



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, October 22, 2025 at 5:30 PM

City Hall 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 Minutes September 24th, 2025

VISITORS / PRESENTATIONS

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- [A.](#) FY26 YTD
- [B.](#) Port & Harbor Staff Report - October 2025

PUBLIC HEARING

PENDING BUSINESS

- [A.](#) Proposed changes to Port and Harbor Terminal Tariff No.1

NEW BUSINESS

- [A.](#) 2026 Commission Meeting Schedule

INFORMATIONAL MATERIALS

- [A.](#) October 2025 Port Operations Report
- [B.](#) Q3 Statistics for the Homer Harbor
- [C.](#) October City Managers Report to Council

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, November 12th, 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 25-07, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Casey Siekaniec at 5:30 p.m. on August 27, 2025 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS ATWOOD, ROTH, PITZMAN & SIEKANIEC

ABSENT: COMMISSIONERS BRADSHAW, VELSKO (BOTH EXCUSED) & FRIEND

CONSULTING: PORT DIRECTOR HAWKINS

STAFF: PORT ADMINISTRATIVE SUPERVISOR WOODRUFF, DEPUTY CITY CLERK LYNN

2. AGENDA APPROVAL

Chair Siekaniec read the supplemental items into the record and requested a motion and second to approve the agenda as amended.

MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

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

-Jakie Eisenberg from Homer, representing Peninsula Seafood, addressed the meeting to discuss their interest in expanding operations in Homer, including potential long-term leasing of space for processing and storage, as well as establishing local employment opportunities. They are currently exploring options for office space and parking, with plans to store materials and equipment on Fish dock Road. The company aims to increase their purchasing of local fish products and eventually establish processing capabilities in Homer.

- Buck Caukitis expressed gratitude for the steel grid, emphasizing its importance for his boats and business, and highlighted the need for the city to maintain and upgrade the 50-year-old infrastructure. He raised concerns about perceived issues with city policies, particularly regarding lease assumptions for businesses, and suggested a need for better alignment to support major industry players. Additionally, brought up a significant bird deterrence problem on the spit, which poses health and safety risks, and proposed potential solutions, including the use of deterrent signs, to address the issue.

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.B. Unapproved September, 2025 PHC Minutes

MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7.A. Port & Harbor FY26 YTD

-Port Administrative Supervisor reported on the fiscal year 2026 year-to-date performance, noting that non-moving fines revenue exceeded budget by 260%, reaching \$15,000 compared to \$6,000 budgeted, largely due to increased enforcement and electronic management efficiency. The discussion highlighted the challenges of parking availability at the harbor, with approximately 1,300 parking spaces and 900 slips, leading to a failed 2016 proposal to create additional parking on conservation land near Seafors Memorial.

7.B. Port & Harbor Staff Report – September 2025

Port Administrative Supervisor Woodruff provided the Port & Harbor Staff Report discussed updates on the harbor expansion project, where the Corps of Engineers now requires a 35% design instead of 15%, causing a 7-month delay but resulting in better cost certainty and reduced risk. The team is awaiting the John Calvin vessel for survey and core sampling work, which will inform the Corps' project schedule. Additionally, they have submitted a grant application for \$11.25 million to cover part of the \$18 million total project cost, with an expected decision in December 2025, and have already received and are using a Denali Commission grant for design work on System 4 float replacements.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

10. NEW BUSINESS

10.A. Proposed Changes to Port of Homer Terminal No. 1

PITZMAN/ATWOOD MOVE TO RECOMMEND TO CITY COUNCIL THAT THEY ADOPT THE PROPOSED CHANGES TO THE PORT OF HOMER TARIFF WITH THE RECOMMENDED LANGUAGE

There was no discussion.

VOTE: NON-OBJECTION

Motion carried

10.B. Proposed changes to Homer City Code title 10

ROTH/ATWOOD MOVED TO PASS THE PROPOSED EDITS TO City Code Tile 10 AS PORT AND HARBOR HAS WRITTEN.

