vessel for its protection, Owner shall pay all charges therefor at the rates provided for in the Homer City Code or the Harbor Tariff. All delinquent fees and charges become a lien on the Vessel and its tackle, fixtures, equipment and furnishings. City may change moorage fees and other charges at any time during the term of this agreement, and Owner shall pay any increased fees and charges as of their effective date.

3. Compliance with Laws and Regulations: Owner shall comply with all applicable federal, state, and local laws and regulations and special instructions issued by the Harbormaster. City, its employees and agents shall have access to the Vessel to inspect for compliance with this agreement and to move the Vessel to protect against any casualty or potential hazard. City assumes no responsibility to take any such action or for any resulting damage to the Vessel, its tackle, fixtures, equipment, furnishings.

4. No Sale or Assignment of Moorage Space: Owner may not assign or transfer this agreement or the moorage space occupied by the Vessel. Owner may not use the moorage space for any vessel other than the Vessel. Owner shall notify City within fifteen (15) days after transferring title to the Vessel, and provide the name and mailing address of the transferee.

5. Termination: Either party may terminate this agreement after thirty (30) days' notice to the other. This agreement terminates upon Owner's transfer of title to the Vessel. City may terminate this agreement summarily by giving notice of any violation of this agreement, including without limitation failure to comply with applicable laws, regulations or rules. The remedy in this paragraph is in addition to any other remedies under this agreement, statute or ordinance, or otherwise. Notwithstanding such termination, Owner remains responsible for all fees and charges incurred by the Vessel until the Vessel becomes subject to a new moorage agreement.

6. City's Right to Remove or Impound: Upon termination of this agreement, and in any circumstances where authorized in the Homer City Code (including without limitation when moorage fees or other charges are more than thirty (30) days past due), City may remove the Vessel from the Harbor at Owner's risk and expense, and/or impound the Vessel, its tackle, fixtures, equipment and furnishings, and pursuant to notice, auction, sell or dispose of the same.

7. WAIVER OF RESPONSIBILITY AND INDEMNITY: (1) City is only a lessor of moorage space and not a bailee under this agreement, does not accept the Vessel or its tackle, fixtures, equipment or furnishings for storage, warehousing or safekeeping, and shall not be liable for loss or damage to the Vessel or its tackle, fixtures, equipment or furnishings. City will not be liable for death or injury to persons or damage to property suffered by Owner, its employees, agents, invitees or passengers, arising from any cause upon Harbor facilities or any premises adjacent thereto. City has no duty to provide services to the Vessel to protect it from damage. (2) Owner shall defend, indemnify and hold City, its officers, employees and agents, harmless from any claim, demand, loss, damage or expense (including without limitation claims for personal injury, death, environmental pollution or property damage) ("Claim") arising out of, resulting from or in any way connected with this agreement or the use of the Harbor or its facilities hereunder by Owner, its employees, agents, invitees or passengers; provided only this duty to defend, indemnify and hold harmless shall not apply if the Claim arises out of the sole negligence or intentional misconduct of City.

8. Term: This agreement shall become effective upon Owner's payment of the initial transient moorage fee, and shall remain in force until the earliest to occur of the following: (1) expiration of the current transient moorage period without payment for its renewal or extension; and (2) termination pursuant to paragraph 5. If the Vessel remains in the Harbor after termination or expiration of this agreement, Owner shall pay transient moorage fees on a daily or monthly basis whichever results in the lesser total charge, and no refund or credit shall be granted if Owner later executes an agreement providing for a lower rate.

9. Notice: Billings and notices to Owner are deemed delivered on the date when deposited in the United States mail with proper postage, addressed to Owner at the address for notices in Attachment A, which Owner may change by notice to the Harbormaster. The name and address provided on this agreement and on Attachment A are subject to public disclosure.

10. Insurance: Owner shall maintain in effect during the term of this agreement liability insurance covering Owner's employees, invitees and passengers, and covering damage to Harbor property and other vessels and facilities by the operation of the Vessel. If the Vessel carries passengers for hire, the liability insurance shall cover bodily injury, including death, in an amount not less than \$100,000 per person, \$300,000 combined single limit per occurrence (including property damage). All required policies of liability insurance shall name City as an additional insured with waiver of subrogation.

11. Seaworthiness-Underway Policy: Owner shall keep the Vessel seaworthy and capable of operating under its own power at all times, except for a reasonable time while undergoing repairs. On at least two days in each calendar year, separated by at least 60 days, the Vessel shall depart the Harbor, travel beyond the one quarter mile turning basin of the Pioneer and Deep Water Docks and return to the Harbor, all under its own power. If the Vessel fails to comply with this requirement, the moorage charge for the Vessel shall be increased by 50% commencing when the Vessel fails to comply and continuing during the period of non-compliance.

12. Entire Agreement-Applicable Law: This constitutes the entire agreement between the parties. No modification or amendment of this agreement shall be valid unless evidenced in writing and signed by both parties. This agreement shall be governed by the laws of the State of Alaska.

I HAVE READ AND AGREE WITH THE TERMS AND CONDITIONS CONTAINED HEREIN AND CERTIFY THAT I AM AUTHORIZED TO EXECUTE THIS AGREEMENT ON BEHALF OF THE OWNER OR OPERATOR OF THE VESSEL DESCRIBED ON ATTACHMENT A. I CERTIFY THAT THE INFORMATION ON ATTACHMENT A IS CORRECT AND AGREE THAT I AM AUTHORIZED TO OBLIGATE THE PERSON ON WHOSE BEHALF I EXECUTE THIS AGREEMENT PERSONALLY FOR PAYMENT OF ALL FEES AND CHARGES INCURRED UNDER THIS AGREEMENT.

Signature: _____

Date: _____

Printed Name: _____



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road

Homer, AK 99603

port@cityofhomer-ak.gov

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(f) 907-235-3152

RESERVED STALL

Vessel Moorage Agreement

Vessel Name: _____ **Make:** _____ Power Sail

Vessel Registration Number: *Please fill out at least one*

Coast Guard DOC #: _____ AK Reg. #: _____

AK Dept. Fish & Game #: _____ Assigned Harbor #: _____

Length Overall: _____ **Measured furthest point forward to furthest point aft**

Beam: _____ Draft: _____ Hull Material: _____ Inboard Outboard

Hull Color: _____ House Color: _____ VHF Radio Onboard: Yes No

Primary Use: Commercial Tow Commercial Fish Pleasure Other: _____
 Commercial Freight Charter Passenger

Owner: _____ Dr. Lic. #: _____ State of Issue: _____

Federal Tax ID # (if applicable): _____

Phone: Home: _____ Work: _____ Cell: _____

Mailing Address: _____ City: _____ State: _____ Zip: _____

E-Mail Address: _____ I want: Mail Statements E-mail Statements

How to Reach in a Boat Emergency: _____ Local Caretaker or Contact: _____

Operator Same As Owner:

Operator: _____ Dr. Lic. #: _____ State of Issue: _____

Phone: Home: _____ Work: _____ Cell: _____

Mailing Address: _____ City: _____ State: _____ Zip: _____

City Use Only

(Signature Required on Other Side)

Acct #: _____				
Stall: _____				
		89		

The City of Homer, Alaska ("City") and the vessel owner or operator identified herein ("Owner") enter into the following agreement, including the reverse side (Attachment A)

- Moorage:** City grants Owner preferential use of the stall that City assigns from time to time only to moor the vessel identified in Attachment A (the "Vessel"), subject to these terms and conditions. City may change the stall assignment, and permit other vessels to occupy the assigned stall whenever the Vessel is absent from the stall, without any refund or reduction in the moorage fee payable by Owner. Owner shall notify the Harbormaster in advance whenever the Vessel shall be absent from its assigned shall for more than five days, and at least 24 hours before its return.
- Ownership:** For purposes of this agreement, the owner of the Vessel and party to this Agreement is the individual or entity claiming ownership of the vessel and executing this agreement. Any individual or entity represented as the owner of the vessel in this agreement hereby concedes to his, her or its ownership of the vessel and responsibility for it. An entity must designate an agent with authority to enter into this agreement on behalf of the entity and bind the entity by the terms of this agreement. An entity Owner shall notify the City in writing of any sale, transfer, merger or any other change in ownership of the Owner no more than thirty days after the change becomes effective. Failure to notify the Harbormaster of a change of ownership as required in this section or notification of a change that alters the nature of the enterprise or the use of the stall or Vessel shall make this agreement voidable by the City.
- Fees, Charges and Renewal:** Owner shall pay the reserved stall moorage fee for the Vessel in advance for a one-year period commencing October 1 and ending September 30 of the following year, and shall provide current proof of ownership of vessel annually. Owner shall pay when due all other charges, accrued interest and surcharges established by the Harbor Tariff from time to time. If City, in its sole discretion, provides services, repairs or salvage to the Vessel for its protection, Owner shall pay all charges therefor at the rates provided for in the Homer City Code or the Harbor Tariff. All delinquent fees and charges become a lien on the Vessel and its tackle, fixtures, equipment and furnishings. City may change moorage fees and other charges at any time during the term of this agreement, and Owner shall pay any increased fees and charges as of their effective date.
- Compliance with Laws and Regulations:** Owner shall comply with all applicable federal, state, and local laws and regulations and special instructions issued by the Harbormaster. City, its employees and agents shall have access to the Vessel to inspect for compliance with this agreement and to move the Vessel to protect against any casualty or potential hazard. City assumes no responsibility to take any such action or for any resulting damage to the Vessel, its tackle, fixtures, equipment, furnishings.
- No Sale or Assignment of Moorage Space:** Owner may not assign or transfer this agreement or the moorage stall assigned to the Vessel without written consent by the Harbormaster. Transfer or assignment of this agreement may only occur after the harbormaster determines that 1) the Owner is in full compliance with this agreement; 2) there has been a change of ownership of an entity, reorganization of an agency, or death of an individual owner; and 3) the nature of the owner's business or enterprise, if applicable, and the use of the Vessel and the stall will remain substantially the same after the transfer or assignment. Owner or his, her or its successor or heir requesting an assignment or transfer must submit a written request for a transfer or assignment no more than 30 days after the change in ownership, death or reorganization occurs.
- Change in Vessel:** Owner may not use the assigned stall for any vessel other than the Vessel. Owner shall notify City within fifteen (15) days after obtaining title to and designating the new Vessel and provide the harbormaster with 1) a new signed Reserve Stall Moorage Agreement showing the vessel fits the size criteria for the stall 2) pay appropriate "change boat" fee. and 3) provide proof of ownership on the Vessel.
- No Sublease of Moorage Space:** The reserve stall may not be made available by the Owner to any individual, group or entity in exchange for money, goods, services or any other benefit.
- Termination:** Either party may terminate this agreement after thirty (30) days' notice to the other. Except as otherwise provided in this agreement, this agreement terminates upon Owner's transfer of title to the Vessel. City may terminate this agreement summarily by giving notice of any violation of this agreement, including without limitation failure to comply with applicable laws, regulations or rules. The remedy in this paragraph is in addition to any other remedies under this agreement, statute or ordinance, or otherwise. Notwithstanding such termination, Owner remains responsible for all fees and charges incurred by the Vessel until the Vessel becomes subject to a new moorage agreement.
- City's Right to Remove or Impound:** Upon termination of this agreement, and in any circumstances where authorized in the Homer City Code (including without limitation when moorage fees or other charges are more than thirty (30) days past due), City may remove the Vessel from the Harbor at Owner's risk and expense, and/or impound the Vessel, its tackle, fixtures, equipment and furnishings, and pursuant to notice, auction, sell or dispose of the same.
- WAIVER OF RESPONSIBILITY AND INDEMNITY:** (1) City is only a lessor of moorage space and not a bailee under this agreement, does not accept the Vessel or its tackle, fixtures, equipment or furnishings for storage, warehousing or safekeeping, and shall not be liable for loss or damage to the Vessel or its tackle, fixtures, equipment or furnishings. City will not be liable for death or injury to persons or damage to property suffered by Owner, its employees, agents, invitees or passengers, arising from any cause upon Harbor facilities or any premises adjacent thereto. City has no duty to provide services to the Vessel to protect it from damage. (2) Owner shall defend, indemnify and hold City, its officers, employees and agents, harmless from any claim, demand, loss, damage or expense (including without limitation claims for personal injury, death, environmental pollution or property damage) ("Claim") arising out of, resulting from or in any way connected with this agreement or the use of the Harbor or its facilities hereunder by Owner, its employees, agents, invitees or passengers; provided only this duty to defend, indemnify and hold harmless shall not apply if the Claim arises out of the sole negligence or intentional misconduct of City.
- Term:** This agreement shall become effective on October 1 of the first reserved stall year and shall remain in force until terminated pursuant to paragraph 8. If the Vessel remains in the Harbor after termination or expiration of this agreement, Owner shall pay transient moorage fees, and no refund or credit shall be granted if Owner later executes an agreement providing for a lower rate.
- Notice:** Billings and notices to Owner are deemed delivered on the date when deposited in the United States mail with proper postage, addressed to Owner at the address for notices in Attachment A, which Owner may change by notice to the Harbormaster. The name and address provided on this agreement and on Attachment A are subject to public disclosure.
- Insurance:** Owner shall maintain in effect during the term of this agreement liability insurance covering Owner's employees, invitees and passengers, and covering damage to Harbor property and other vessels and facilities by the operation of the Vessel. If the Vessel carries passengers for hire, the liability insurance shall cover bodily injury, including death, in an amount not less than \$100,000 per person, \$300,000 combined single limit per occurrence (including property damage). All required policies of liability insurance shall name City as an additional insured with waiver of subrogation.
- Seaworthiness-Underway Policy:** Owner shall keep the Vessel seaworthy and capable of operating under its own power at all times, except for a reasonable time while undergoing repairs. On at least two days in each calendar year, separated by at least 60 days, the Vessel shall depart the Harbor, travel beyond the one quarter mile turning basin of the Pioneer and Deep Water Docks and return to the Harbor, all under its own power. If the Vessel fails to comply with this requirement, the moorage charge for the Vessel shall be increased by 50% commencing when the Vessel fails to comply and continuing during the period of non-compliance.
- Entire Agreement-Applicable Law:** This constitutes the entire agreement between the parties. No modification or amendment of this agreement shall be valid unless evidenced in writing and signed by both parties. This agreement shall be governed by the laws of the State of Alaska.

I HAVE READ AND AGREE WITH THE TERMS AND CONDITIONS CONTAINED HEREIN AND CERTIFY THAT I AM THE RESERVED STALL LESSEE FOR THE VESSEL DESCRIBED ON ATTACHMENT A, THE OWNER OF THE VESSEL AND PARTY TO THIS AGREEMENT, I CERTIFY THAT THE INFORMATION ON ATTACHMENT A IS CORRECT AND AGREE THAT I AM RESPONSIBLE FOR PAYMENT OF ALL FEES AND CHARGES INCURRED UNDER THIS AGREEMENT.

Signature: _____ Date: _____

Printed Name: _____

Authorized Agent for: _____



ACTION ITEM REPORT

Property Leasing

To: Port and Harbor Advisory Commission

From: Amy Woodruff

Meeting Date: December 13, 2023

Summary Statement:

Commissioner Shavelson submitted a proposed draft ordinance to amend City Lease Code. If this ordinance finds support from commission and a councilmember sponsors it, it will be forwarded to the City Manager for review and would likely have its first reading at the November 27th Council meeting, and its second reading at the January 8th meeting.

Staff Recommendation:

Review the draft ordinance and supporting memorandum, and make a recommendation to council to consider the Ordinance.

Attachments:

Memorandum from Commissioner Shavelson
Draft Ordinance from Commissioner Shavelson



Memorandum

To: Port & Harbor Commission & Staff
From: Bob Shavelson
Date: October 27, 2023
Subject: Property Leasing

The Homer City Code rightly recognizes the purpose of the City’s leasing program is to “maximize the value of City assets” and to “provide the highest and best use of City-owned property.” HCC 18.08.005. Because City leases, including ground leases, can endure for 20-35 years (depending on the lease term and options to renew), it’s vital such leases receive adequate scrutiny.

Currently, the Port & Harbor Commission (PHC) does not review final drafts of long-term leases before they go to the City Council for approval; instead, the PHC only reviews a recommendation to lease from the City Manager. While that recommendation is required to contain “the essential terms of the proposed lease,” HCC 18.08.070, it does not contain the final lease language, and therefore paints an incomplete picture of the actual lease.

Because the PHC has a specialized knowledge of City-owned property on the Spit, and because close scrutiny should be paid to leases locking-up City property for 20-35 years, it makes sense to run final draft lease language – and not simply the City Manager’s less complete recommendation – through the PHC before consideration by the Council.

This policy goal can be achieved with a simple amendment to Homer City Code:

Add to the end of HCC 18.08.04(a): “All leases on the Homer Spit shall be reviewed by the Port & Harbor Commission prior to submission to the Council for approval.”

Draft Ordinance of the Homer City Council (Oct. 27. 2023)

WHEREAS, the City of Homer owns real property throughout the City, including on the Homer Spit;

WHEREAS, the City-owned property on the Homer Spit represents significant economic and non-economic value for the City and its residents;

WHEREAS, the Homer City Code rightly recognizes the purposes of the City's property leasing program to be to "maximize the value of City assets" and to "provide the highest and best use of City-owned property." HCC 18.08.005;

WHEREAS, to achieve these purposes, and to promote predictability, the City often enters long-term leases which can endure for 20-35 years;

WHEREAS, by virtue of its roles and responsibilities, the Port & Harbor Commission (PHC) has specialized knowledge about City-owned property located on the Homer Spit;

WHEREAS, currently, while the PHC may review recommendations to lease from the City Manager, such recommendations may not provide a complete picture of the proposed lease, and the PHC does not review final draft lease language before it goes to Council for approval;

WHEREAS, it is in the best interests of the City to provide the necessary scrutiny for property leases on the Homer Spit by providing the PHC the opportunity to review final draft lease language before it goes to Council for final approval.

NOW, THEREFORE, HOMER CITY CODE IS HEREBY AMENDED TO REFLECT:

Add to the end of HCC 18.08.04 (a): "All leases on the Homer Spit shall be reviewed by the Port & Harbor Commission prior to submission to the Council for approval."



City of Homer

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Memorandum

To: Port and Harbor Commission

From: Ian Pitzman

Date: 11/28/2023

Subject: Advancement of Lighting, camera, and energy grid for the Large Vessel Haul Out Facility

I write this memo to place on the agenda a discussion topic considering bifurcating the Large Vessel Haul Out Facility (LVHOF) project already on the CIP, and to move ahead quickly with the more immediately necessary portions of the project, specifically available three phase power so the users can turn off the diesel generators currently in use, and lighting and cameras for safety and security.

In an effort to support the needs of a fleet of vessels too large for local travelift operators, the Port of Homer began to operate the Large Vessel haul out facility on the east side of the spit between the harbor and the fishing hole. This facility is a fairly level gravel pad adjacent to a gradually sloped beach. For the last 10 years or more, local vessels have hauled out on airbags for drydocking and have performed maintenance and repair in this area. Unfortunately, following the success of airbag hauls to meet the immediate needs of the fleet, momentum to develop the facility into a proper drydock area has stalled.