Chair Siekaniec Request the Clerk to Perform a Roll Call Vote

VOTE: YES: ATWOOD, PITZMAN, SIEKANIEC

VOTE: NO: ROTH

There was no discussion

Motion carried.

Clerks' note- Upon further review it has been brought to our attention that the motion in fact did not pass due to the PHC Bylaws. Article VII section 2 "Each member, including the chairperson, shall vote, and shall not abstain from voting, unless such member claims a conflict of interest, or has an excused absence, in which event the member shall be excused from voting. The member shall then state for the record the basis for the abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the order to be rotated. or by unanimous consent if no objection is expressed. Voting by proxy or absentee is prohibited."

11. INFORMATIONAL MATERIALS

11.A. September 2025 Port Operations Report

11.B. Q2 Statistics for the Homer Harbor

11.C. September City Managers Report to council

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

Robert Roth, City resident and harbor user wats to keep rates at the harbor fair. Wants rules to be enforced at the ice plant after seeing concerns.

13. COMMENTS OF THE CITY STAFF

Port Administrative Supervisor Woodruff welcomes Clerk Lynn to the job. And thanks Zach for all the work he's done on the Port and Harbor Commission.

Port Director Hawkins had a great meeting and thanked everyone for their time and hard work.

14. COMMENTS OF THE MAYOR/COUNCILMEMBER

15. COMMENTS OF THE COMMISSION

Commissioner Atwood thanked the city staff for all their hard work, adding that it was a good meeting.

Commissioner Pitzman welcomes Clerk Lynn and thanks Amy and said it was an interesting discussion on moorage rates and appreciate Commissioner Roth bringing up questions.

Commissioner Roth thanks the commission for answering all his questions and will be back in town and is excited to be at all the meetings.

16. ADJOURNMENT

There being no further business to come before the Commission, Chair Siekaniec adjourned the meeting at 7:07 p.m. The next Regular Meeting is Wednesday, October 22, 2025, 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.

Scott Lynn, Deputy City Clerk I

Approved:_____

FUND 400 - PORT & HARBOR ENTERPRISE FUND				10/14/2025		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				28.8% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
0602	PIONEER DOCK					
4631	USCG Leases	40,495	40,228	10,079	28.8%	35,000
4637	Seafood Wharfage-PD	-	-	-	0.0%	-
4638	PD Fuel Wharfage	193,311	227,073	132,109	49.7%	265,663
4639	Pioneer Dock - Wharfage	-	-	-		-
4641	PD Water Sales	6,908	6,365	1,553	17.3%	9,000
4642	PD Docking	45,052	50,538	12,840	30.6%	42,000
	Operating Revenue - Pioneer Dock	285,767	324,204	156,581	44.5%	351,663
0603	FISH DOCK					
4620	Ice Sales	341,209	316,385	343,208	114.4%	300,000
4621	Cold Storage	24,603	26,264	3,348	13.4%	25,000
4622	Crane Rental	201,470	198,538	73,917	38.8%	190,306
4623	Card Access Fees	5,933	5,881	1,315	23.1%	5,700
4637	Seafood Wharfage	24,621	19,742	5,619	31.2%	18,000
4700	Other Wharfage Fish Dock	68	-	-	0.0%	-
	Operating Revenue - Fish Dock	597,903	566,810	427,406	79.3%	539,006
4206	Fish Tax	78,772	122,599	108,729	145.0%	75,000
0604	DEEP WATER DOCK					
4633	Stevedoring	9,834	16,964	6,711	67.1%	10,000
4637	Seafood Wharfage	-	-	-	0.0%	-
4640	Deep Water Dock Wharfage	8,402	30,210	11,833	39.4%	30,000
4643	Deep Water Dock Docking	113,278	185,490	52,430	52.4%	100,000
4668	Dwd Water Sales	20,424	40,205	14,025	46.8%	30,000
4672	Port Security Revenues	-	-	-	0.0%	-
	Operating Revenue - DW Dock	151,937	272,869	85,000	50.0%	170,000
0605	OUTFALL LINE					
4704	Outfall Line	4,800	4,800	0	0.0%	2,400
0606	FISH GRINDER					
4706	Fish Grinder	10,393	6,670	8,780	109.8%	8,000
0615	LOAD AND LAUNCH RAMP					
4653	L & L Ramp Revenue	145,410	124,604	54,810	42.2%	130,000
	Operating Revenue - L & L Ramp	145,410	124,604	54,810	42.2%	130,000
	Total Revenues	6,537,231	6,651,788	3,667,637	58%	6,287,824
	Net Surplus (Deficit)	952,655	2,224,447	2,054,050		330,702

FUND 400 - PORT & HARBOR ENTERPRISE FUND				10/14/2025		
COMBINED EXPENDITURES				28.8% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
Salaries and Benefits						
5101	Salary and Wages	1,379,157	1,505,496	474,559	32.2%	1,474,019
5102	Fringe Benefits	884,305	799,599	284,907	33.2%	858,864
5103	Part-time Wages	122,103	173,031	76,662	60.7%	126,241
5104	Part-time Benefits	14,232	20,388	9,387	28.4%	33,066
5105	Overtime	29,580	35,168	15,790	37.2%	42,416
5107	Part-time Overtime	460	784	1,824	47.0%	3,879
5108	Unemployment Benefits	4,932	1,606	-	0.0%	-
5112	PERS Relief	40,694	-	-	0.0%	-
Total Salaries and Benefits		2,475,462	2,536,071	863,129	34.0%	2,538,485
Maintenance and Operations						
5201	Office Supplies	4,040	4,813	1,175	21.7%	5,410
5202	Operating Supplies	26,337	40,350	13,641	47.2%	28,875
5203	Fuel and Lube	49,017	44,116	9,741	27.2%	35,750
5204	Chemicals	4,408	2,133	-	0.0%	3,000
5207	Vehicle and Boat Maintenance	33,396	21,374	553	1.9%	29,250
5208	Equipment Maintenance	62,505	68,676	11,594	10.9%	106,850
5209	Building & Grounds Maintenance	40,523	85,335	14,271	24.3%	58,750
5210	Professional Services	19,760	22,203	24,979	64.7%	38,625
5211	Audit Services	47,868	50,922	5,105	11.4%	44,592
5213	Survey and Appraisal	17,500	-	-	0.0%	12,500
5214	Rents & Leases	4,563	5,828	2,282	32.6%	7,000
5215	Communications	12,981	13,411	2,031	18.5%	11,000
5216	Freight and Postage	2,028	588	25	0.5%	5,500
5217	Electricity	654,842	556,404	96,643	14.2%	682,326
5218	Water	138,976	171,989	109,982	73.9%	148,874
5219	Sewer	12,383	12,639	8,825	79.4%	11,121
5220	Refuse and Disposal	52,288	33,978	23,434	37.6%	62,300
5221	Property Insurance	106,791	116,336	102,526	80.1%	127,970
5222	Auto Insurance	10,907	11,950	6,313	48.0%	13,145
5223	Liability Insurance	86,006	98,148	120,216	108.7%	110,567
5226	Testing and Analysis	4,073	3,944	2,377	34.0%	7,000
5227	Advertising	6,888	3,268	813	11.9%	6,850
5228	Books and Subscriptions	-	-	-	0.0%	-
5231	Tools and Equipment	5,214	61,615	10,984	63.9%	17,200
5234	Record and Permits	-	1,004	-	0.0%	4,000
5235	Membership Dues	6,085	6,707	-	0.0%	8,425
5236	Transportation	2,201	4,933	1,103	27.6%	4,000
5237	Subsistence	663	1,056	-	0.0%	3,000
5238	Printing and Binding	282	-	-	0.0%	3,000
5248	Lobbying	20,803	25,950	10,500	14.6%	72,000
5249	Oil Spill Response	-	-	-	0.0%	850
5250	Camera Area Network	214	17,336	5,588	31.0%	18,000
5252	Credit Card Expenses	132,100	115,551	41,583	30.6%	136,000