Homer has in its CIP a shovel ready, comprehensive project to further develop the facility. I fully support this project but I feel like its scope works against it in regards to competition for city resources. The purpose of this discussion is to look at separating the more urgently needed elements into a smaller project that has a better chance of moving ahead quickly. The three elements that I think should be prioritized are as follows:

- 1) Connect to the electrical grid with a series of 100 amp 3 phase shore power stub ups so vessels can plug in as they do in the harbor. Currently all work in the large vessel haul out facility is done with portable diesel generators by necessity. These



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are noisy, expensive, and a waste of resources particularly considering that they are parked on a gravel pad that has available power running adjacent.

- 2) Install lighting. This is a human safety and security issue for the vessels and vendors in the haul out area.
- 3) Install cameras. This will be a small addition to electrical and lighting and will help a great deal with security and yard management.

As you all know, I operate boats that use this facility and also operate as a vendor (Fortune Sea Marine Services, llc) in this yard. These ideas came from a number of discussions with other vessel owners and local vendors. I thought it was time to bring this conversation to the port and harbor commission.

Attachments:

Construction Cost Estimate

Electrical Plans

Commented [AW1]: Bryan

Barge Mooring & Haul-Out

City of Homer

Prepared for Nelson Engineering by Estimations

Construction Cost Estimate

96% Design Submittal

June 26, 2020

Description	Estimated Cost	Estimate With Distributed General Requirements	Estimated Cost Plus Contingency & Escalation
Basic Bid			
01 - GENERAL REQUIREMENTS	\$382,965		
101 - MOBILIZATION & DEMOBILIZATION	\$45,432	\$56,566	\$59,908
102 - CONSTRUCTION SURVEYING	\$9,595	\$11,946	\$12,652
103 - TRAFFIC MAINTENANCE	\$15,000	\$18,676	\$19,779
104A - STORM WATER POLLUTION PREVENTION PLAN	\$5,000	\$6,225	\$6,593
203 - REMOVAL OF OBSTRUCTIONS	\$1,346	\$1,676	\$1,775
304 - CONCRETE SLABS	\$7,434	\$9,256	\$9,803
602 - FURNISH & INSTALL WATER MAIN	\$19,817	\$24,674	\$26,131
603 - FURNISH & INSTALL GATE VALVE	\$2,179	\$2,713	\$2,873
604 - FURNISH & INSTALL FIRE HYDRANT ASSY	\$6,405	\$7,975	\$8,446
6200 5A - FURNISH STRUCTURAL STEEL PILE	\$513,685	\$639,577	\$677,356
6200 5B - DRIVE STRUCTURAL STEEL PILE	\$341,398	\$425,066	\$450,175
134713 - CORROSION PROTECTION	\$48,746	\$60,692	\$64,278
260000 ELECTRICAL IMPROVEMENTS	\$546,604	\$680,563	\$720,764
Total Estimated Cost - Basic Bid:	\$1,945,606	\$1,945,606	\$2,060,532
Alternates			
A1 - ADD TWO ADDITIONAL PILE BENTS	\$289,600		\$306,706
Total Estimate Cost, Alternates:			\$306,706
Total Estimated Cost, Base Plus Alternates:			\$2,367,238

Estimating Contingency: 5.0%
 Escalation For Inflation: 3 Mths @ 3.5% 0.9%

Barge Mooring & Haul-Out

City of Homer

Prepared for Nelson Engineering by Estimations

Construction Cost Estimate

96% Design Submittal

June 26, 2020

Line No.	Description	Qty	UNITS	Material Costs		Labor Hours		Labor Cost	Equip Cost	Total Cost	Total w/ OH & P
				Unit	Total	Units	Totals				
217											
218	260000 ELECTRICAL IMPROVEMENTS										
219											
220	26 05 09 Conductors										
221	Feeders & Subfeeds										
222	Service Feed: 1200 Amp: 4 Sets, 3" GRC, 4#350 KCMIL, 1#3/0	22	LF	\$180.00	\$3,960	0.820	18.0	\$1,632		\$5,592	\$6,990
223	MDS 1-6: 2 Sets 3" PVC, 3#500 KCMIL, 1#2	686	LF	\$80.00	\$54,880	0.514	352.6	\$31,965		\$86,845	\$108,556
224	Catholic Protection Power Service: 3/4" Cond, 2#12, G	40	LF								
225	Trenching	640	LF	\$1.00	\$640	0.100	64.0	\$5,802	\$3,584	\$10,026	\$12,533
226											
227	26 05 26 Grounding										
228	Ground Bus 12x2x1/4	2	EA	\$35.00	\$70	0.250	0.5	\$45		\$115	\$144
229	1" PVC #2 Ground	50	LF	\$1.57	\$79	0.082	4.1	\$372		\$451	\$564
230	Ground Rod 3/4" x 10'	2	EA	\$65.00	\$130	1.000	2.0	\$181		\$311	\$389
231	Exothermic Connection	2	EA	\$8.00	\$16	0.250	0.5	\$45		\$61	\$76
232											
233	26 24 00 Switchboards & Panelboards										
234	MDS/MCB/Meter: 1,200A, 480Y/277V, 3P, 4W w/ NEMA 3R SS Enclosure, Pad Mounted	1	EA	\$82,700.00	\$82,700	36.000	36.0	\$3,264	\$500	\$86,464	\$108,080
235	Panelboard 150A 240/120V 1P w/ NEMA 3R SS Enclosure & Unistrut Rack	1	EA	\$3,500.00	\$3,500	16.000	16.0	\$1,450		\$4,950	\$6,188
236											
237	26 27 33 Power Distribution Units										
238	Marine Powerpoint Units	6	EA	\$29,800.00	\$178,800	12.000	72.0	\$6,527		\$185,327	\$231,659
239											
240	26 56 13 Exterior Lighting										
241	Luminaire On 30' Tall Pole, LED	3	EA	\$5,000.00	\$15,000	10.000	30.0	\$2,720		\$17,720	\$22,150
242	MDS-7: Wiring: 3/4" Cond, 3#10, G	650	LF	\$2.03	\$1,320	0.085	55.3	\$5,013		\$6,333	\$7,916
243											
244	32 39 13 Metal Bollards										
245	Bollard & Post Bases	56	EA	\$77.72	\$4,352	2.000	112.0	\$9,541	\$3,640	\$17,533	\$17,533
246	Bollards - 6" Pipe	54	EA	\$192.00	\$10,368	1.500	81.0	\$6,900	\$540	\$17,808	\$17,808
247	Polyethylene Cover	54	EA	\$75.00	\$4,050					\$4,050	\$4,050
248	Equipment Rack Post - 4" Galv. Pipe	2	EA	\$180.00	\$360	1.500	3.0	\$256	\$20	\$636	\$636

Barge Mooring & Haul-Out
 City of Homer
 Prepared for Nelson Engineering by Estimations

Construction Cost Estimate
 96% Design Submittal
 June 26, 2020

Line No.	Description	Qty	UNITS	Material Costs		Labor Hours		Labor Cost	Equip Cost	Total Cost	Total w/ OH & P
				Unit	Total	Units	Totals				
249											
250	Miscellaneous Site										
251	New Signage Allowance	1	LS	\$500.00	\$500	8.000	8.0	\$682	\$150	\$1,332	\$1,332
252											
253											
254											
255											
256											
257											
258											
259											
260											
261											
262											
263											
264											
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267											
268											
269											
270											
271											
272											
273											
274											
275											
276											
277											
278											
279											
280											
281	Subtotal: 260000 ELECTRICAL IMPROVEMENTS										
282					\$360,725		855.0	\$76,395	\$8,434	\$445,554	\$546,604
283											
284											
285											



NO.	REVISION	DATE

EPC, INC.
 9009 AMHERST AVE
 APOFT 32808
 LICENSE NO. 9009
 STATE OF FLORIDA

 NELSON ENGINEERING
 10000 W. BOULEVARD
 SUITE 100
 BOCA RATON, FL 33433

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL LEGENDS AND ABBREVIATIONS

PROJECT NO. _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: JUNE 2020
 SCALES: NOTED
 HORIZ. NOTED
 VERT. NOTED
 SHEET: **E1**
 1 OF 6

GENERAL NOTES

- ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH ALL REQUIREMENTS OF THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE, STATE AND LOCAL CODES GOVERNING THE PROJECT, IF DIRECT CONFLICT ARISES BETWEEN DESIGN DOCUMENTS AND GOVERNING CODES. THE CODES SHALL TAKE PRECEDENCE. ALL WORK SHALL BE PERFORMED UNDER THE SUPERVISION OF A JOURNEYMAN ELECTRICIAN EXHIBITING A CERTIFICATE OF FITNESS IN THE STATE OF ALASKA.
- THE CONTRACTOR SHALL OBTAIN ALL REQUIRED CONSTRUCTION PERMITS AND PAY ALL ASSOCIATED FEES.
- THE CONTRACTOR SHALL FIELD VERIFY ALL ASPECTS OF THE PROJECT.
- MATERIALS AND EQUIPMENT SHALL BE AS SPECIFIED AND ACCEPTABLE TO THE AUTHORITY HAVING JURISDICTION AS SUITABLE FOR THE USE INTENDED. ALL ELECTRICAL EQUIPMENT SHALL BE LISTED AND LABELED BY A NATIONALLY RECOGNIZED TESTING LABORATORY FOR THE PURPOSE FOR WHICH IT IS INSTALLED. WHENEVER POSSIBLE, BRAND NAMES SHALL BE SUPPLIED BY THE SAME MANUFACTURER THROUGHOUT THE PROJECT.
- DIMENSIONS OF EQUIPMENT ARE APPROXIMATE. INSTALLATION SHALL BE VERIFIED BASED ON ACTUAL MANUFACTURER'S DATA AND SHOP DRAWINGS.
- ALL SITE WORK AND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS. CONTRACTOR SHALL FIELD VERIFY ALL INSTALLATIONS PRIOR TO COMMENCEMENT OF WORK. COORDINATE ALL WORK WITH UTILITIES AS REQUIRED.
- ALL CONDUCTORS SHALL BE COPPER. ALL CONDUCTORS IN UNLIMITED SPACES OR LOCATED IN HEATED SPACES SHALL BE AWG UNLESS NOTED OTHERWISE. CONDUCTOR AMPACITY SHALL BE PER TABLE 310-15 (B)(16) OF THE NEC. USE THE 75-DEGREE C RATING FOR CIRCUITS TERMINATING ON DEVICES AND IN ENCLOSURES. DEPART CONDUCTORS PER NEC REQUIREMENTS.
- CONDUIT ROUTINGS ARE DIAGRAMMATIC AND SHALL BE FOLLOWED TO THE EXTENT POSSIBLE. NOT ALL CONDUIT ROUTINGS ARE SHOWN. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ROUTING/PENETRATIONS AND RECEIVING APPROVAL OF ROUTING/PENETRATIONS FROM OWNER'S REPRESENTATIVE.

FIXTURE SCHEDULE			
TYPE	FIXTURE SYMBOL	LAMP SIZE	DESCRIPTION
S1		LED 244W	LED AREA FLOODLIGHT, POLE MOUNTED WITH ADJUSTABLE SLIP FITTER, 30 DEG. TILT, FULL VISOR 360 DEG., LED-76-4000K-WFL-HVOLT-FY OR EQUAL.

ABBREVIATIONS

A	ANALOG SIGNAL, AMPERE
AFF	ABOVE FINISH FLOOR
AFC	ABOVE FINISH GRADE
BCU	BARE COPPER
C	CONDUIT
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
CJ	COPPER
E	EMERGENCY
FLA	FULL LOAD AMPERES
G	GROUND CONDUCTOR
GES	GROUNDING ELECTRODE SYSTEM
GFI	GROUND FAULT INTERRUPTING
GRG	GALVANIZED RIGID (STEEL) CONDUIT
GND	GROUND
HDPE	HIGH DENSITY POLYETHYLENE CONDUIT
HEA	HOMER ELECTRIC ASSOCIATION
HP	HORSEPOWER
KVA	KILO-VOLT-AMPERES
LIF	LIQUID TIGHT FLEXIBLE CONDUIT (METALLIC)
MLO	MAIN LUG ONLY
MTR	MOTOR
N.I.C.	NOT IN CONTRACT
NC	NORMALLY CLOSED
NO	NORMALLY OPEN, NUMBER
PH	PHASE
SS	STAINLESS STEEL
TYP	TYPICAL
UN	UNLESS OTHERWISE NOTED
V	VOLTS
W	WATTS
WP	WEATHERPROOF
XFMR	TRANSFORMER
XP	EXPLOSION PROOF (HAZARDOUS AREA)

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	EXPOSED CONDUIT
	UNDERGROUND/CONCEALED CONDUIT
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC
	3/4\"/>
	LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT
	NELSON BOX OR FITTINGS
	WIRING DEVICE BREAKER, X = AMPERE RATING, NO. OF POLES
	KILOWATT-HOUR METER
	PANELBOARD
	DISCONNECT SWITCH - FUSED
	DISCONNECT SWITCH
	GFI RECEPTACLE, DUPLEX NEMA 5-20R
	DUPLEX RECEPTACLE NEMA 5-20R
	DOUBLE DUPLEX RECEPTACLE NEMA 5-20R
	SPECIAL RECEPTACLE, CONFIGURATION AS NOTED
	SINGLE POLE SWITCH
	THREE-WAY SWITCH
	OTHER SYMBOLS ARE AS DEFINED BY NOTE.

CIRCUIT AND DEVICE LEGEND

- MDS-1 GROUP OR EQUIPMENT IDENTIFICATION.
- "MDS" DENOTES PANEL NAME
- "1" DENOTES CIRCUIT NUMBER
- S1,a LIGHTING FIXTURE TYPE. SEE FIXTURE SCHEDULE
- "3" DENOTES SWITCH LEG AS INDICATED.



NO.	REVISION	DATE

ELECTRICAL ENGINEERING
NELSON ENGINEERING
 2400 W. BROADWAY, SUITE 100
 ANCHORAGE, AK 99508
 LICENSE NO. 00727883
ELECTRICAL ENGINEER
E.D.C. INC.

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL SITE PLAN

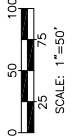
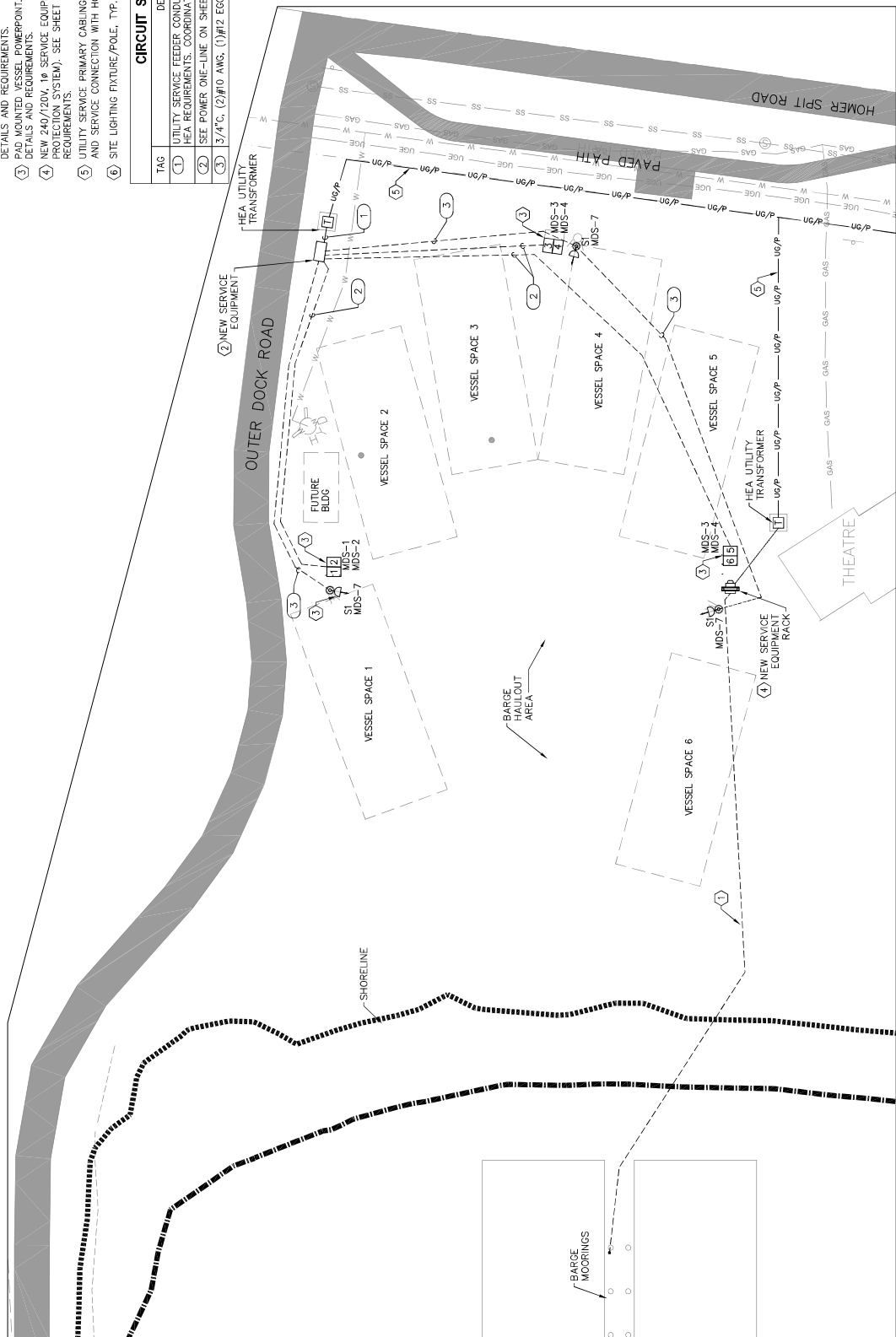
PROJECT NO. _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: JUNE 2020
 SCALES: HORIZ. NOTED
 VERT. NOTED
 SHEET: **E2**
 2 OF 6

SHEET NOTES

- CATHODIC PROTECTION CABLING TO MOORING PILES. PROVIDE CIRCUIT INSTALLATION IN ACCORDANCE WITH CATHODIC PROTECTION CONTRACTOR SHOP DRAWINGS AND SPECIFICATIONS FOR INSTALLATION DETAILS.
- NEW 480Y, 3Ø PAD MOUNTED SERVICE EQUIPMENT AND MAIN DISTRIBUTION SWITCHBOARD, 'MDS'. SEE SHEET E5 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
- PAD MOUNTED VESSEL POWERPOINT. SEE SHEET E4 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
- NEW 240/120V, 1Ø SERVICE EQUIPMENT RACK (FOR CATHODIC PROTECTION SYSTEM). SEE SHEET E5 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
- UTILITY SERVICE PRIMARY CABLING (BY HEA). COORDINATE INSTALLATION AND SERVICE CONNECTION WITH HOMER ELECTRIC ASSOCIATION (HEA).
- SITE LIGHTING FIXTURE/POLE, TYP. SEE SHEET E1 AND E6 FOR DETAILS.