FUND 400 - PORT & HARBOR ENTERPRISE FUND				10/14/2025		
COMBINED EXPENDITURES				28.8% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
5256	Waste Oil Disposal	39,136	23,062	22,672	64.8%	35,000
5258	Float and Ramp Repairs	15,624	16,285	13,976	39.9%	35,000
5287	Electrical Supplies	-	-	-	0.0%	1,785
5601	Uniform	11,574	9,732	-	0.0%	7,700
5602	Safety Equipment	7,332	10,123	4,070	28.6%	14,250
5603	Employee Training	32,999	36,107	5,366	11.9%	45,200
5606	Bad Debt Expenses	58,210	54,365	(11,226)	-22.5%	50,000
5608	Debt Payment-Interest	-	-	-	0.0%	-
5624	Legal Services	4,388	8,172	898	0.9%	100,000
5627	Port Security	-	1,876	-	0.0%	-
5635	Software	3,200	3,127	6,618	165.5%	4,000
5637	Diving Services	30,945	2,299	-	0.0%	27,000
5638	Signage Parking Delineation	37,294	58,203	16,435	173.0%	9,500
	Total Maint. and Operations	1,806,344	1,825,906	685,095	31.8%	2,153,164
	C/O and Transfers					
5106	Leave Cash Out	73,867	-	-	0.0%	59,849
5241	GF Admin Fees	-	-	-	0.0%	-
5990	Transfers To	1,228,904	65,364	65,364	5.4%	1,205,623
	Total Others	1,302,770	65,364	65,364	5.2%	1,265,473
	Total	5,584,576	4,427,341	1,613,588	27.1%	5,957,122

FUND 400 - PORT & HARBOR ENTERPRISE FUND						
DEPT 0600 - ADMINISTRATION						
A/C Num.	Expenditure Categories & Descriptions	FY24	FY25	FY25 YTD		FY26
		7/1/23 - 6/30/24	7/1/24 - 6/30/25	ACTUAL		7/1/25 - 6/30/26
		ACTUAL	ACTUAL	\$	%	BUDGET
	<u>Salaries and Benefits</u>					
5101	Salary and Wages	353,285	362,444	101,642	31.9%	318,737
5102	Fringe Benefits	200,087	196,040	61,894	35.8%	172,805
5103	Part-time Wages	4,779	21,355	15,367	29.8%	51,649
5104	Part-time Benefits	387	2,589	1,867	8.1%	23,107
5105	Overtime	4,453	6,451	1,468	25.1%	5,845
5107	Part-time Overtime	85	122	290	0.0%	-
5108	Unemployment Benefits	1,946	1,168	-	0.0%	-
5112	PERS Relief	10,396	-	-	0.0%	-
	Total Salaries and Benefits	575,417	590,168	182,529	31.9%	572,142
	<u>Maintenance and Operations</u>					
5201	Office Supplies	2,048	2,108	669	26.8%	2,500
5202	Operating Supplies	3,049	1,795	265	10.6%	2,500
5207	Vehicle and Boat Maintenance	-	(10)	-	0.0%	-
5209	Building & Grounds Maintenance	4,216	2,715	1,141	11.4%	10,000
5210	Professional Services	1,333	2,121	635	12.7%	5,000
5211	Audit Services	47,868	50,922	5,105	11.4%	44,592
5213	Survey and Appraisal	17,500	-	-	0.0%	12,500
5214	Rents & Leases	4,563	5,828	2,282	32.6%	7,000
5215	Communications	12,981	13,411	2,031	18.5%	11,000
5216	Freight and Postage	2,028	588	25	0.5%	5,500
5221	Property Insurance	106,791	116,336	102,526	80.1%	127,970
5222	Auto Insurance	10,907	11,950	6,313	48.0%	13,145
5223	Liability Insurance	86,006	98,148	120,216	108.7%	110,567
5227	Advertising	6,637	3,268	813	13.6%	6,000
5228	Books and Subscriptions	-	-	-	0.0%	-
5231	Tools and Equipment	-	23	450	30.0%	1,500
5234	Record and Permits	-	1,004	-	0.0%	2,000
5235	Membership Dues	3,175	3,110	-	0.0%	3,500
5236	Electrical Supplies	1,504	4,927	1,103	27.6%	4,000
5237	Subsistence	60	779	-	0.0%	3,000
5238	Printing and Binding	-	-	-	0.0%	3,000
5248	Lobbying	20,803	25,950	10,500	14.6%	72,000
5252	Credit Card Expenses	126,018	109,284	35,601	27.4%	130,000
5603	Employee Training	8,076	1,412	-	0.0%	22,500
5606	Bad Debt Expenses	58,210	54,365	(11,226)	-22.5%	50,000
5608	Debt Payment-Interest	-	-	-	0.0%	-
5624	Legal Services	4,388	8,172	898	0.9%	100,000
5635	Software	3,200	3,127	6,618	165.5%	4,000
	Total Maintenance and Operations	531,362	521,336	285,964	37.9%	753,773
	<u>Capital Outlay and Transfers</u>					
	Transfer to Reserves	286,611	1,086,204	-	0.0%	318,588
	Transfer to Reserves for Match Funding	-	-	-	0.0%	500,000
	Transfer to Revolving Energy Fund	4,303	1,341	-	0.0%	-
	Transfer to Bond Fund	300,000	300,000	-	0.0%	375,000
	Transfer to Health Insurance Fund	673	176	-	0.0%	92
5990	Total C/O, Transfers & Reserves	591,587	1,387,721	-	0.0%	1,193,680
	<u>Others</u>					
5106	Leave Cash Out	73,867	-	-	0.0%	59,849
5241	GF Admin Fees	-	-	-	0.0%	-
	Total Others	73,867	-	-	0.0%	59,849
	Total	1,772,232	2,499,224	468,493	18.2%	2,579,444