CIRCUIT SCHEDULE

TAG	DESCRIPTION
(1)	UTILITY SERVICE FEEDER CONDUITS, PROVIDE IN ACCORDANCE WITH HEA REQUIREMENTS. COORDINATE ALL WORK WITH HEA.
(2)	SEE POWER ONE-LINE ON SHEET E3 FOR CIRCUIT DETAILS.
(3)	3/4"Ø, (2)Ø10 AWG, (1)Ø12 EGC



1
E2 ELECTRICAL SITE PLAN - NEW WORK
 SCALE: 1"=30'



NO.	REVISION	DATE

ELECTRICAL ENGINEERING
NELSON ENGINEERING
 LICENSE NO. AEC0705
 ANCHORAGE, AK 99508
 EDC, INC.
 LICENSE NO. AEC0705

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
 POWER ONE-LINES

PROJECT NO. _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: JUNE 2020
 SCALES: NOTED
 HORIZ: NOTED
 VERT: NOTED
 SHEET: **E3**
 3 OF 6

SHEET NOTES

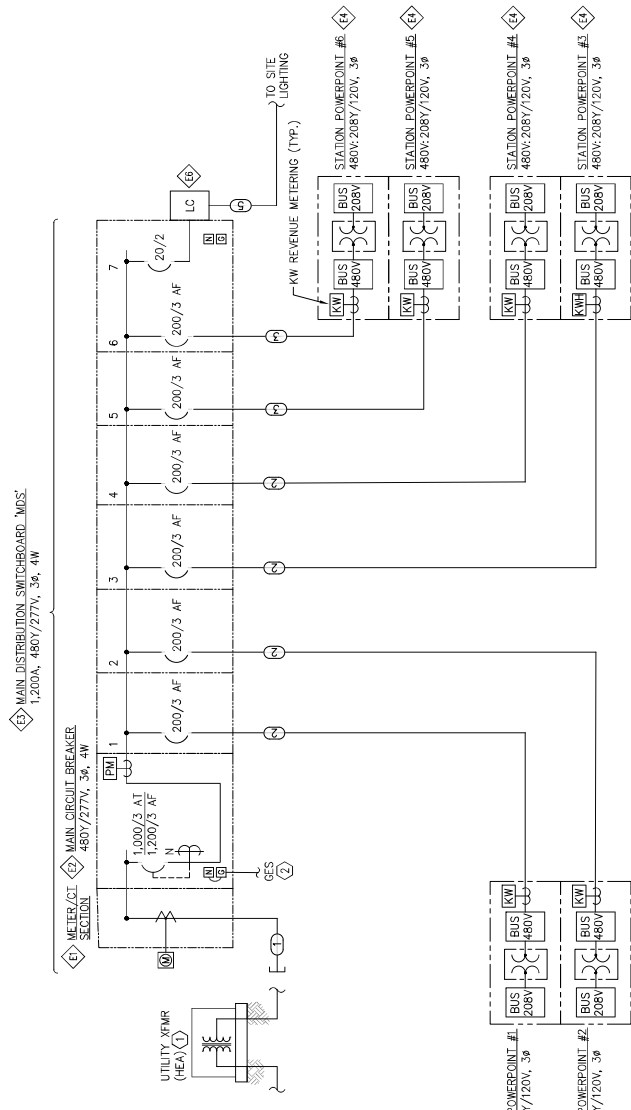
- ① COORDINATE ALL WORK IN ACCORDANCE WITH HOMER ELECTRIC ASSOCIATION'S (HEA) SERVICE REQUIREMENTS.
- ② GROUNDING ELECTRODE SYSTEM (GES), SEE SPECIFICATIONS FOR REQUIREMENTS.

FEEDER SCHEDULE

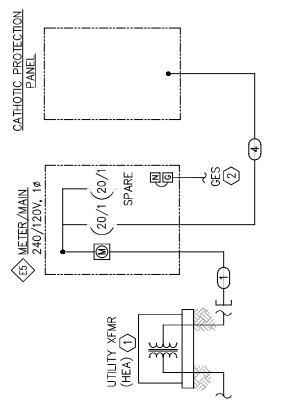
TAG	DESCRIPTION
①	UTILITY: CONDUITS AND EQUIPMENT PER HEA REQUIREMENTS
②	2-1/2" C, (4)#4/O, (1)#4 ECC
③	2-1/2" C, (4)#50XOMIL, (1)#2 ECC
④	3/4" C, (2)#12, (1)#12 ECC
⑤	3/4" C, (2)#10, (1)#12 ECC

ELECTRICAL EQUIPMENT SCHEDULE

ITEM NO.	DESCRIPTION	MANUFACTURER OR EQUAL
①	METER/OT SECTION, NEMA 3R STAINLESS STEEL ENCLOSURE, PAD-MOUNTED.	SQUARE D EQUIPMENT SERVICE EQUIPMENT AND INSTALLATION IN ACCORDANCE WITH HEA REQUIREMENTS.
②	1000A/1,200AF, 480VAC, 3P, 0FI MAIN CIRCUIT BREAKER SECTION 'MGB' WITH ELECTRONIC, LISC ADJUSTABLE TRIP AND ERMS, NEMA 3R STAINLESS STEEL ENCLOSURE, PAD-MOUNTED.	SQUARE D QED-2, POWERPACT MAIN CIRCUIT BREAKER UNIT. SEE SPECIFICATIONS.
③	1,200A, 480Y/277VAC, 3P MAIN DISTRIBUTION SWITCHBOARD DOORS, PAD-MOUNTED.	SQUARE D QED-2, SEE SPECIFICATIONS AND E5 FOR DETAILS.
④	VESSEL STATION POWERPOINT, 480V/208Y/120V, 3P, STAINLESS STEEL CABINET, PAD-MOUNTED.	ELTON MARMA MECA YACHT POWERPOINT. SEE SPECIFICATIONS AND E4 FOR DETAILS.
⑤	100A, 240/120V, 1P METER/MAIN, NEMA 3R, STAINLESS STEEL ENCLOSURE, INCLUDE (2) 20A/1-POLE CIRCUIT BREAKERS.	SQUARE D. EQUIPMENT IN ACCORDANCE WITH REQUIREMENTS. SEE E5 FOR DETAILS.
⑥	10A, 480VAC, 4-POLE LIGHTING CONTRACTOR, MECHANICALLY-HELD, NEMA 3R STAINLESS STEEL MOUNT TO THE SIDE OF THE 'MOS' ENCLOSURE. ORIENT PHOTOCELL TO THE NORTH AND PROVIDE ABOVE THE TOP OF ENCLOSURE.	SQUARE D. SEE E6 FOR DETAILS.



① 480V 3-PHASE POWER ONE-LINE
 SCALE: NTS



① 240V 1-PHASE POWER ONE-LINE
 SCALE: NTS



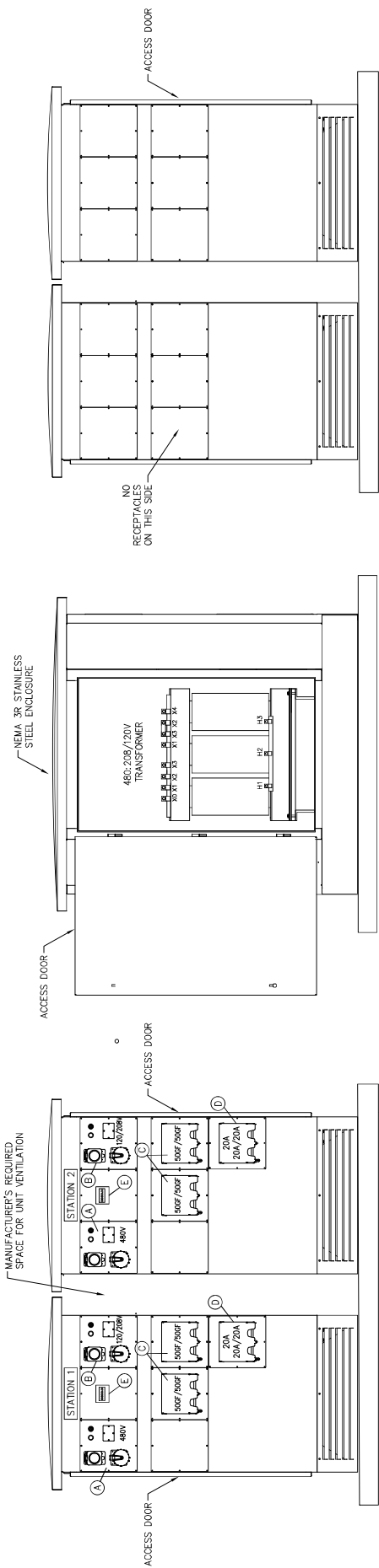
NO.	REVISION	DATE

EDC, INC.
 213 W. PIERCE BLVD
 ANCHORAGE, AK 99503
 LICENSE NO. AEC0706
 (907) 278-7888

NELSON ENGINEERING

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
 ELECTRICAL DETAILS

PROJECT NO. _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: JUNE 2020
 SCALES: NOTED
 HORIZ. NOTED
 VERT. NOTED
 SHEET: **E4**
 4 OF 6



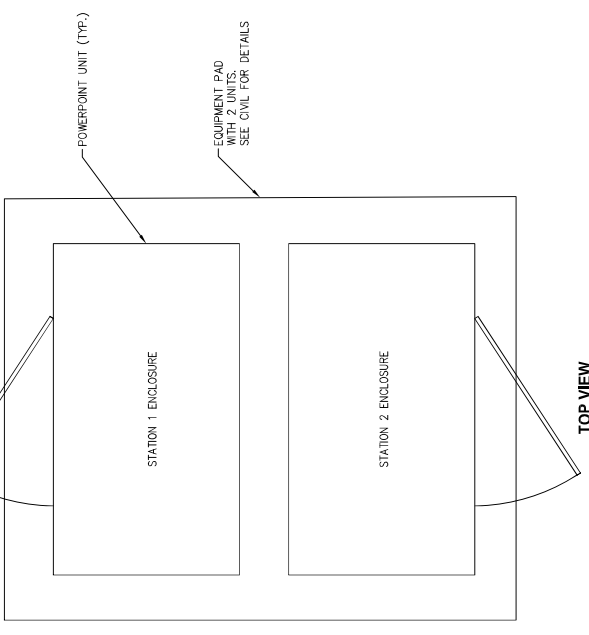
FRONT VIEW

SIDE VIEW

BACK VIEW

STATION POWERPOINT RECEPTACLE SCHEDULE

TAG	QUANT.	AMPS	VOLTS	PH	GFI	NOTES
(A)	1	100	480	3	X	5 PIN RECEPTACLES (3H, N, G)
(B)	1	100	208	3	X	5 PIN RECEPTACLES (3H, N, G)
(C)	4	50	208	1	X	
(D)	2	20	120	1	X	
(E)	1		480	3		PROVIDE KW METERING



TOP VIEW

1. VESSEL POWERPOINT ELEVATION DETAIL (TYPICAL)

E4 SCALE: INTS



NO.	REVISION	DATE

LDG, INC.
ANCHORAGE, AK 99503
(907) 276-7888
LICENSE NO. 1460709

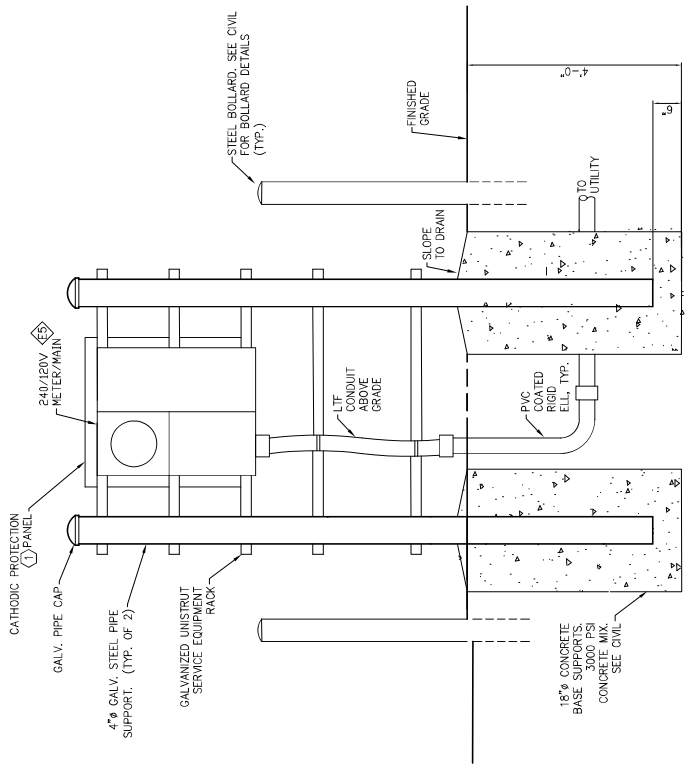
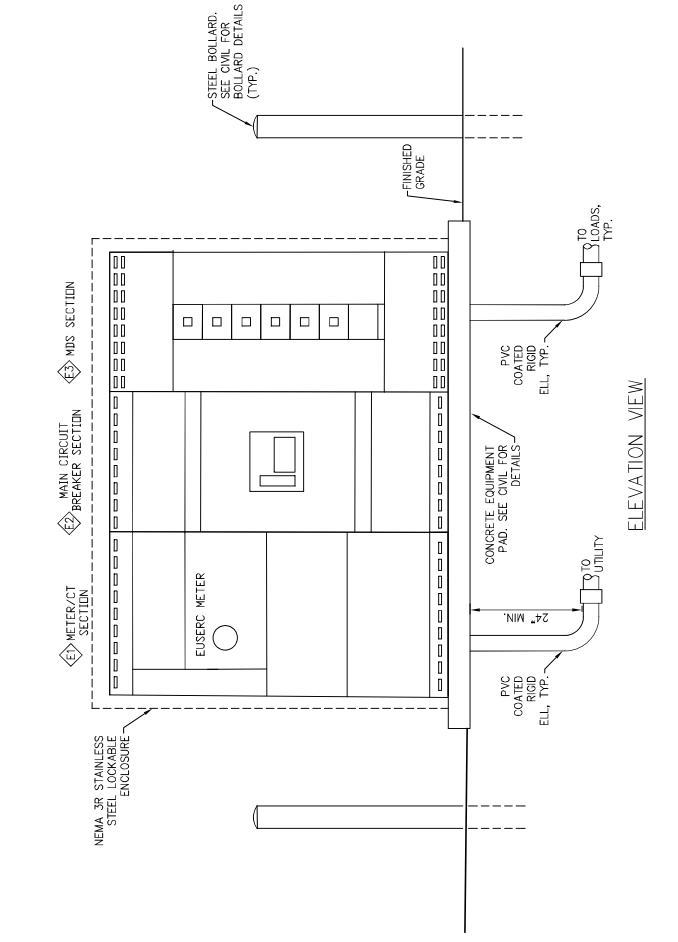
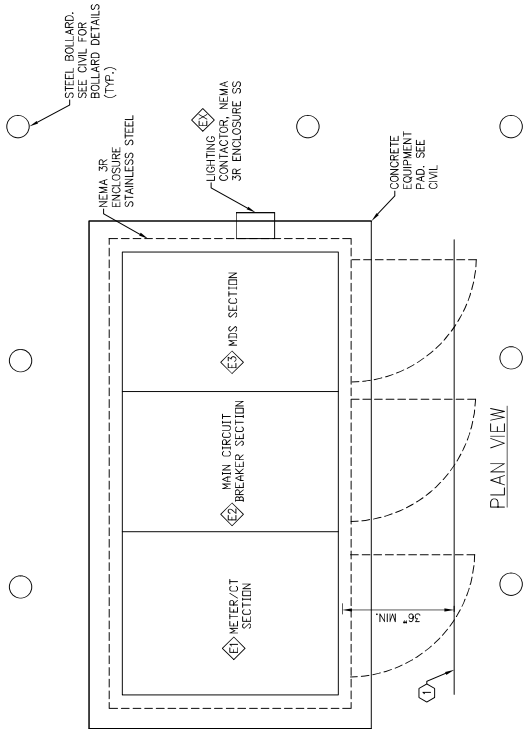
NELSON ENGINEERING

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL DETAILS

PROJECT NO. _____
DRAWN BY: _____
CHECKED BY: _____
DATE: JUNE 2020
SCALE: NOTED
HORIZ. NOTED
VERT. NOTED
SHEET: **E5**
5 OF 6

SHEET NOTES

- ① CATHODIC PROTECTION RECTIFIER PANEL. CONTRACTOR SHALL INSTALL PANEL ON THE SERVICE EQUIPMENT RACK AND PROVIDE POWER CIRCUIT FROM PANELBOARD. PROVIDE INSTALLATION OF GALV. STEEL PIPE SUPPORTS FOR THE RECTIFIER PANEL AND THE PILES. SEE CORROSION PROTECTION SHOP DRAWINGS FOR DETAILED REQUIREMENTS. COORDINATE ALL WORK WITH CORROSION PROTECTION CONTRACTOR.
- ② MAINTAIN MIN. WORKING CLEARANCES FROM EQUIPMENT PER NEC 110.26.
- ④ SEE SHEET E4.0 FOR EQUIPMENT SCHEDULE.



1 ELECTRICAL 240V SERVICE EQUIPMENT RACK DETAIL
E5 SCALE: NTS

1 480V MAIN DISTRIBUTION SWITCHBOARD 'MDS' DETAIL
E5 SCALE: NTS



NO.	REVISION	DATE

LDC, INC.
213 W. PINEBEND LANE
ANCHORAGE, AK 99503
(907) 276-7888
LICENSE NO. AE00709

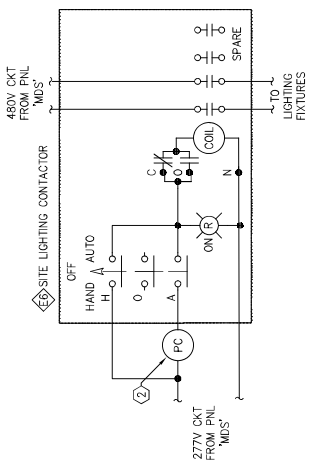


BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL DETAILS

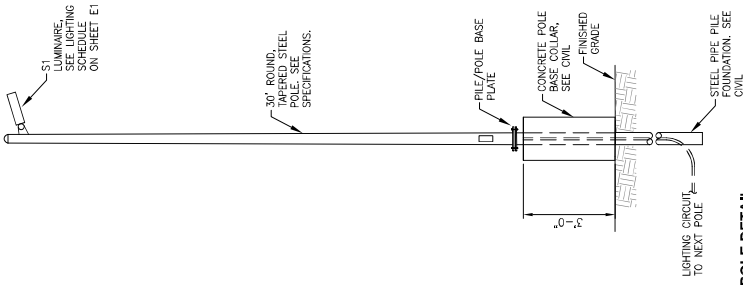
PROJECT NO. _____
DRAWN BY: _____
CHECKED BY: _____
DATE: JUNE 2020
SCALE: NOTED
HORZ: NOTED
VERT: NOTED
SHEET: **E6**
6 OF 6

SHEET NOTES

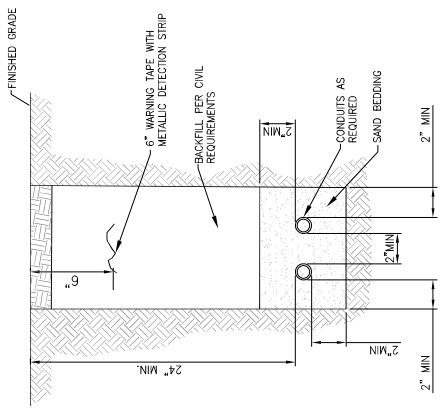
- ① SITE LIGHTING CIRCUIT. SEE SHEET E2 AND E3 FOR DETAILS.
- ② PHOTOCELL FOR SITE LIGHTING CONTROL. ORIENT NORTH ABOVE SWITCHBOARD ENCLOSURE ON CONDUIT STEM TORK OR EQUAL.
- ③ SEE SHEET E4.0 FOR EQUIPMENT SCHEDULE.



1 SITE LIGHTING CONTACTOR DETAIL
SCALE: NTS



3 LIGHT POLE DETAIL
SCALE: NTS



2 ELECTRICAL TRENCH DETAIL
SCALE: NTS



Operations Report – November 2023

- A series of westerly gales buffeted the Kachemak Bay in November. High tides and strong winds caused coastal erosion events and road closures along Homer Spit Road. Winds exceeding 60 knots tore off roofing from spit businesses, toppled porta potties, and knocked down road signs. Harbor officers responded to numerous vessels with parted mooring lines. Several landings at the DWD and PD were postponed due to inclement weather conditions.
- Landings at the PD and DWD included the following vessels: Tustmena, USCG Aspen, Ann T Cheramie & Petro Alaskan, Kate Francis, Perseverance, Endeavor, and ATB Aurora & Barge Qaman.
- Vessels utilizing the marine repair facility inside the Pier 1 Theatre campground include the F/V Camai, L/C Arctic Seal, and the L/C Polar Bear.
- The harbor tug was hauled out for annual service at the port maintenance shop. The following was completed: crankcase and transmission oils changed, zinc anodes replaced, bottom paint applied, rudder post tiller arm tie bar attachment points tightened, 12 volt bilge pumps installed in the lazarette and pump rooms, and hydraulic fluid return tank mounts rebuilt, port side shaft bonding brushes replaced. The in-house expertise, labor, and equipment provided by the port maintenance department was at the core of the success of this project.
- During the final week of November, 14 employees from operations, maintenance, and the fish dock participated in the biennial, state of Alaska, 40-hour emergency trauma technician training & certification, focusing on response to medical emergencies occurring on the port & harbor facility. The training was conducted by Homer EMS coordinator Samantha Cunningham and organized by deputy harbormaster, Aaron Glidden.
- There are approximately 45 vessel currently participating the winter metered power program.
- River Mann was recently hired as our newest harbor officer. He previously worked as a harbor assistant the past two summers.
- On 11/1, harbor officers assisted USCG Sector Anchorage locate a vessel inside the small boat harbor with its EPIRB transmitting.
- On 11/7, a graveyard shift harbor officer assisted HPD locate a suspect aboard an inbound commercial fishing vessel. The suspect was later apprehended.

Mid-Nov thru Mid- Dec 2023 Port Maintenance/Ice Plant Staff Report

Port Maintenance has been busy with the following:

- Yearly High Mast Inspections.



- Preseason Inspection of snow blowers and powered brooms.
- Routine maintenance of Harbor Floats, Water and Electrical
- Daily used oil collection and disposal
- Staff ETT (Emergency Trauma Technician) Training
- Monthly servicing of Port Rolling stock and equipment
- Assisting Operations where needed

Ice Plant has been busy with the following:

Ice production ended the first week of November. Ice plant staff are now performing the down time plant maintenance schedule. Ice production will resume the 3rd week of February.

PM Program 2023 – 2024

These activities serve as a transition between normal operations and the maintenance program. They will often take 2 – 3 people so they're usually done as a team.

1. Remove ice from storage bin, lift and secure rake assembly
2. Pump down Ammonia system
3. Drain oil from Intercooler
4. Drain oil from Low Pressure Receiver
5. Drain oil from Ice Machines

Engine Room

1. Drain oil from all compressors, change oil filters, clean oil screens, and inspect pan for metal filings.
2. Inspect all compressor belts—replace as needed

Cold Rooms & Ice Delivery Equipment

1. Clean cold-storage room, repair any damage, and disinfect. (Time disinfecting for when the ice bin/bait room will be empty for a while, as the fumes will travel and linger.)
2. Tighten bolts on augers, grease bearings and replace as needed—both inside and outside the building. Outdoor auger maintenance is usually done in October. (Bearing replacement often takes 2 people.)
3. Change oil and service twin-screw gear box
4. Check gear boxes and belts on all auger drives
5. Inspect and service rake assembly—repair as needed
6. Inspect evaporator fans—replace or modify as needed
7. Service slide-gate



8. Service Bin Door winch—replace cable as needed
9. Check rake hoist
10. Check heat trace on evaporator drains

Pipes, Evaporators & Condensers

1. Clean liquid screens on ice machines
2. Check drive belts and service gear boxes on Ice Machines—vacuum out all water passages
3. Seal water trays on ice machines
4. Check drive belts on Condenser fans—replace as needed
5. Replace liquid feed and suction solenoid valves along with pressure regulator on evaporator #4. (This completes a multi-year project that replaced all evaporator regulators and control valves.)

Building & Safety

1. Inspect vent fans
2. Inspect gaskets on all freezer doors—repair as needed
3. Clean and repaint condenser tank, add removable screens.
4. Renew packing on Condenser Pumps
5. Replace box and rotten 90s on ammonia dump station—build steel cage to protect these pipes
6. Remove and cap unused ammonia pipes to back shop

In October & November, Staff met with:

- Homer Marine Trades Association for their annual meeting
- Jarrod Urban with the State of Alaska's airport leasing division
- US Coast Guard for a Facility Security Plan audit
- L/C Polar Bear regarding haul out at the marine repair facility
- Various fishermen and industry leaders at Pacific Marine Expo in Seattle
- RESPEC Engineering regarding the fish grinder building
- Presentation to the Institute of Transportation Engineers Alaska, regarding Maritime transportation in Alaska and Homer harbor expansion study
- KBBI Reporter regarding Harbor Expansion and spit parking
- Students from the US Naval Academy preparing a design project inspired by the Homer Harbor Expansion as a part of their program of study



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

Juneau in-person meetings, travel and lodging funded by the Marine Exchange of Alaska

- Office of the Governor, Infrastructure Investment Coordinator Shareen Crosby
- Marie Heidemann with the State of Alaska's Harbor Grants Program
- USCG Commander Torba regarding the Harbor Expansion project
- Marine Exchange of Alaska Board of Directors Annual board meeting

CITY OF HOMER NEWSLETTER



VOL. III - ISSUE IV | DECEMBER 2023

WHAT'S INSIDE?

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

Happy Holidays

FROM THE CITY OF HOMER

SISTER CITY 40TH ANNIVERSARY

In 2024, Homer will celebrate the 40th anniversary of our Sister City relationship with Teshio, Hokkaido Japan! The oath of sistership was signed on April 7, 1984. To mark the milestone, Homer will be hosting delegates from Teshio. The dates of the visit are still to be determined, so stay tuned for updates!

Meanwhile, several events are in the works to enhance the experience of the delegate's visit to Homer. One of those will be a traditional performance of Taiko drums performed by local youth who participate in the Japanese Club. This Club gives youth the opportunity to learn about another culture by learning the language, participating in Japanese traditions and exchanges with youth from Homer's Sister City.

On November 13th, the Japanese Club students from West Homer Elementary and Paul Banks Elementary visited Homer City Council to highlight their preparations for the anniversary celebration.



Youth in Homer's Japanese Club addressing Homer City Council on November 13th

Under the guidance of Megumi Beams, the youth addressed the Mayor and Councilmembers in Japanese and displayed the cardboard 109 they have crafted to practice their Taiko drumming. *Continued on page 3.*

- Teshio Sister City 40th Anniversary
- Library Events
- Community Corner
- Homer Public Library
- Public Works
- Hazard Mitigation - Earthquake
- Public Safety Corner
- Port & Harbor
- Harbor Expansion Study Update
- Community Recreation
- Homer Police Department
- Public Works Director Farewell
- Meet City Staff
- Municipal Art Collection
- Stay Connected with City Council

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

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Newsletter**

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LIBRARY EVENTS

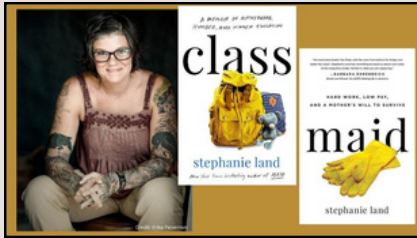
VIRTUAL AUTHOR TALKS

Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to librarc.org/homerlibrary/upcoming.

December 5 at 3 pm
Let's Talk World Building with YA Fantasy Fiction Superstar Author **Victoria Aveyard**



December 12 at 10 am
Motherhood, Hunger, and Higher Education: An Author Talk with **Stephanie Land**



SPECIAL & ONGOING EVENTS



Food Pantry Donation Collection
From mid-November to mid-December, the library will accept donations of nonperishable food for the Food Pantry. We hope that all members of our community will enjoy a healthy and well-fed holiday season.



Councilmember Conversations
Noon to 1 pm, the second Tuesday of each month, September - May, at the Homer Public Library.

December 12: Rachel Lord

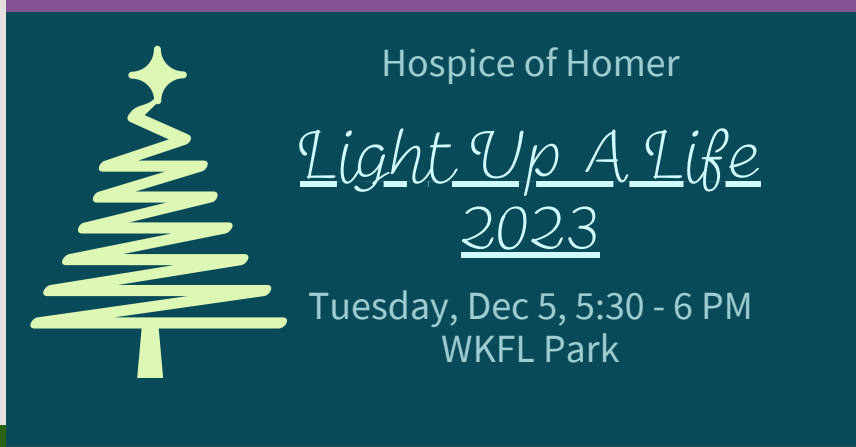
Holiday Festivities

'Tis the season to celebrate with friends and family. Homer has lots to do this season. Be sure to seek out fun things to do in the community.



35th annual Homer Nutcracker Ballet
December 2, 3, 6, 8 & 9
Homer High School Mariner Theater

[Click Here To Purchase Tickets](#)



CHECK OUT MORE LIBRARY PROGRAMS AND EVENTS



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



LIBRARY

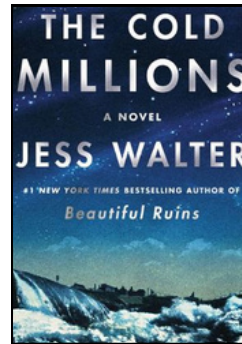
Homer has two Big Read titles for 2024:

THE BIG READ

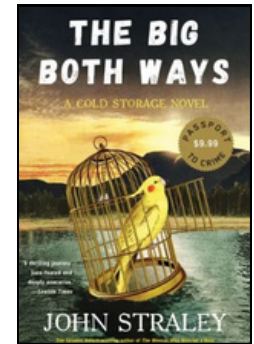
Homer public Library is gearing up for the Big Read in January and February! There are two Big Read titles in 2024: *The Cold Millions* by Jess Walter and *The Big Both Ways* by John Straley. The theme focusses on the early 20th-century history of the Northwest and Alaska, including the treatment of women, indigenous peoples, the working poor, and free speech.

Over a six-week period in January and February 2024, the community will be invited to participate in book clubs and events that promote curiosity, conversation, and engagement with the book, the library, and the community. Go to the [Friends of the Homer Library website](#) for a list of events for each book. The Friends of the Library have provided dozens of copies of each for anyone who wants to read them before January. They are available at the Library front desk.

The Cold Millions
by Jess Walter



The Big Both Ways
by John Straley



The National Endowment for the Arts (NEA) Big Read is an annual community reading program. Each book is chosen specifically to spark meaningful conversations and to build stronger connections within the community. Arts Midwest provides grants to non-profit organizations to fund the program. It is a special opportunity to celebrate literature and share the love of reading! You can find more information about the NEA Big Read at:

[About the National Endowment for the Arts Big Read | National Endowment for the Arts](#)

SISTER CITY 40TH ANNIVERSARY, CONTINUED FROM PAGE 1

A fundraising effort is underway to help support the anniversary celebration, including the purchase of actual Taiko drums for the Japanese Club and to be part of the anniversary performance. City Council passed a Resolution on November 27th to create a designated donation fund that will allow residents, visitors, businesses and organizations within the community to actively participate and contribute to the 40th anniversary celebration. More details to come on how the community can contribute to this fund.

The Teshio delegates have expressed how they are looking forward to the opportunity to exchange cultures and help the new generation become global citizens through the anniversary celebration. Mayor Ken Castner's closing comments after the presentation echoed this sentiment:

"Kids. Thank you all for coming. It's always great to have a full house here at the City Council chambers. I hope you all grow up and learn how to be great citizens, vote, and maybe even run for office, or be on a commission or help with sister cities or help

everything. Community is what makes Homer great, and you are wonderful additions to the community. So thank you, thank you, thank you! Pay attention to your instructors, grow up to be smart and prosperous. Thank you."

As Homer enters into this time of celebration, we hope to raise interest and share knowledge across both cultures. We will keep you posted on upcoming celebration events.



Japanese Club member with their handmade Taiko drum (left) and introducing themselves in Japanese to Homer City Council on November 13th

PUBLIC WORKS

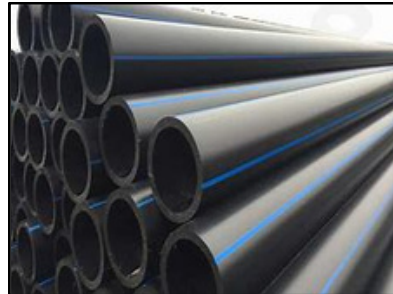
GRANT AWARDED FOR CITY WATER MAIN PROJECT

We are pleased to report that the City has been awarded a Hazard Mitigation Grant Program grant from the Alaska Division of Homeland Security & Emergency Management in the amount of \$2.1 million to replace the City's Raw Water Transmission Mains.



The project will enhance the resilience of City's drinking water supply by replacing the two 47-year old cast iron raw water transmission mains that transfer water from Bridge Creek Reservoir (the city's drinking water source) to the water treatment plant. The existing cast iron pipes, brittle and corrosive in the areas acidic soil, are particularly susceptible to earthquake damage that could threaten the City's drinking water supply. Over the last several years, seismic events have necessitated small repairs to the raw water mains, underscoring the need for the replacement project.

The cast iron mains will be replaced with seismically-resilient High Density Polyethylene (HDPE) pipe, significantly mitigating potential damage by earthquakes or other natural disasters.



The replacement pipes will also have a larger diameter, optimizing the water flow from Bridge Creek Reservoir to the water treatment plant. This enhancement will supply the maximum daily flow rate of raw water to the treatment plant, with some room to spare to accommodate any future expansions of the facility.

Thanks to the FEMA Hazard Mitigation Grant program for helping the City create a more resilient and sustainable water infrastructure.

HOMER HAZARD MITIGATION PLAN

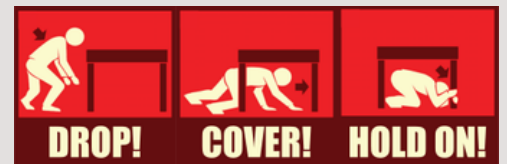
EARTHQUAKES

The purpose of the City's Local Hazard Mitigation Plan (LMHP) is to provide a long-term strategy to reduce disaster losses and minimize damage caused by natural disasters.

As you may have noticed, earthquakes happen frequently in the state of Alaska. According to the 2018 State of Alaska Hazard Mitigation Plan, on average, Alaska has on "great" earthquake (magnitude 8 or higher) every 13 years, one magnitude 7-8 every year, and six magnitude 6-7 earthquakes every year. Homer has a 5% probability of severe shaking in Homer in the next 50 years.

One long-term strategy identified in Homer's LHMP to mitigate earthquake damage is seismic retrofits to vulnerable facilities, like the one planned for the Raw Water Transmission Mains.

Individual households can also do things to mitigate loss and damage. Knowing what to do ahead of time can help you respond quickly and prevent severe injury. The Centers for Disease Control and Prevention (CDC) share practical tips on how to respond in case of an earthquake.



Click here to learn more
[Stay Safe During an Earthquake](#)



Find the Local Hazard Mitigation Plan on the City's website:
[City of Homer Local Hazard Mitigation Plan](#)

PUBLIC WORKS

WHEN IT SNOWS.....

Winter means snow, and when it falls Homer Public Works crews will be out working hard to keep our roads and sidewalks passable and safe. It's a big job! The City clears over 100 lane miles of City streets and certain State roads as well. It takes 14 hours to clear all of Homer's roads, so plows start early -- at 4 am. We are reminding residents about how to help make the clearing process more efficient and safe for both the equipment operators and your property.



PROTECT YOUR PROPERTY FROM GETTING PLOWED!

How do I do that? Keep roads and Right-of-Ways clear, so snow plows and sanding trucks can do their job and keep roads safe for everyone. If not, unfortunately, you could be fined.

- Blocking the Right-of-Way and Roads is prohibited.
 - Keep everything out of the Right-of-Way and off roads.
 - Do not push snow into roadways or into the Right-of-Way.

What is the Right of Way? It's the roads, sidewalks and also the space between the road and your property that is used for utilities, channeling of storm water via ditches, area for the City to store plowed snow and accessing roads for maintenance.

Other helpful tips:

- Check the City website for road closures and winter advisories
- Be prepared! Carry a kit in your car in case you get stranded

The Alaska Department of Transportation and Public Facilities clears approximately 20 miles of state roadways within the City of Homer. These roads include the Sterling Hwy., West Hill Rd., East Hill Rd., East End Road, Kachemak Drive, Homer Spit Road, Ocean Drive and Lake Street between Pioneer Ave and the By-Pass. Call DOT/PF @ 235-5217 for further information concerning their roads maintenance.



In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.



TIPS FOR A FIRE-SAFE HOLIDAY SEASON

The holidays present an increased risk of home fires--often involving Christmas trees, candles and decorations. Most of these home fires, though, can be prevented during the holidays and beyond. Here are a few basic tips to make sure your holidays are happy and bright -- and not in the flashing-siren kind of way.

DID YOU KNOW?

More than one-third of home decoration fires are started by candles.

More than 2 of every 5 decoration fires happen because decorations are placed too close to a heat source.

DID YOU KNOW?