2024 Moorage	Valdez	Cordova	Whittier	Homer	Seward	Haines	Kodiak	Dutch Harbor
Annual/Ft	\$50.74 (Tenant 40' or less), \$54.55 (Tenant 48' or longer), \$35.00 (20' dock Tenant), \$58.36 (Transient 40' or less), \$62.74 (Transient 41' or longer), \$40.25 (Transient 20' dock)	\$48.00	\$73.94 (Tenant), \$73.94 (Transient)	\$66.91+\$0.05/ft. for OAL+\$50 administrative Fee +7.85% Tax(Tenant & Transient)	\$62.80/ft. (Transient), \$28.55/ft. (Tenant Renewal 6 month Rate)+ CRR fee+7% tax	Portage Cove: \$30.60/ft up to 40', \$37.15/ft 41' and over --- Letnikof Cove \$367.50 up to 25', \$498.75 26'-40', \$630.00 41' and over	Varies, see schedule	Varies, see schedule
24'	\$1,217.76	\$1,152.00	\$1,774.56	\$1,816.88	\$1,586.32	\$765.00	\$953.76	\$1,465.20
30'	\$1,522.20	\$1,440.00	\$2,218.20	\$2,267.33	\$1,952.92	\$918.00	\$1,192.20	\$1,831.50
32'	\$1,623.68	\$1,536.00	\$2,366.08	\$2,418.34	\$2,075.10	\$979.20	\$1,271.68	\$1,953.60
36'	\$1,826.64	\$1,728.00	\$2,661.84	\$2,721.66	\$2,319.50	\$1,101.60	\$1,430.64	\$2,197.80
40'	\$2,029.60	\$1,920.00	\$2,957.60	\$3,026.70	\$2,563.88	\$1,224.00	\$1,589.60	\$2,442.00
50'	\$2,727.50	\$2,400.00	\$3,697.00	\$3,796.86	\$3,234.86	\$1,857.50	\$2,714.00	\$3,488.00
60'	\$3,273.00	\$2,880.00	\$4,436.40	\$4,577.80	\$3,845.82	\$2,229.00	\$3,256.80	\$4,708.80
100'	\$5,455.00	\$4,800.00	\$7,394.00	\$7,642.00	\$6,349.70	\$3677.85 for 99'	\$9,464.00	\$13,080.00
Monthly/Ft Prepaid	\$10.00	\$14.70	\$16.86	\$10.78+\$0.05/ft. for OAL + \$8.50 administrative Fee; pre-paying will deduct \$0.50/ft./mo	\$11.32/ft+ 7%Tax +CRR fee	2 weeks or longer, \$6.83/lineal ft/mo.	N/A	0'-20' \$65.55 , 0'-99' \$1775.22
Monthly/Ft Billed	\$15.00	N/A	N/A	\$10.78+\$0.05/ft. for OAL + \$8.50 administrative Fee; pre-paying will deduct \$0.50/ft./mo	N/A	If have to be invoiced, vessel will be charged at twice the normal rate.	N/A	N/A
Daily/Ft Prepaid	\$0.80	\$1.10	\$1.17	\$1.90+\$0.05/ft. for OAL + \$1.50 administrative Fee; pre-paying will deduct \$5.00/day	\$0.86/ft plus 7% tax+CRR fee	Less than 2 weeks, \$0.68/lineal ft/day	1/60 of the annual moorage rate. Shall stop accruing when an amount equal to 100% of the annual tenant moorage has been reached.	0'-20' \$8.23 , 0'-99' \$81.27
Daily/Ft Billed	\$1.20	\$1.30	N/A	\$1.90+\$0.05/ft. for OAL + \$1.50 administrative Fee; pre-paying will deduct \$5.00/day	N/A	If have to be invoiced, vessel will be charged at twice the normal rate.	N/A	N/A