Almost one-third of home Christmas tree fires are caused by electrical problems.

While Christmas tree fires are not common, they are **more likely to be serious** when they do.

A heat source too close to the tree causes **more than one in five** of the fires.

WHEN YOU DECK THE HALLS



Check those sets of lights you pull out of storage to insure they have been UL tested and that they don't have any broken or cracked sockets, frayed or bare wires, or loose connections. If damaged, discard and replace them.



Do not connect more than three standard-size sets of lights per single extension cord, and always turn off Christmas lights before leaving home or going to bed.



If you use candles for decorations, make sure they are in stable holders and place them where they cannot be easily knocked down. Be attentive; don't go to bed or leave the house with candles burning.

WHEN YOU TRIM YOUR TREE



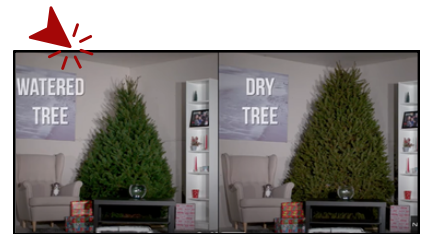
Set your tree up away from heat sources (including fireplaces or heat vents). The heat will dry out the tree, causing it to be more easily ignited by heat, flame or sparks.



Add water to the tree stand and add water daily. A dry tree is dangerous because it catches fire easily. Check out this video link if you need convincing!



Take your tree down soon after the holiday. The National Fire Protection Association reports that half of home Christmas tree fires occur between December 22nd and January 5th. When disposing of your tree, never put tree branches or needles in a fireplace or wood-burning stove. It can result in a chimney fire.



Demonstration video by the National Institute of Standards & Technology

MONTHLY TSUNAMI SIREN TESTS RESUME DEC 6TH

The Kenai Peninsula Borough Office of Emergency Management (OEM) has completed the tsunami siren upgrade project. Now that all equipment has been installed and tested, they will begin automated testing at 1:00 PM on December 6th. These tests will occur monthly on the first Wednesday of the month, rather than weekly as with the previous system. These tests help to ensure the proper functioning of the sirens and fam residents with the alert signal in case of an emergency.

PORT & HARBOR

STAFF PARTICIPATE IN ETT TRAINING

Homer Port and Harbor staff recently completed a four-day Emergency Technician Training (ETT) conducted by Samantha Cunningham, the Assistant EMS Chief at Homer Volunteer Fire Department. The course is important for our frontline staff who may have to provide emergency medical care to others as a part of their job. Topics included how to recognize and treat symptoms of heart attack, stroke, poison, overdose, hypothermia and cold related injuries as well as treatment for burns and a variety of other medical conditions.



HOMER HARBOR EXPANSION

STUDY UPDATE



At their November 27 meeting, City Council unanimously passed Resolution 23-130 which confirms the City's support for the continuation of the Homer Harbor Expansion General Investigation study.

The Resolution agreed to the US Army Corps of Engineers addition of geotechnical investigation and ship simulation to the scope of the study and states the City's intent to fund 25% of the increased cost of the General Investigation due to those additions. The advantages of completing geotechnical work during the feasibility study is that it provides the best information to:

- inform decisions about the amount of breakwater material needed,
- inform choices about the design and location within the project area of the preferred alternative, and
- provide solid information on which to better evaluate project feasibility.

The State of Alaska partnered with the City, covering half of the local match requirement to initiate the General Investigation. The Resolution also support the City seeking additional match support from the State of Alaska. The City has reached out to Governor Dunleavy and Representative Sarah Vance's offices with a request. You can read the Resolution and listen to the meeting discussion at <https://www.cityofhomer-ak.gov/citycouncil/city-council-regular-meeting-303>.

The USACE project development team has entered a work reduction period due to the temporary Federal funding Gap. During this period USACE PDT:

- held Environmental Stakeholder Working Group meeting on September 28, 2023;
- is coordinating with USACE's Engineer Research & Development Center's Ecological Modeling Team to organize and conduct a two-day Ecological Modeling Workshop;
- is working on vertical team approval for the Homer Small Boat Harbor Vessel Economic Survey;
- is coordinating with agencies and making preparations to be ready for environmental field work and proposed geotechnical work.

Work-in-Kind by HDR, the City's contracted Owner Representative, has slowed parallel to the USACE. They have compiled and submitted a cost estimate for proposed geotechnical work to the USACE, and plan to complete the Coastal Numerical Modeling (waves, tides/storm surge, sediment transport) of existing conditions analysis by the end of year.

Stay connected with the study at www.homerharbor-expansion.com!

COMMUNITY RECREATION

FUN AT THE SKI & WINTER GEAR SWAP AND TELLURIDE MOUNTAINFILM ON TOUR

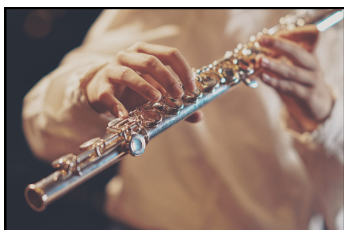


Community Recreation hosted the Annual Ski & Winter Gear Swap on Wednesday, November 8th and paired the evening with the engaging Telluride Mountainfilm Show at the Homer High School Theatre. It was a great success! An estimated 300 people attended the ski swap and 150 stayed to watch the films. The event was also successful in raising funds for support local youth organizations, including the Homer High School Cross Country Ski Team, the Homer Middle School “AK to DC” group and Homer Wilderness Leaders (aka HOWL). All in all it was a complete success and we are already have ideas how to enhance this awesome community event next year. Ideas are even brewing to help the community get ready for summer time fun and recreation by potentially offering a “Bike and Summer Gear Swap” event in the spring of 2024. Stay tuned!

COMMUNITY REC ACTIVITIES



Looking for fun activities over winter break? Check out **Youth Tumbling Classes** for toddlers, beginners and intermediate tumblers being offered December 19 - 28. The beginning class focusses on building basic foundational skills -- no tumbling experience necessary. The intermediate class will reinforce and grow foundational skills and help participants move confidently through difficult skills including connecting multiple tumbling skills. Participants must register with the instructor in advance. Please contact Michelle at 907-529-9766 or mkeinak@gmail.com.



Community Rec is also excited to announce that the **Inlet Winds Community Band** is restarting this spring -- in early February to be exact! The band will be led by director Eric Simonsen and assistant director Mary Simonsen. The program they have selected consists of some of the director’s favorite pieces for concert band that are fun and exciting to play. Rehearsals are on Mondays February through April, culminating in a community performance on Saturday, April 13th. To sign up, **complete an online form** prior to February 6, 2023 to indicate your interest so that Mary and Eric can prepare the sheet music for you prior to the first rehearsal. If you are unable to access the form, you may sign-up at the first rehearsal.

POLICE DEPARTMENT

TOY DRIVE

'Tis the season of giving, and this year, we're on a mission to ignite joy in the hearts of even more Homer families! Join us for the Champions for Children Toy Drive, a spectacular event brought to you by the partnership of the Homer Police Department and the Homer Chamber of Commerce.

Be part of the magic by generously contributing toys and sporting goods. The spirit of giving knows no bounds, and you can drop off your donations at HPD, the Chamber, or any of our designated locations throughout Homer.

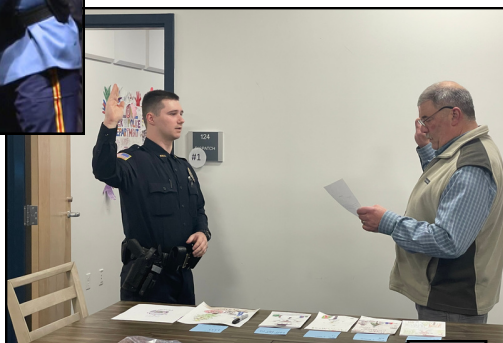
Ensure your donations reach us by December 10th so we can spread the cheer just in time for the most wonderful time of the year! Let's make this holiday season one for the books!

OFFICER BORDNER GRADUATES LAW ENFORCEMENT TRAINING ACADEMY

We are pleased to announce that Bradley Bordner graduated from the Alaska Law Enforcement Training academy on Friday November 17. Bradley was hired on to the police force in July. As a graduating recruit, he successfully completed more than 1,000 hours of training over the course of 16 weeks of basic Alaska Law Enforcement Training. Schooling included intensive instruction in law enforcement-related topics, physical fitness, and many scenario-based exercises designed to prepare entry-level police officers for successful careers in Alaska law enforcement. Congratulations Bradley!



At left: Bradley receiving his certificate of completion from the Alaska Law Enforcement Training Academy



At right: Police Chief Robl swearing Officer Bradley in.

A colorful poster for the 'Champions for Children Toy Drive'. At the top left is the 'HOMER CHAMBER OF COMMERCE & VISITOR CENTER' logo. At the top right is the 'CITY OF HOMER ALASKA' seal. The main text reads 'CHAMPIONS FOR CHILDREN TOY DRIVE' in large, bold letters. Below this, it says 'Help make this holiday season brighter for families in need of a little extra support. Donate new and unwrapped toys or sporting goods by December 10th.' It then lists 'DROP OFF LOCATIONS' as 'Homer Police Station | 625 Grubstake Ave' and 'Homer Chamber | 201 Sterling Hwy', with a website 'www.homer.alaska.org' for more locations. The bottom of the poster features a festive illustration of a green train with a red engine and a green car, pulling a red gift box, through a snowy landscape with evergreen trees. The phone number '907-235-7890' is in the bottom right corner.

FIRST RESPONDERS CLASS

First responders are always on the front lines supporting the community through risky and often traumatic situations. After their work is done, however, some emotions that can be hard to deal with, can linger. Homer Police Department sponsored a class on Saturday, November 18 for all first responders in our area to train emergency responders on how to deal with that emotional trauma.

The class covered important topics for responders on how to cope with and prevent Stress, Burnout and PTSD. The class was taught by Lisa Schmitter from Aurora Counseling and Consultation. Lisa is trained to help businesses and organizations educate, process, and understand trauma. She has worked as a mental health consultant for Head Start, the police, state troopers, schools, and fire departments.

November Anniversaries

Thanks to the following staff members for your dedication, commitment and service to the City and to the taxpayers of Homer!

Mark Robl	Police	39 Years
Bryan Hawkins	Port	24 Years
Todd Cook	Public Works	14 Years
Sean Perry	Police	9 Years
Mike Zelinski	Public Works	9 Years
Josh Mershon	Port	4 Years
Regina Johanos	Library	3 Years
Jenna Luchaco	Public Works	2 Years
Del Masterhan	Port	2 Years
Matt Dominquez	IT	1 Year

Farewell

We wish a fond farewell to Public Works Director/City Engineer Jan Keiser who will be retiring in January. Jan, was raised on the Kenai Peninsula, received engineering degrees from the University of Alaska and served as Homer’s first City Engineer in the early 1980’s.



After leaving to pursue a law degree she says she “got seduced by the weather” and lived in the Seattle area for about 35 years. She’d frequently return to Homer to visit her mother and step-dad, Connie and Bob Creal.

Luckily for Homer, in early 2020, Jan saw and responded to the advertisement for the Public Works Director position and accepted the job. Jan moved back with her husband, Kim Zook, and started working for the City in March 2020.

In her tenure since coming back, Jan has advanced water-sewer utility expansion and sidewalk and trail improvements on major Homer roads and to new subdivisions. One of Jan’s favorite projects has been to develop Homer’s Green Infrastructure Storm Water Management System, which involves using native wetlands and peatlands to remove sediment, hydrocarbons and other contaminants from storm water. She’s been instrumental in creating the Kachemak Sponge and Bunnell Avenue Green Infrastructure Storm Water Management Projects. Upon her retirement, Jan and her husband will take what she calls “an epic retirement trip” to watch whales in Mexico. After returning to their Homer home, Jan expects to get involved with various non-profit organizations that support missions she cares about.

EMPLOYEE HIGH FIVE!

Ralph Skorski, Homer’s Water Meter Technician, recently became certified as a Level 2 Waste Water Collections Technician. To earn this certificate, Ralph completed a college-level class from California State University, Sacramento, had earned the required number of years of job experience and passed a rigorous examination.



Ralph’s commitment to continuing education enhances his ability to provide excellent public service, and helps the City comply with AK Department of Environmental Conservation requirements for maintaining qualified staff; that is, the ADEC requires municipalities of a certain size to maintain a staff with specified levels of certification. Congratulations and thank you Ralph!

MEET CITY STAFF

Lori Pond began working as the Assistant to the City Manager in October. We are happy to have her on board!



She recently moved to Homer from South Carolina to be closer to family. Lori’s background is in banking, financial planning, and human resources. Outside of work she enjoys ballroom dancing, hiking, baking, gardening, and home improvement projects. “Homer has always felt like home. I am so happy to finally live here. Everyone has been so welcoming and I look forward to learning more about this special corner of the

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

Donna Aderhold (2024)

Jason Davis (2025)

Shelley Erickson (2024)

Storm P. Hansen (2025)

Rachel Lord (2026)

Caroline Venuti (2026)

City Staff Leadership

Rob Dumouchel, City Manager

Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration

Mark Robl, Chief of Police

Bill Jirsa, Chief Technology Officer

Julie Engebretsen, Economic Development Manager

Elizabeth Walton, Finance Director

Mark Kirko, Fire Chief

Dave Berry, Library Director

Andrea Browning, Personnel Director

Bryan Hawkins, Port Director

Jan Keiser, Public Works Director/City Engineer

Ryan Foster, City Planner

Mike Illg, Community Recreation Manager

Commissions and Boards

ADA Advisory Board

Economic Development Advisory Commission

Library Advisory Board

Parks, Art, Recreation and Culture Advisory Commission

Planning Commission

Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION



Old Homer Fire Station, housed upstairs in the current fire station.

This watercolor was painted by Toby Tyler.

Learn more about the municipal art collection at:

www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

Please note: Homer City Council will not be meeting in December. Their next regularly scheduled meeting is January 8, 2024

December

6 5:30 pm	Planning Commission Worksession
6 6:30 pm	Planning Commission Regular Meeting
13 5:30 pm	Port & Harbor Advisory Commission Regular Meeting
19 5 pm	Library Advisory Board Regular Meeting

In observance of the Christmas and New Year holidays, City of Homer offices will be closed Monday, Dec 26th and Monday, Jan 2nd.

We extend best wishes to all for a safe and happy holiday season.

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JOIN OUR TEAM

- Find current job listings for the City of Homer
- Sign up for Job Alerts
- Apply Online at: cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS

[Assistant or Associate Planner](#)

[Firefighter/ Basic Emergency Responder or Firefighter/ALS EMT/ Driver Operator or Fire Captain/ ALS EMT](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact the Office of the City Manager at citymanager@ci.homer.ak.us.

City of Homer

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(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: November 8, 2023
SUBJECT: City Manager's Report for November 13, 2023 Council

Pioneer Avenue Trick-or-Treat Meeting

Pioneer Avenue was bustling with trick-or-treaters for Halloween. The Homer Chamber of Commerce planned the event, and the City processed the special event permit and participated at two different locations: City Hall and the Fire Hall. The City also supported trick-or-treat operations in the Mountain View/Bayview neighborhood. Both Police and Fire crews worked to control the flow of traffic and keep everybody safe.



Champion Work Plan Follow Up

At the October 23rd Council Meeting, Council picked out a number of projects/themes that they wanted to “champion.” I have been working with staff to follow up on the creation of these Council champion teams. I’ve been working my way through the list of topics and connecting with the teams.

- Harbor Expansion – Staff is working with Councilmembers Lord and Hansen to develop a resolution that will be before Council at your next meeting. An informational memo from the champions is included in the meeting packet.
- HERC Site/Recreation – Staff has been working on the requests in Resolution 23-118 related to alternative site analysis for a future recreation facility. We will be looking to get together soon with the Council Champions.

- Finance – Staff has been getting geared up to fulfill the requests in Resolution 23-120 related to finance. I have reached out the Champions and suggested a meeting to discuss vision for this topic once Councilmember Davis is available to meet.
- Business Licenses – I met with the Mayor, Councilmember Venuti, and Economic Development Chair Karin Marks to discuss the concept and vision. Once that is firmed up, I expect we'll bring a memo to Council to discuss the merits of the Champions' proposal.
- Stormwater – I have reached out to the Champions to let them know that I wanted to wait for the new Public Works Director to arrive before we start working on the knowledge download from Jan.
- Lands Policy – I've spoken individually with the Mayor and Councilmember Davis, but we haven't met as a team yet. On this topic, the annual Land Allocation Plan update should start making the rounds to Commissions in early 2024.

Siren Update from KPB

Many may remember that the Kenai Peninsula Borough's Office of Emergency Management worked this year to replace tsunami notification sirens throughout the Borough. Technicians are making a final pass on each installation to test the system to ensure it is functioning correctly. Technicians are tentatively scheduled to conduct this work in Homer on November 14th and the testing will be done one pole at a time.

Landfill Fire Response

On October 20th, Homer Volunteer Fire and Western Emergency Services (WES) responded as mutual aid to Kachemak Emergency Services (KESA) to assist in fire suppression operations at the construction and demolition cell of the Homer Landfill. Homer responded with seven personnel who operated an engine and two tankers. Upwards of 60,000 gallons of water was required to put out the fire.



Follow Up to Ordinance 23-21(S)(A)

Ordinance 23-21(S)(A) was voted down by Council, however, there was support to revisit the topic and use recommendations provided by the Planning Commission as a way to move the core concept of the ordinance forward. City Planner Ryan Foster will be working on developing solutions in line with the recommendation

table that accompanied ordinance 23-21(S)(A) and will be collaborating with the original sponsors to get it ready for consideration by the full Council at a later date.

Harbor Parking and Camping Operations Update

At the most recent Port & Harbor Commission meeting, Harbormaster Matt Clarke provided an update regarding the parking and camping operations for this past summer season. Parking revenues totaled approximately \$190,000 by the end of September. Camping on the Spit, management of which was reassigned this year from Public Works, generated approximately \$195,000 in revenues. There are still some operational and funding source questions to be worked out between the Enterprise and General Fund in the shift of Spit camping to the Harbor, but overall I'm seeing that experiment as a success. The Harbor operations team was very well equipped to take on the challenge and we able to maintain a higher level of control and satisfaction for internal and external stakeholders. The Harbormaster's full report is attached to this report. I will continue to work with the Harbor and Public Works to further dial in this change for the 2024 season.

KPEDD Visit

On November 3rd I participated in a meeting with Kenai Peninsula Economic Development District (KPEDD) staff and City Managers from around the Kenai Peninsula to discuss local economic development topics as well as KPEDD-specific updates related to the retirement of Tim Dillon who will be replaced in 2024 by Cassidy Cameron. Tim and Cassidy will be visiting with the Council at your next regular meeting.