	Annual	Semi-Ann	Monthly	Daily
Commodity Rate	\$ 72.40	\$ 48.51	\$ 12.31	\$ 2.17
Admin. Rate	\$ 50.00	\$ 33.50	\$ 8.50	\$ 1.50
Tax Rate	7.85%	7.85%	7.85%	7.85%

		67%				17%				3%										
2026	Annual \$72.4 + \$.05/ft X LOA +\$.05/ft caps at 86' Admin Fee \$50.00 Tax 7.85%					Semi Annual \$72.4 + \$.05/ft X LOA X 67% Admin Fee \$33.50			Billed Monthly \$72.4 + \$.05/ft X LOA X 17% Admin Fee \$8.50			Prompt Payment Monthly \$72.4 + \$.05/ft X LOA X 17%-.50/ft Admin Fee \$8.50			Billed Daily \$72.4 + \$.05/ft X LOAX 3% Admin Fee \$1.50			Prompt Payment Daily \$72.4 + \$.05/ft X LOAX 3%-.5		
LOA	Annual	Tax	Total Annual	Semi Annual	Tax	Total Semi Annual	Billed Month	Tax	Total Billed Monthly	Prompt Pay Month	Tax	Total Prompt Pay Monthly	Billed Daily	Tax	Total Billed Daily	Prompt Pay Daily	Tax	Total Prompt Pay Daily		
6	486.20	38.17	524.37	325.75	25.57	351.33	82.65	6.49	89.14	79.65	6.25	85.91	14.59	1.15	15.73	9.59	0.75	10.34		
7	559.25	43.90	603.15	374.70	29.41	404.11	95.07	7.46	102.54	91.57	7.19	98.76	16.78	1.32	18.09	11.78	0.92	12.70		
8	632.40	49.64	682.04	423.71	33.26	456.97	107.51	8.44	115.95	103.51	8.13	111.63	18.97	1.49	20.46	13.97	1.10	15.07		
9	705.65	55.39	761.04	472.79	37.11	509.90	119.96	9.42	129.38	115.46	9.06	124.52	21.17	1.66	22.83	16.17	1.27	17.44		
10	779.00	61.15	840.15	521.93	40.97	562.90	132.43	10.40	142.83	127.43	10.00	137.43	23.37	1.83	25.20	18.37	1.44	19.81		
11	852.45	66.92	919.37	571.14	44.83	615.98	144.92	11.38	156.29	139.42	10.94	150.36	25.57	2.01	27.58	20.57	1.62	22.19		
12	926.00	72.69	998.69	620.42	48.70	669.12	157.42	12.36	169.78	151.42	11.89	163.31	27.78	2.18	29.96	22.78	1.79	24.57		
13	999.65	78.47	1,078.12	669.77	52.58	722.34	169.94	13.34	183.28	163.44	12.83	176.27	29.99	2.35	32.34	24.99	1.96	26.95		
14	1,073.40	84.26	1,157.66	719.18	56.46	775.63	182.48	14.32	196.80	175.48	13.78	189.25	32.20	2.53	34.73	27.20	2.14	29.34		
15	1,147.25	90.06	1,237.31	768.66	60.34	829.00	195.03	15.31	210.34	187.53	14.72	202.25	34.42	2.70	37.12	29.42	2.31	31.73		
16	1,221.20	95.86	1,317.06	818.20	64.23	882.43	207.60	16.30	223.90	199.60	15.67	215.27	36.64	2.88	39.51	31.64	2.48	34.12		