Attachments:

November Employee Anniversaries
General Fund Expenditure Report through October 2023
Memorandum re: Grant Summary Update
Harbormaster's Parking and Camping Report
Alaska Small Business Development Quarterly Report



City of Homer

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(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: November 13, 2023
SUBJECT: November Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Dave Shealy	Police	26	Years
Jenna deLumeau	Finance	14	Years
Ian Overson	Police	12	Years
Cinda Nofziger	Library	2	Years

General Fund
Expenditure Report
Actuals through October 2023
33% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Property Taxes	\$ 4,115,085	\$ 3,388,579	82%	
Sales and Use Taxes	8,939,282	3,554,945	40%	
Permits and Licenses	43,797	13,025	30%	
Fines and Forfeitures	10,303	130	1%	
Use of Money	0	76,227		
Intergovernmental	746,338	90,570	12%	
Charges for Services	396,890	197,521	50%	
Other Revenues	-	52,697		
Airport	198,448	76,551	39%	
Operating Transfers	1,728,989	-	0%	
Total Revenues	\$ 16,179,131	\$ 7,450,244	46%	
Expenditures & Transfers				
Administration	\$ 2,288,320	\$ 598,981	26%	
Clerks/Council	927,024	233,648	25%	
Planning	387,478	86,142	22%	
Library	1,079,132	351,868	33%	
Finance	898,578	243,623	27%	
Fire	1,881,175	567,048	30%	
Police	4,282,603	1,494,619	35%	
Public Works	3,512,438	1,056,952	30%	
Airport	229,618	56,663	25%	
City Hall, HERC	179,040	52,554	29%	
Non-Departmental	179,000	79,000	44%	
Total Operating Expenditures	\$ 15,844,405	\$ 4,821,099	30%	
Transfer to Other Funds				
Leave Cash Out	\$ 221,360	\$ -	0%	
Other	103,366	-	0%	
Total Transfer to Other Funds	\$ 324,725	\$ -	0%	
Transfer to CARMA				
General Fund Fleet CARMA	\$ -	\$ -	0%	
General Fund CARMA	-	-	0%	
Seawall CARMA	10,000	-	0%	
Total Transfer to CARMA Funds	\$ 10,000	\$ -	0%	
Total Expenditures & Transfers	\$ 16,179,131	\$ 4,821,099	30%	
Net Revenues Over (Under) Expenditures	\$ 0	\$ 2,629,146		

These numbers are preliminary and are subject to change

Water and Sewer Fund
Expenditure Report
Actuals through October 2023
33% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Water Fund	\$ 2,369,005	\$ 916,796	39%	
Sewer Fund	1,948,388	784,306	40%	
Total Revenues	\$ 4,317,393	\$ 1,701,102	39%	
Expenditures & Transfers				
<u>Water</u>				
Administration	\$ 309,507	\$ 118,940	38%	
Treatment Plant	684,568	230,078	34%	
System Testing	33,000	10,917	33%	
Pump Stations	115,707	35,317	31%	
Distribution System	372,744	120,494	32%	
Reservoir	19,025	5,597	29%	
Meters	285,597	19,282	7%	
Hydrants	214,533	68,194	32%	
<u>Sewer</u>				
Administration	\$ 303,612	\$ 118,809	39%	
Plant Operations	836,304	253,322	30%	
System Testing	18,000	4,878	27%	
Lift Stations	216,060	63,909	30%	
Collection System	306,884	79,928	26%	
Total Operating Expenditures	\$ 3,715,541	\$ 1,129,665	30%	
Transfer to Other Funds				
Leave Cash Out	\$ 15,769	\$ -	0%	
GF Admin Fees	-	-	0%	
Other	22,945	-	0%	
Total Transfer to Other Funds	\$ 38,714	\$ -	0%	
Transfers to CARMA				
Water	\$ 309,001	\$ -	0%	
Sewer	254,138	-	0%	
Total Transfer to CARMA Funds	\$ 563,138	\$ -	0%	
Total Expenditures & Transfers	\$ 4,317,393	\$ 1,129,665	26%	
Net Revenues Over(Under) Expenditures	\$ 0	\$ 571,437		

Port and Harbor Fund
Expenditure Report
Actuals through October 2023
33% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Administration	\$ 614,164	\$ 297,522	48%	
Harbor	3,961,361	2,769,044	70%	
Pioneer Dock	307,804	130,815	42%	
Fish Dock	578,477	382,401	66%	
Deep Water Dock	182,426	39,230	22%	
Outfall Line	4,800	-	0%	
Fish Grinder	7,390	8,398	114%	
Load and Launch Ramp	130,000	57,063	44%	
Total Revenues	\$ 5,786,422	\$ 3,684,472	64%	
Expenditures & Transfers				
Administration	\$ 1,143,305	\$ 494,034	43%	
Harbor	1,609,487	501,782	31%	
Pioneer Dock	86,345	29,417	34%	
Fish Dock	747,966	217,745	29%	
Deep Water Dock	104,705	35,759	34%	
Outfall Line	13,500	3,280	24%	
Fish Grinder	27,682	23,831	86%	
Harbor Maintenance	533,783	157,046	29%	
Main Dock Maintenance	51,393	15,189	30%	
Deep Water Dock Maintenance	61,893	17,515	28%	
Load and Launch Ramp	138,815	46,528	34%	
Total Operating Expenditures	\$ 4,518,876	\$ 1,542,127	34%	
Transfer to Other Funds				
Leave Cash Out	\$ 73,867	\$ -	0%	
GF Admin Fees	-	-	0%	
Debt Service	0	-	0%	
Other	375,092	-	0%	
Total Transfer to Other Funds	\$ 448,959	\$ -	0%	
Transfers to Reserves				
Harbor	\$ 818,588	\$ -	0%	
Load and Launch Ramp	-	-	0%	
Total Transfer to Reserves	\$ 818,588	\$ -	0%	
Total Expenditures & Transfers	\$ 5,786,422	\$ 1,542,127	27%	
Net Revenues Over(Under) Expenditures	\$ 0	\$ 2,142,345		



MEMORANDUM

City Manager Report: Grant Update

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: November 8, 2023
From: Special Projects & Communications Coordinator Carroll
Through: Rob Dumouchel, City Manager

This is an informational memo to provide an update on Federal and State grant applications submitted or in process in support of City of Homer projects. New actions/information since the September 20, 2023 Grant Update are highlighted in yellow on the attached chart.

Highlights include:

Homer Float System Replacement Project (HOMER FREIGHT)

MARAD has made its [2023 Port Infrastructure Development Program \(PIDP\) award selections](#). Unfortunately, Homer was not one of the projects selected. The winning projects in Alaska all serve underserved communities; three of the funded projects were submitted under PIDP last year and were not funded. Three were submitted under RAISE, were not funded and were resubmitted under PIDP this year. One project would have lost substantial state and other funding sources without being able to leverage a PIDP award this year.

After reviewing the winning projects, HDR consultants who assisted with the Homer FREIGHT application reported that Homer's project and application was equally as strong as those awarded. Staff will request a detailed debrief of the FREIGHT project to see if there are ways to better portray the project and to help inform a decision on whether to resubmit an application next year.

Brownfield Multipurpose Grant Application

Economic Development Manager Engebretsen, with grant editing support from Special Projects Coordinator Carroll recently submitted a Brownfield Multipurpose grant application to the Environmental Protection Agency for Federal discretionary funds to continue hazardous materials assessment efforts, conduct remediation and development clean up alternatives for the HERC site. Two other Brownfield sites in Homer's downtown are included in the grant's scope (former gas station on Pioneer Avenue and the HEA property on Snowbird Street), through the priority site is the HERC site.

Successful Awards

The City was recently awarded two grants through the Alaska Division of State Homeland Security and Emergency Management. Awards have been offered from the FY23 State Homeland Security Program for improvements to the City's public safety communication system and from the Hazard Mitigation Grant Program to replace the City's raw water transmission mains. Ordinances to accept these funds are on November 13, 2023 agenda. More information about these projects are provided in the Ordinances section of the meeting packet.

RAISE

Almost a year has passed since the City started developing a Federal RAISE application in support of non-motorized transportation planning and design; the RAISE program is anticipated to reopen for another round in late November (if the schedule is not delayed by a potential government shutdown). The City's FY23 REACH application received a High Merit rating. Staff is evaluating capacity to not only update and resubmit the REACH (Realizing Equitable, Accessible Connectivity in Homer) project application, but also to implement the project should it be funded.

Grant Activity Update 11/8/2023

FY23 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
Slope Stability- Erosion Mitigation Program						
Kachemak Drive Peatland Water Quality Improvement (Kachemak Sponge)	\$4,388,791	NOAA Habitat Conservation KBNERSS led/City partner	\$ 1,188,275.00 (land acquisition)	\$ 418,000.00 (land acquisition)	Submitted Awarded 4/1/2023 Award Executed	UAA accepted award; sent sub-award agreement to City Ord 23-46 to accept sub-award introduced 6/26/23 Grant is for Kachemak Drive peatlands acquisition
Beluga Slough Stormwater Treatment System	\$ 690,000.00	Alaska Clean Water Actions	\$ 153,307.00	\$ 107,182.00	Submitted 11/9/2022 Awarded 3/1/2023 Accepted via Ord 23-16(S)	City Council approved grant agreement Ord City costs in-kind + eligible for funds from ADEC Clean Water Revolving Loan Fund
Transportation						
Transportation Planning	\$ 960,000.00	Safe Streets For All KPB Applic/City partner	\$ 960,000.00	\$ 23,000.00 (in-kind)	Award announced KPB executing grant agreement	Application approved Reso 22-063
Non-Motorized Trans Network (REACH Project)	\$ 1,500,000.00	Fed RAISE Planning Grant	\$ 1,500,000.00	\$ -	Submitted 2/28/2023 NOT FUNDED 6/28/23	HDR application support Reso 22-087 approved Project support Reso 23-012 approved Application made it to Secretary of Transportation Desk Not awarded but deemed a Merit Application; encouraged to apply again next FY.
Homer All-Ages & Abilities Pedestrian Pathway	\$ 3,900,000.00	State of AK Transportation Alternatives (TAP)	\$ 3,432,000.00	\$ 468,000.00	Submitted 2/15/2023 Advanced to final round: Public Evaluation Board (PEB) Awaiting DOT cost estimate (AK DOT&PF manages/constructs project)	HAPP sections in PW's 5-year road plan Project support Reso 23-011 approved Date of PEB Review pending Unknown award date; Perf period end date June '25 (\$500,000 set aside in HART for grant matching)
Main Street Rehab/ Sidewalk South	\$ 4,200,000.00	State of AK Community Transportation Program (CTP)	\$ 3,696,000.00	\$ 504,000.00	Submitted 2/15/2023 Advanced to final round: Public Evaluation Board (PEB) Awaiting DOT cost estimate (AK DOT&PF manages/constructs project)	Main St in 7-10 year horizon in PW Road Plan Project support Reso 23-011 approved Date of PEB Review pending Unknown award date; Perf period end date June '25 (\$500,000 set aside in HART for grant matching)
Port & Harbor						
Float Systems 4 & 1 Replacement	\$ 59,289,547.00	Fed Port Infrastructure Development Projects (PIDP)	\$47,135,190	\$ 12,154,357.00 (20.5% match)	Submitted 4/28/2023 NOT FUNDED 11/1/2023	HDR application support Ord 23-12 approved Council approved project support Reso 4/24/2023 Could apply for PIDP or RAISE '24 if '23 unsuccessful Added to STIP as illustrative project Revenue bond or TIFIA loan for match
		Municipal Harbor Grant			Grant for construction only must complete design to apply	If funded, leverages State match to lower City match on Federal PIDP Grant

Grant Activity Update 11/8/2023

FY23 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
Float Systems 4 & 1 Replace		Denali Commission Grant			Application not begun Due date 4/14/24	Can be used as non-Federal Match May not be competitive - \$1M max award Could apply in '24 for Design/Engineering
Fish Grinding Building Replace & Drainage Improvements	\$ 374,978.00	ADFG Dingle-Johnson	\$ 250,000.00 (preliminary)	\$ 93,744.50 (preliminary)	Submitted 7/12/2022 Preliminary award announced 7/7/2023	Finalizing project cost estimate and award amount \$100,000 allocated in FY23 City Capital Budget; for final design and partial match; additional match to meet 25% of construction cost may be necessary Ordinance to accept the grant forth coming
Building Code Development	\$ 587,500.00	State BRIC Sub-Grant (Building Resilient Infrastructure & Communities)	\$ 470,000.00	\$ 117,500.00 (covered by State of Alaska)	Submitted 12/21/2022 Accepted for further review Awaiting decision	Council Approved application Reso 22-086 As a sub-applic State covers local match
Parks & Recreation						
Bayview Park Renovations	\$ 139,230.00	State of AK Healthy & Equitable Community Round 2	\$ 74,919.00	\$ 52,314.00 Addl redistribution funds requested	Submitted 4/24/2023 Awarded 5/8/2023 Accepted via Ord 23-36	Council Approved Resolution 23-031 \$12,000 donation from Kach Bay Rotary Additional funds from HART approved in COH Cap budget
HERC HazMat Assessment & Remediation		EPA Multipurpose Brownfield Federal Discretionary Grant	\$1,000,000		Submitted 11/13/2023	Council Approved Resolution 23-117
Utilities - Infrastructure Resilience						
Spit Road Erosion Mitigation	\$ 1,812,052.00	Federal PROTECT Grant	\$ 1,812,052.00	-	Submitted 8/18/2023 Awaiting Decision	Application requested planning funds for Homer Spit Erosion Mitigation. City of Homer is project sponsor, but if awarded City will enter MOU with DOT to implement grant activities
Raw Water Transmission Main		FEMA Disaster Mitigation	\$ 1,988,650.00 (direct project costs)	-	Submitted 1/30/2020 Obligating Award Document Recd 11/3/2023	4/11/23: Responded to latest FEMA request for information 5/2/23: Congressional Delegation approved award 7/11/23: FEMA Received Period of Performance Waiver 11/13 Ordinance to accept the grant to be considered by City Council
IT - Communications						
Cybersecurity (City-wide Cybersecurity Assessment and Remote Backup System for Cybersecurity Response & Recovery)	\$ 252,794.00	AK Division of Homeland Security FY22 State & Local Cyberscurity Grant Program	\$ -	\$ 252,794.00	Submitted 8/31/2023 Awaiting Decision	
Public Safety Communications (HPD Backup Repeater & Radio Equip HVFD APX-600 Radio Upgrade)	\$ 119,046.56	AK Division of Homeland Security FY23 State Homeland Security Grant Program	\$ 88,196.56	\$ -	Submitted 1/31/2023 Prelim Award Announcement 9/18/2023 Obligating Award Document Recd	11/13 Ordinance to accept the grant to be considered by City Council

designates grants awarded

designates grants NOT awarded

designates updates since the 9/20/23 grant update

2023 Ramp 1 - 4 Parking Revenue

Marina Account #17770

	Memorial Day to Labor Day					Past Year Comparison																	
	Ramp 1	Ramp 2	Ramp 3	Ramp 4	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	
May	723.23	\$2,030.60	\$769.59	\$296.71	\$3,820.13	\$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:	78	219	83	32	412	612	305	254	331	270	225	129	237	132	144	136	130						
June	\$4,293.00	\$11,840.52	\$4,348.63	\$1,316.64	\$21,798.79	\$18,261.47	10416.32*	\$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:	463	1277	469	142	2,351	3,939	2,247	883	1,537	1,348	1,203	1,043	800	789	698	694	613						
				Subtotal	\$25,618.92	\$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	\$5,961.98	\$17,913.77	\$7,297.17	\$3,356.51	\$34,529.44	\$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:	643	1932	787	362	3,724	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	\$60,148.36	\$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	\$4,867.87	\$13,722.76	\$4,765.88	\$1,872.97	\$25,229.49	\$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:	525	1480	514	202	2,721	4,099	4,057	1,229	1,752	1,376	1,271	1,333	1,062	1,133	816	730	795						
				Subtotal	\$85,377.84	\$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	\$361.61	\$1,168.29	\$370.89	\$101.99	\$2,002.78	\$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:	39	126	40	11	216	534	604	218	54	162	151	184	144	28	25	44	74						
				Year Total	\$87,380.63	\$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	9,424	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

**May 2023, parking per day increased from \$5 to \$10/per day

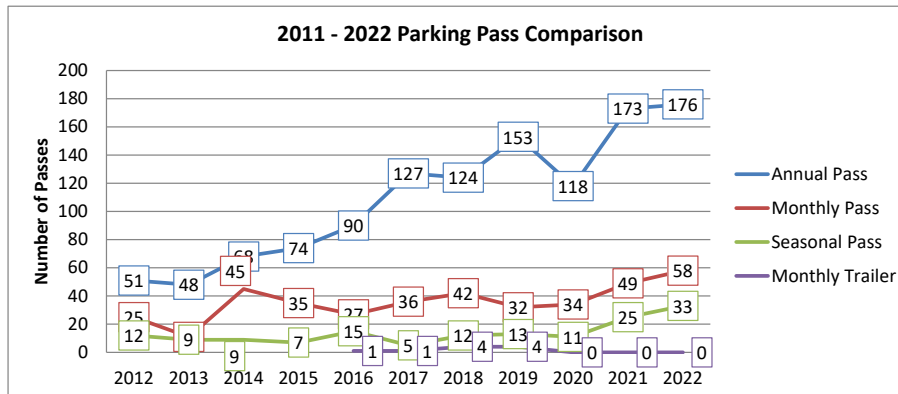
2023 Parking Pass Revenues

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	\$5,290.30		26	4	2	0	0	0	0	0	0	32
February	\$1,313.51		5	4	0	0	1	0	0	0	0	10
March	\$1,658.97		9	0	0	0	0	0	0	0	0	9
April	\$4,424.49		7	8	0	0	4	10	0	0	0	29
May	\$12,231.75		27	15	10	2	10	21	0	0	0	85
June	\$9,296.31		20	6	20	1	10	15	0	0	0	72
July	\$2,569.75		7	2	7	2	21	0	0	0	0	39
August	\$633.42		0	0	2	2	15	0	0	0	0	19
September	\$479.55		1	2	1	0	2	0	0	0	0	6
October	\$0.00											0
November	\$0.00											0
December	\$0.00											0
2023 Total	\$37,898.05	\$0.00	102	41	42	7	63	46	0	0	0	301
2022 Total	\$40,756.65		134	42	53	5	73	29	4	0	0	340
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

* July Seasonal Pass= 3 additional conversions from annual, rev already caught in annual + \$50x3



2023 Qualitative Analysis of Parking Management on the Homer Spit

Introduction

In 2023, the Port & Harbor department acquired and implemented the UpSafety parking management software system. This marked a significant shift from manual and outdated parking management methods to a modern, cloud-based solution. The new system introduced various technological advancements, including the integration of existing Luke II pay kiosks, mobile pay & text-to-park options, wireless X-2 mobile enforcement devices, and ALPR license plate recognition technology, transforming the parking experience for customers, visitors and staff. This analysis focuses on the impact of these changes, challenges, and future trends in parking management on the Homer Spit.

Parking Technology Improvements

The implementation of the UpSafety parking management software system represents a major step forward in parking management on the Homer Spit. The new system not only streamlines parking operations but also enhances the user experience. Customers can now conveniently pay for parking using various methods, including in-field Luke II pay kiosks, the flexibility mobile payment, and text-to-pay via cell phone, supporting digital permitting and phasing out tangible paper permits that were previously produced and obtained at the harbormaster's office and displayed on the vehicle. This transition to modern technology has reduced the reliance on manual record-keeping using 3-ring binders and Excel spreadsheets, increasing the efficiency and accuracy of parking management.