17	1,295.25	101.68	1,396.93	867.82	68.12	935.94	220.19	17.29	237.48	211.69	16.62	228.31	38.86	3.05	41.91	33.86	2.66	36.52		
18	1,369.40	107.50	1,476.90	917.50	72.02	989.52	232.80	18.27	251.07	223.80	17.57	241.37	41.08	3.22	44.31	36.08	2.83	38.91		
19	1,443.65	113.33	1,556.98	967.25	75.93	1,043.17	245.42	19.27	264.69	235.92	18.52	254.44	43.31	3.40	46.71	38.31	3.01	41.32		
20	1,518.00	119.16	1,637.16	1,017.06	79.84	1,096.90	258.06	20.26	278.32	248.06	19.47	267.53	45.54	3.57	49.11	40.54	3.18	43.72		
21	1,592.45	125.01	1,717.46	1,066.94	83.75	1,150.70	270.72	21.25	291.97	260.22	20.43	280.64	47.77	3.75	51.52	42.77	3.36	46.13		
22	1,667.00	130.86	1,797.86	1,116.89	87.68	1,204.57	283.39	22.25	305.64	272.39	21.38	293.77	50.01	3.93	53.94	45.01	3.53	48.54		
23	1,741.65	136.72	1,878.37	1,166.91	91.60	1,258.51	296.08	23.24	319.32	284.58	22.34	306.92	52.25	4.10	56.35	47.25	3.71	50.96		
24	1,816.40	142.59	1,958.99	1,216.99	95.53	1,312.52	308.79	24.24	333.03	296.79	23.30	320.09	54.49	4.28	58.77	49.49	3.89	53.38		
25	1,891.25	148.46	2,039.71	1,267.14	99.47	1,366.61	321.51	25.24	346.75	309.01	24.26	333.27	56.74	4.45	61.19	51.74	4.06	55.80		
26	1,966.20	154.35	2,120.55	1,317.35	103.41	1,420.77	334.25	26.24	360.49	321.25	25.22	346.47	58.99	4.63	63.62	53.99	4.24	58.22		
27	2,041.25	160.24	2,201.49	1,367.64	107.36	1,475.00	347.01	27.24	374.25	333.51	26.18	359.69	61.24	4.81	66.04	56.24	4.41	60.65		
28	2,116.40	166.14	2,282.54	1,417.99	111.31	1,529.30	359.79	28.24	388.03	345.79	27.14	372.93	63.49	4.98	68.48	58.49	4.59	63.08		
29	2,191.65	172.04	2,363.69	1,468.41	115.27	1,583.68	372.58	29.25	401.83	358.08	28.11	386.19	65.75	5.16	70.91	60.75	4.77	65.52		
30	2,267.00	177.96	2,444.96	1,518.89	119.23	1,638.12	385.39	30.25	415.64	370.39	29.08	399.47	68.01	5.34	73.35	63.01	4.95	67.96		
31	2,342.45	183.88	2,526.33	1,569.44	123.20	1,692.64	398.22	31.26	429.48	382.72	30.04	412.76	70.27	5.52	75.79	65.27	5.12	70.40		
32	2,418.00	189.81	2,607.81	1,620.06	127.17	1,747.23	411.06	32.27	443.33	395.06	31.01	426.07	72.54	5.69	78.23	67.54	5.30	72.84		
33	2,493.65	195.75	2,689.40	1,670.75	131.15	1,801.90	423.92	33.28	457.20	407.42	31.98	439.40	74.81	5.87	80.68	69.81	5.48	75.29		