Enforcement and Compliance

Parking enforcement on the Homer Spit has been significantly improved with the use of technology. Homer municipal code supports writing citations to vehicle license plates, phasing out previous citation methods requiring vehicle registered owner information. Parking enforcement staff equipped with X-2 mobile electronic enforcement devices can monitor vehicles in real-time, checking for compliance with daily fees and vehicle parking & camping permits. The advanced license plate recognition (ALPR) technology further enhances enforcement by scanning license plates to verify permit compliance and check for infractions. The system integrates GPS location and time-stamped photos to ensure accuracy of enforcement in parking lots with time sensitive limits or restrictions. Citations are generated on site by the parking enforcement officer using the X-2 device and its integrated thermal printer. All citation information generated in the field is automatically saved to UpSafety's cloud-based software and is immediately available to parking administration for processing. The convenience of online payment, appeals, and adjudication through a web-based portal has streamlined the citation process, reducing staff time and the need for in-person interactions at the harbormaster's office.

Parking Options and User Groups

The Homer Spit accommodates a diverse range of parking user groups, including recreational boaters, commercial fishermen, commercial charter & passenger vessel crew and customers, upland businesses owners and employees, tourists, day-use recreators, across the bay residents, and regulatory entity personnel. Our variety of parking options caters to these groups' distinct needs, from short-term parking time limits to long-term parking permits without designating or reserving parking to any specific user group. In 2023, the port & harbor took over management of the Fishing Hole & Mariner Park

campgrounds which provide approximately 150 spaces for RV parking and camping. Additionally, we now manage parking enforcement and revenue collection at the Homer Airport terminal which provides parking for approximately 200 vehicles.

Challenges and Inefficiencies

Several inefficiencies and challenges have been identified in the current parking management system on the Homer Spit. Maintaining sufficient parking lot space and mitigating vehicle congestion is our primary challenge. In April 2023, we created an additional “overflow” parking lot containing space for approximately 100 vehicles located at the intersection of Outer Dock Road & Homer Spit Road. This lot offers free parking for up to seven consecutive days.

One measure we currently use to deter demand and drive down congestion is the administration of daily fee parking which requires users to make cost-based decisions involving their parking needs. The affordability of daily fee parking is a financial challenge for many employees working on the Homer Spit.

A second method of congestion mitigation includes the implementation of time limits in high use areas creating greater vehicle turn over. In 2023, a section of the parking lot between the steel grid and Fish Dock Road was changed from 7-day parking to 3-hour parking in order to improve vehicle turnover and access adjacent to the businesses operating in the vicinity.

A significant inefficiency driving space availability for vehicle parking is the allowance of RV and oversized vehicles in the heavily utilized parking lots along Homer Spit Road between ramps 1 and 5. RVs and oversized vehicles require extra wide spaces and turning lanes which, in-turn, reduce available space for standard vehicle parking.

Other challenges include the inefficiencies associated with gravel parking lots. Many of our gravel parking lots have basic, above-grade, methods addressing drainage and run-off which foster potholes and puddles. Ramps 3 to 5 and the boathouse pavilion require drainage ditches bordering Homer Spit Road that consume potential usable parking space. Lack of permanent, uniform striping and delineation on gravel parking surfaces reduce efficient space utilization. Finally, some of our current parking lot time limits may not align with peak demand. All of these issues contribute to parking congestion and dissatisfaction among user groups, particularly represented among boat owners and employees of local business.

Revenue Generation and Budget Considerations

The Port & Harbor generates revenue from the collection of parking and camping fees. These revenues should be used to support future parking lot improvements, growth and expansion of fee-based parking, and the required administration & enforcement. Parking and camping revenues also have the potential to support bond obligations for future capital projects. In April of 2023, the city manager assigned the port & harbor management responsibilities of the Fishing Hole, Mariner Park, and Tent Camp West campgrounds in order bolster enterprise revenues. Daily fee parking rates were increased from \$5/day to \$10/day and RV camping fees were increased from \$20/day to \$30/day. Parking revenues totaled approximately \$190,000 YTD in September. The port & harbor sold approximately 7,100 individual camping permits totaling \$195,000 YTD as of September. The assignment of Homer Spit campgrounds came quickly and without budget preparation. Campgrounds management require variety of basic operating expenses, including facilities maintenance, utilities, camp fee compliance enforcement,

general administration, grounds keeping, signage, refuse disposal and sanitation. It is imperative to strike a balance between revenue generation and sustainable management to meet these financial needs.

Future Trends and Diversification

Several trends are driving the future diversification and use of parking lots on the Homer Spit. Trends in usage impacting demand for parking include the broad growth in the tourism & recreation sector, shore-based tour bus operations originating from other communities with destination on the Homer Spit, the increasing growth and presence of commercial passenger vessels in the small boat harbor, the vehicles associated with their crews and customers, and the need to streamline parking lot traffic flow involving passenger drop-off and pick-up, the multi-purpose use of the barge ramp terminal supporting cargo & passenger vessel operations and the need to accommodate cargo storage and lay-down operations combined with passenger vessel parking needs, growth in ridership and vehicle parking demand near ramp 7 associated with SVT's Kachemak Voyager, cruise ship lightering operations inside the small boat harbor, and event-based parking, such as festivals and special events.

Special consideration should be given to the east side of the Fishing Hole Campground and its dual-purpose use that includes our Marine Repair Facility supporting vessel haul-out and repair. What is the future of a campground that doubles over as a boat yard – or visa versa? Remember, there is only one place to haul-out and work on large vessels on the southern Kenai Peninsula and there are several campgrounds operating in the Homer area.

Near future improvements to parking lots to consider should include the paving of our high-use parking lots in order to improve space efficiency and the quality of the parking experience for the end-user in exchange for daily fee payments. Changes warranting reduction of boat trailer parking time limits and/or the implementation daily fee parking may be more aligned and reflective of current demand.

Finally, not-so-distant future issues to contemplate addressing congestion mitigation should include remote park & ride operations, public transit, and parking garages. These trends necessitate proactive planning and infrastructure improvements to accommodate the increasing demand for parking.

Conclusion

The implementation of the UpSafety parking management software system represents a significant step forward in parking management, operations and growth on the Homer Spit. However, it also highlights various challenges and opportunities for improvement. Striking a balance between revenue generation, user satisfaction, and environmental responsibility will be crucial for the long-term success of parking management on the Homer Spit. Addressing inefficiencies, accommodating various user groups, and staying responsive to evolving trends will be essential in managing our unique parking needs.

Business Analysis: Homer Spit Campground Operations

In 2023, the City Manager assigned the Port & Harbor responsibilities involving campground operations on the Homer Spit, including the Fishing Hole campground, Mariner Park campground, and the Tent Camp West beach site. This assignment comes with a complex array of responsibilities, staffing, equipment, budget considerations, and several challenges and concerns that need to be addressed. Let's analyze these components:

Staffing Requirements:

1. **Parking Enforcement Officers:** Responsible for camp fee compliance, registration, servicing pay kiosks, and revenue collection.
2. **Harbor Assistants:** Responsible for grounds keeping and sanitation of the public fish cleaning station at the Fishing Hole campground.
3. **Port Maintenance:** Maintenance of gazebos, pavilions, and fish cleaning stations.
4. **Parks Staff:** Grounds keeping, brush removal, and lawn mowing.
5. **Public Works Equipment Operators:** Responsible for surface maintenance and drainage.
6. **Public Works Building Maintenance & Custodial:** Cleaning and maintenance of the Fishing Hole restroom.
7. **Campground Hosts:** Responsible for providing information to the general public.
8. **Port & Harbor Administrative Staff:** Responsible for revenue collection and expense tracking.
9. **Homer Police Department:** Enforcement as needed.
10. **Refuse & Sanitation Contractors:** Responsible for trash and sanitation services.

Equipment Requirements:

1. **Parking Enforcement Vehicles**
2. **Pick-up Trucks & Carcass Trailers**
3. **Graders, Snow Plows & Sanders**
4. **Port Maintenance Trucks**
5. **Private Contractor Trash Dump Trucks**
6. **Luke II pay station kiosks & X-2 mobile enforcement devices**
7. **Lawn Mowers, Weed Whackers, Pressure Washers, and Paint Stripers**
8. **Signage & Delineation**
9. **Mariner Park Campground Host Trailer**
10. **Porta Potties & Handwash Stations**

11. **Trash Receptacles**
12. **Picnic Tables & Fire Rings**

Operating Expenses and Revenues:

- **2023 YTD Camp Fee Revenues:** \$200,000 for RV & beach camping.
- **Estimated Total Operating Expenses:** \$63,700
- **Employee & Staffing Wages:** \$30,000
- **Utilities Expenses:** \$3,500
- **Vehicle Expenses:** \$4,000
- **Picnic Tables & Fire Rings:** \$3,000
- **Refuse, Sanitation, and Recycling:** \$5,000
- **Campground Hosts Stipends:** \$5,200
- **Cleaning Supplies:** \$2,000
- **T2 & UpSafety Software:** \$9,000
- **Signage:** \$2,000

Challenges and Concerns:

1. **Land Designation:** Defining what land(s) are considered campgrounds and what land(s) are parks.
2. **Responsibilities:** Clarifying the responsibilities of Port & Harbor, Parks, and Public Works within campgrounds and parks.
3. **Tariff Updates:** Identifying campground land use, rules, and user fees/rates.

Budget:

Developing a budget for Port & Harbor's campground operations, which should cover revenues, employee wages, equipment, operating and maintenance expenses, and fixed infrastructure and capital investments.

Capital Improvements:

Consider the 2024 Homer Spit Campgrounds Renovations provided in the COH's capital improvement plan. This project was identified by Public Works and its Park's division.

Should future campground capital improvement projects be funded by the port & harbor enterprise?

Marine Repair Facility vs. Campground:

Determining the future of the portion of the Fishing Hole (Pier 1 Theatre East) campground that also serves as the Marine Repair Facility.

Bottom Line Analysis:

What is the minimum acceptable profit margin that justifies Port & Harbor's involvement in campground operations? The time and resources dedicated to campgrounds should be weighed against the core responsibilities of Port & Harbor.

In summary, the management of campgrounds on the Homer Spit involves a diverse set of interdepartmental responsibilities, resource allocation, and potential for revenue generation. To make this endeavor successful, it's crucial to address the challenges, establish clear departmental responsibilities, and determine the financial viability and impact on core Port & Harbor operations.



Homer Spit Campground Renovations

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

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

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

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

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

Total Project Cost: \$95,000

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

Schedule: 2025-2026

Priority Level: 2



Mariner Campground at the base of the Homer Spit.



October 24, 2023

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Mayor Castner, City Council, and City Staff,

This letter serves as our quarterly report for the period July 1 to September 30, 2023. During the quarter, the Alaska SBDC received the results from the national SBDC accreditation, with Robert Green and the Homer office receiving exemplary marks and noted as a model that should be replicated across the country. This past year, 81% of Homer clients chose to meet in-person with Robert, indicating a strong preference from local business owners and entrepreneurs to have this service in their community. After the quarter, Robert remains on pace to log the most hours of advising by the SBDC to the Homer area in a year. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 132.8 (498.3)	Jobs Supported: 56 (236)
Total Clients: 55 (108)	Capital Infusion: \$0 (\$293,000)
New Businesses Started or Bought: 2 (6)	Client Surveys: 100% positive (100% positive)

This report provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. Assistance to entrepreneurs looking to start new businesses and work supporting existing businesses were the top topics this quarter. There was a relatively even split among industries, with retailers moving into the top spot this quarter, followed by food services.

Topics

1. Start-up Assistance: 51.5 hrs (39%)
2. General Management: 40.1 hrs (30%)
3. Financing/Capital: 15.0 hrs (11%)
4. Business Planning: 8.8 hrs (7%)
5. Buy/Sell Business: 8.0 hrs (6%)

Industries

1. Retailers: 25.8 (19%)
2. Food Services: 22.4 hrs (17%)
3. Administrative: 14.8 hrs (11%)
4. Healthcare: 14.6 hrs (11%)
5. Fishing: 13.8 hrs (10%)

We would like to thank the City of Homer for their support of the Homer Business Advisor position. The \$10,000 funding provided by the mayor and city council is critical in retaining the Homer SBDC office in 2024. We greatly appreciate the knowledge, experience, and consistency Robert Green brings to efforts in Homer. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

98AFA012679B4D7...

Jon Bittner

Executive Director
Alaska SBDC



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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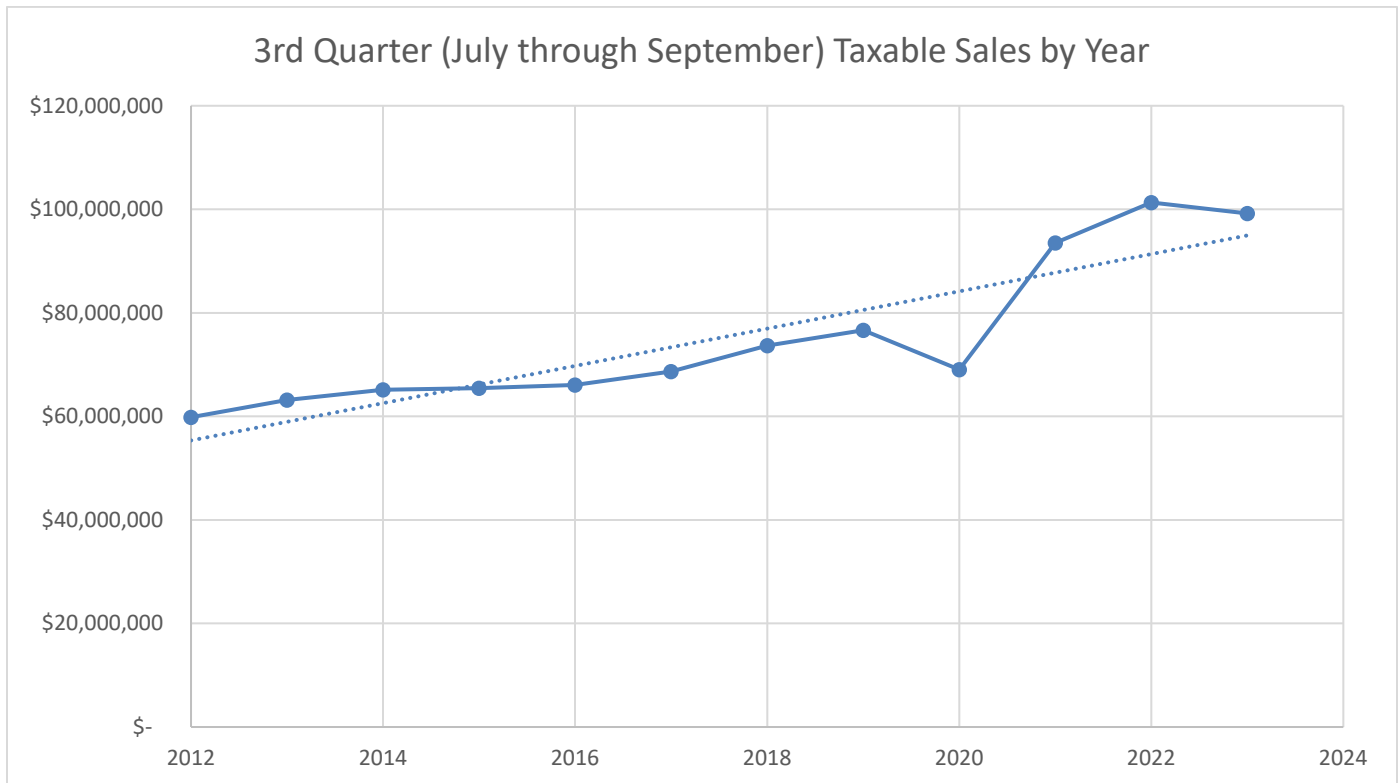
(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: November 21, 2023
SUBJECT: City Manager's Report for November 27, 2023 Council Meeting

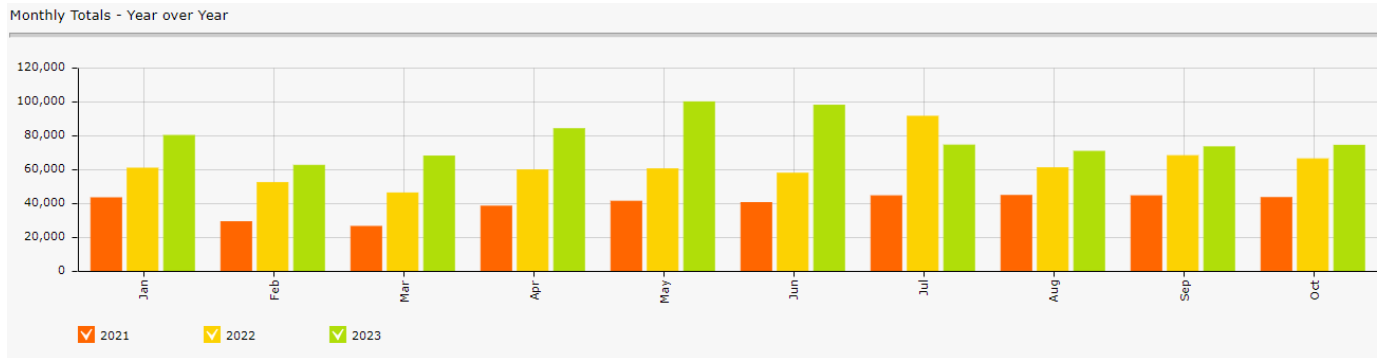
First Quarter Sales Tax Update

The 2023 summer season saw small decreases in taxable revenues when compared to the year prior. You may remember that the fourth quarter of FY23 (April 2023 through June 2023) experienced an approximately 4.8% decline in taxable sales that many have attributed to the poor weather we experienced this summer. The first quarter of fiscal year 2024 (July 2023 through September 2023) was relatively better than Q4 FY23, but still approximately 2% behind the taxable sales of the year prior. It's worth mentioning that despite the small decline, it is still the second best quarter of all time behind only Q1 FY23.



The Q1 FY24 performance puts us approximately \$101k behind FY23 in revenues (~\$63k to the General Fund, the rest split between HART, HAWSP, and the Police Station). The good news is that, as mentioned in a prior manager's report, other streams of income are pacing ahead of our expectations. Property taxes are expected to beat our budgeted numbers (\$4.4M expected based on KPB assessor's office data versus \$4.1M budgeted

for FY24) and the remote seller's sales tax revenues are continuing to show growth (June through October revenue reports from ARSSTC show \$293k in revenue which is 67% of the \$435k budgeted for FY24).



2021 to 2023 Year over year graph of remote sales tax revenues for January through October

Lighthouse Village Development Project

The City's Planning Division received permit applications related to a proposed development to take place across three parcels near the base of the Homer Spit (1563 Homer Spit Road and 1491 Bay Avenue). The project proposes development of a hotel, employee housing, and triplex residential units. The following applications have been submitted for the Lighthouse Village Development project:

- Conditional Use Permit (CUP) 23-08 for Planned Unit Development (Homer City Code 21.24.030 (f)); the application includes the following:
 - CUP application for a Planned Unit Development
 - Development plans
 - Traffic impact analysis
 - Preliminary stormwater report
- Application to rezone one parcel (1491 Bay Avenue) from Rural Residential (RR) to General Commercial 1 (GC1) zone district.
- Proposal to vacate the B Street right-of-way within the Bayview Subdivision NO. 6 (HM 94-51), located in the SW1/4 SEC. 21, T. 6 S., 13 W., S.M.
- Proposed subdivision, Bayview Subdivision Lighthouse Village Replat, Preliminary Plat

These applications are scheduled for the Planning Commission's regular meeting on December 6th. The applications are currently available for public review in the Clerk's Office lobby and the agenda packet will be published on December 1, 2023. The site plan overview is attached to this report.

Short Term Rental Ordinance Update

Following the introduction of Ordinance 23-61 which would create a short term rental (STR) program, we've already had some positive stakeholder engagement experiences. The Economic Development Commission had a well-attended meeting featuring a fair amount of constructive public comment on the draft ordinance. Economic Development Manager Julie Engebretsen and I were also able to meet with representatives from the Homer Bed and Breakfast Association to discuss the proposal. Julie will also be speaking at a Guiding Growth event soon. More opportunities are on the way for public engagement on the topic, but we're off to a great start.

Attachments:

December Employee Anniversaries

FY24 Q1 Financials
Homer Harbor Expansion Monthly Report
Lighthouse Village Development Site Plan



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: November 27, 2023
SUBJECT: December Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Mark Robl	Police	39	Years
Bryan Hawkins	Port	24	Years
Todd Cook	Public Works	14	Years
Sean Perry	Police	9	Years
Mike Zelinski	Public Works	9	Years
Josh Mershon	Port	4	Years
Regina Johanos	Library	3	Years
Jenna Luchaco	Public Works	2	Years
Del Masterhan	Port	2	Years
Matt Dominguez	IT	1	Year

General Fund
Expenditure Report
Actuals through September 2023
25% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 Q1	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Property Taxes	\$ 4,115,085	\$ 2,402,479	58%	
Sales and Use Taxes	8,939,282	2,510,608	28%	
Permits and Licenses	43,797	11,705	27%	
Fines and Forfeitures	10,303	90	1%	
Use of Money	0	51,141		
Intergovernmental	746,338	2,513	0%	
Charges for Services	396,890	189,618	48%	
Other Revenues	-	52,617		
Airport	198,448	54,135	27%	
Operating Transfers	1,728,989	-	0%	
Total Revenues	\$ 16,179,131	\$ 5,274,906	33%	
Expenditures & Transfers				
Administration	\$ 2,288,320	\$ 474,407	21%	
Clerks/Council	927,024	182,410	20%	
Planning	387,478	71,555	18%	
Library	1,079,132	274,341	25%	
Finance	898,578	187,993	21%	
Fire	1,881,175	448,434	24%	
Police	4,282,603	1,123,435	26%	
Public Works	3,512,438	807,157	23%	
Airport	229,618	41,779	18%	
City Hall, HERC	179,040	45,624	25%	
Non-Departmental	179,000	79,000	44%	
Total Operating Expenditures	\$ 15,844,405	\$ 3,736,135	24%	
Transfer to Other Funds				
Leave Cash Out	\$ 221,360	\$ -	0%	
Other	103,366	-	0%	
Total Transfer to Other Funds	\$ 324,725	\$ -	0%	
Transfer to CARMA				
General Fund Fleet CARMA	\$ -	\$ -	0%	
General Fund CARMA	-	-	0%	
Seawall CARMA	10,000	-	0%	
Total Transfer to CARMA Funds	\$ 10,000	\$ -	0%	
Total Expenditures & Transfers	\$ 16,179,131	\$ 3,736,135	23%	
Net Revenues Over (Under) Expenditures	\$ 0	\$ 1,538,771		

These numbers are preliminary and are subject to change

Water and Sewer Fund
Expenditure Report
Actuals through September 2023
25% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 Q1	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Water Fund	\$ 2,369,005	\$ 738,522	31%	
Sewer Fund	1,948,388	632,372	32%	
Total Revenues	\$ 4,317,393	\$ 1,370,894	32%	
Expenditures & Transfers				
<u>Water</u>				
Administration	\$ 309,507	\$ 101,539	33%	
Treatment Plant	684,568	184,108	27%	
System Testing	33,000	6,269	19%	
Pump Stations	115,707	21,220	18%	
Distribution System	372,744	90,517	24%	
Reservoir	19,025	2,223	12%	
Meters	285,597	15,105	5%	
Hydrants	214,533	52,457	24%	
<u>Sewer</u>				
Administration	\$ 303,612	\$ 102,932	34%	
Plant Operations	836,304	175,972	21%	
System Testing	18,000	2,927	16%	
Lift Stations	216,060	47,077	22%	
Collection System	306,884	60,079	20%	
Total Operating Expenditures	\$ 3,715,541	\$ 862,426	23%	
Transfer to Other Funds				
Leave Cash Out	\$ 15,769	\$ -	0%	
GF Admin Fees	-	-	0%	
Other	22,945	-	0%	
Total Transfer to Other Funds	\$ 38,714	\$ -	0%	
Transfers to CARMA				
Water	\$ 309,001	\$ -	0%	
Sewer	254,138	-	0%	
Total Transfer to CARMA Funds	\$ 563,138	\$ -	0%	
Total Expenditures & Transfers	\$ 4,317,393	\$ 862,426	20%	
Net Revenues Over(Under) Expenditures	\$ 0	\$ 508,468		

Port and Harbor Fund
Expenditure Report
Actuals through September 2023
25% Fiscal Year Elapsed

Current Fiscal Analysis

	FY24		FY24 Q1	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
Revenues				
Administration	\$ 614,164	\$ 231,070	38%	
Harbor	3,961,361	2,225,313	56%	
Pioneer Dock	307,804	107,807	35%	
Fish Dock	578,477	332,034	57%	
Deep Water Dock	182,426	32,144	18%	
Outfall Line	4,800	-	0%	
Fish Grinder	7,390	6,463	87%	
Load and Launch Ramp	130,000	58,972	45%	
Total Revenues	\$ 5,786,422	\$ 2,993,801	52%	
Expenditures & Transfers				
Administration	\$ 1,143,305	\$ 353,573	31%	
Harbor	1,609,487	403,890	25%	
Pioneer Dock	86,345	22,838	26%	
Fish Dock	747,966	164,732	22%	
Deep Water Dock	104,705	22,786	22%	
Outfall Line	13,500	1,470	11%	
Fish Grinder	27,682	19,020	69%	
Harbor Maintenance	533,783	126,168	24%	
Main Dock Maintenance	51,393	12,540	24%	
Deep Water Dock Maintenance	61,893	13,939	23%	
Load and Launch Ramp	138,815	39,226	28%	
Total Operating Expenditures	\$ 4,518,876	\$ 1,180,182	26%	
Transfer to Other Funds				
Leave Cash Out	\$ 73,867	\$ -	0%	
GF Admin Fees	-	-	0%	
Debt Service	0	-	0%	
Other	375,092	-	0%	
Total Transfer to Other Funds	\$ 448,959	\$ -	0%	
Transfers to Reserves				
Harbor	\$ 818,588	\$ -	0%	
Load and Launch Ramp	-	-	0%	
Total Transfer to Reserves	\$ 818,588	\$ -	0%	
Total Expenditures & Transfers	\$ 5,786,422	\$ 1,180,182	20%	
Net Revenues Over(Under) Expenditures	\$ 0	\$ 1,813,619		



MEMORANDUM

Homer Harbor Expansion Study Monthly Written Update

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: November 21, 2023
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Rob Dumouchel, City Manager and Bryan Hawkins, Port Director

Purpose: This memorandum provides the Homer Harbor Expansion Study monthly written update to Homer City Council per Resolution 23-037.

The U.S. Army Corps of Engineers (USACE) Project Development Team (PDT) finalized and provided the City with the Project Management Plan (PMP), which defines study costs and timeline for deliverables. The PMP is provided as backup to a *Resolution Regarding the Homer Harbor Expansion Additional Funding and Management Plan*, which will be considered by City Council at the November 27, 2023 Regular City Council meeting. Please note that the USACE Pacific Ocean Division recommended that the PMP adhere to the initially set milestone dates for the study, despite being aware that they won't be met due to the Federal funding gap. The milestone dates in the PMP will be updated once continuation funding is secured. In the interim, these dates will underscore the necessity of securing continuation Federal funding to fulfill USACE deliverables up the USACE chain of command.

The PDT has slowed their work pace on the HHE study. The scheduled team meetings are now once per month rather than weekly. During this work reduction period, the USACE PDT:

- held Environmental Stakeholder Working Group meeting on September 28, 2023;
- is coordinating with USACE's Engineer Research & Development Center's Ecological Modeling Team to organize and conduct a two-day Ecological Modeling Workshop;
- is working on vertical team approval for the Homer Small Boat Harbor Vessel Economic Survey;
- is coordinating with agencies and making preparations to be ready for environmental field work and proposed geotechnical work.

HDR – Owner Representative: HDR activities will slow down parallel to the USACE. Since the last report, they:

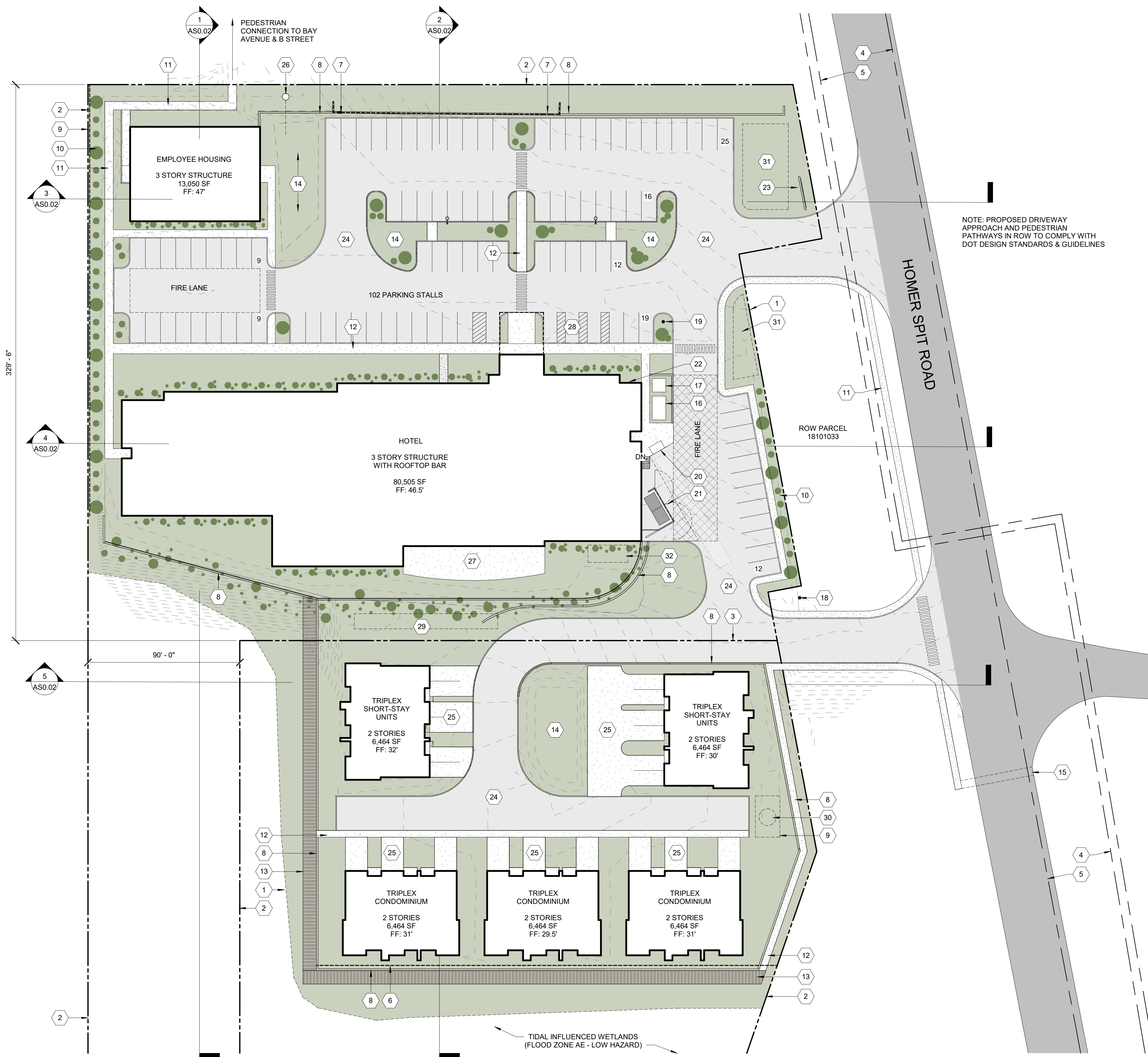
- compiled and submitted a cost estimate for proposed geotechnical work to the USACE;

- continued to advance the Coastal Numerical Modeling (waves, tides/storm surge, sediment transport) of existing (baseline) conditions. Plan to complete baseline conditions analysis by the end of year;
- met with the Port & Harbor Advisory Commission to review the HHE Communications Plan;
- assist City staff to implement Communications Plan and continue to maintain and update [HHE website](#).

City of Homer:

- City staff prepared informational materials for the October 23 Committee of the Whole Council discussion of HHE next steps;
- Two HHE Council ‘champions’, Storm Hansen and Rachel Lord were assigned;
- At Council direction, staff prepared a draft Resolution regarding HHE next steps for review and editing by the Mayor and Council champions;
- City staff worked with the Mayor and Council champions to address a request from Governor Dunleavy’s office to formally request additional State HHE General Investigation matching funds in the Governor’s FY25 budget. The finalized request letter was provided as backup documentation to [Memorandum CC-23-254, submitted by Councilmembers Hansen and Lord for the November 13, 2023 City Council meeting](#).
- Communications/outreach: Information and updates about the study are being disseminated through the City's monthly newsletter and the Homer Harbor Expansion website. Email notifications were sent to inform mailing list subscribers about opportunities to provide public input during City Council meetings addressing the HHE General Investigation. The pace of social media outreach has temporarily slowed down due to staff turnover in the City Manager's office.

RECOMMENDATION:
Informational Only.



NOTE: PROPOSED DRIVEWAY APPROACH AND PEDESTRIAN PATHWAYS IN ROW TO COMPLY WITH DOT DESIGN STANDARDS & GUIDELINES

GENERAL NOTES

- EXISTING LOTS TO BE DEVELOPED:**
 LOT 163
 LOT 164-A
 LOT 164-B
 VACATED B-STREET ROW
- TOTAL SITE AREA:**
 6.95 ACRES
- PROPOSED BUILDABLE AREA TO BE DEVELOPED:**
 186,437 SF / 4.28 ACRES
- PROPOSED STRUCTURE SQUARE FOOTAGE:**
 EMPLOYEE HOUSING: 13,050 SF
 HOTEL: 80,505 SF
 TRIPLEX UNITS: (5) 6,464 SF
 TOTAL SF OF DEVELOPMENT: 125,875 SF
- CITY OF HOMER ZONING CODE:**
 ZONE: GENERAL COMMERCIAL 1 (GC1)
 BUILDING SETBACKS: 20' FROM ROW / 5' FROM OTHER LOTS
 LOCATED IN OVERLAY ZONE DISTRICT: NO
 LOCATED IN WETLAND LOCATION: NO
 LOCATED IN FLOOD ZONE: YES (AE, LOW HAZARD)
 LANDSCAPING REQUIREMENTS INCLUDE RIGHT-OF-WAY LANDSCAPED BUFFER ZONES.
- PUBLIC UTILITIES**
 PUBLIC WATER AND SEWER IS PROVIDED TO SITE (CITY OF HOMER PUBLIC WORKS)
 POWER IS PROVIDED TO SITE. 3-PHASE UPGRADE WILL BE REQUIRED (HOMER ELECTRIC ASSOCIATION)
- PARKING REQUIREMENTS:**
 NORTH LOT PARKING REQUIRED PER HCC 21.55.090:
 HOTEL - ONE PER GUEST ROOM @ 85 ROOMS = 85 STALLS
 DORMITORY - 1 PER TWO BEDS @ 40 BEDS = 20 STALLS
 NORTH LOT PARKING PROVIDED: TOTAL 102 STALLS
 SOUTH LOT PARKING REQUIRED PER HCC 21.55.090:
 DWELLINGS: TWO PER DWELLING UNIT (A REQUIRED PARKING SPACE MAY BE IN A GARAGE OR CARPORT IF THE STRUCTURE IS AT LEAST 12' WIDE, 20' LONG AND 8' HIGH) = 30 STALLS
 SOUTH LOT PARKING PROVIDED: TOTAL 30 STALLS

KEYNOTES

- 1 APPROXIMATE LIMITS OF CONSTRUCTION
- 2 PROPERTY LINE
- 3 PROPOSED PROPERTY LINE
- 4 EXISTING PUBLIC SEWER LINE
- 5 EXISTING PUBLIC WATER LINE
- 6 ARMY CORPS OF ENGINEERS PERMIT LINE
- 7 EXISTING RETAINING WALL
- 8 RETAINING WALL
- 9 SIGHT OBSCURING FENCE
- 10 LANDSCAPE BUFFER
- 11 PEDESTRIAN PATHWAY
- 12 CONCRETE SIDEWALK
- 13 PEDESTRIAN BOARDWALK
- 14 SWALE. SEE STORMWATER PLAN
- 15 EXISTING PEDESTRIAN CROSSWALK
- 16 GENERATOR
- 17 PAD MOUNT TRANSFORMER
- 18 EXISTING FIRE HYDRANT
- 19 FIRE HYDRANT
- 20 LOADING DOCK
- 21 TRASH ENCLOSURE
- 22 FDC CONNECTION POINT
- 23 MONUMENT SIGN
- 24 ASPHALT SURFACE
- 25 CONCRETE DRIVE AISLE
- 26 STORM / SEWER MANHOLE
- 27 CONCRETE PATIO
- 28 ACCESSIBLE PARKING STALLS
- 29 BELOW-GRADE STORMWATER STORAGE STRUCTURE
- 30 SANITARY SEWER LIFT STATION
- 31 SNOW REMOVAL AREA
- 32 BELOW-GRADE GREASE INTERCEPTOR

1 ARCHITECTURAL SITE PLAN
 AS0.01 SCALE: 1/32" = 1'-0"

No.	Date	Description



WOMER & ASSOCIATES
 ARCHITECTURE ENGINEERING PLANNING
 Suite 600 - 221 N. Wall St., Spokane, Washington 99201
 TEL: (509) 534-4884 FAX: (509) 534-4843 www.womer.com

LIGHTHOUSE VILLAGE DEVELOPMENT
 DOYON, LIMITED
 1563 & 1663 HOMER SPIT ROAD, HOMER, AK
 ARCHITECTURAL SITE PLAN

Job No: 867-001
Date: 11.15.2023
Designed LRE
Drawn LRE
Checked LRE

AS0.01