34	2,569.40	201.70	2,771.10	1,721.50	135.14	1,856.64	436.80	34.29	471.09	419.80	32.95	452.75	77.08	6.05	83.13	72.08	5.66	77.74		
35	2,645.25	207.65	2,852.90	1,772.32	139.13	1,911.44	449.69	35.30	484.99	432.19	33.93	466.12	79.36	6.23	85.59	74.36	5.84	80.19		
36	2,721.20	213.61	2,934.81	1,823.20	143.12	1,966.33	462.60	36.31	498.92	444.60	34.90	479.51	81.64	6.41	88.04	76.64	6.02	82.65		
37	2,797.25	219.58	3,016.83	1,874.16	147.12	2,021.28	475.53	37.33	512.86	457.03	35.88	492.91	83.92	6.59	90.51	78.92	6.20	85.11		
38	2,873.40	225.56	3,098.96	1,925.18	151.13	2,076.30	488.48	38.35	526.82	469.48	36.85	506.33	86.20	6.77	92.97	81.20	6.37	87.58		
39	2,949.65	231.55	3,181.20	1,976.27	155.14	2,131.40	501.44	39.25	540.69	481.94	37.83	519.77	88.49	6.95	95.44	83.49	6.55	90.04		
40	3,026.00	237.54	3,263.54	2,027.42	159.15	2,186.57	514.42	39.25	553.67	494.42	38.81	533.23	90.78	7.13	97.91	85.78	6.73	92.51		
41	3,102.45	243.54	3,345.99	2,078.64	163.17	2,241.81	527.42	39.25	566.67	506.92	39.25	546.17	93.07	7.31	100.38	88.07	6.91	94.99		
42	3,179.00	249.55	3,428.55	2,129.93	167.20	2,297.13	540.43	39.25	579.68	519.43	39.25	558.68	95.37	7.49	102.86	90.37	7.09	97.46		
43	3,255.65	255.57	3,511.22	2,181.29	171.23	2,352.52	553.46	39.25	592.71	531.96	39.25	571.21	97.67	7.67	105.34	92.67	7.27	99.94		
44	3,332.40	261.59	3,593.99	2,232.71	175.27	2,407.98	566.51	39.25	605.76	544.51	39.25	583.76	99.97	7.85	107.82	94.97	7.46	102.43		
45	3,409.25	267.63	3,676.88	2,284.20	179.31	2,463.51	579.57	39.25	618.82	557.07	39.25	596.32	102.28	8.03	110.31	97.28	7.64	104.91		
46	3,486.20	273.67	3,759.87	2,335.75	183.36	2,519.11	592.65	39.25	631.90	569.65	39.25	608.90	104.59	8.21	112.80	99.59	7.82	107.40		
47	3,563.25	279.72	3,842.97	2,387.38	187.41	2,574.79	605.75	39.25	645.00	582.25	39.25	621.50	106.90	8.39	115.29	101.90	8.00	109.90		
48	3,640.40	285.77	3,926.17	2,439.07	191.47	2,630.53	618.87	39.25	658.12	594.87	39.25	634.12	109.21	8.57	117.79	104.21	8.18	112.39		
49	3,717.65	291.84	4,009.49	2,490.83	195.53	2,686.36	632.00	39.25	671.25	607.50	39.25	646.75	111.53	8.76	120.28	106.53	8.36	114.89		
50	3,795.00	297.91	4,092.91	2,542.65	199.60	2,742.25	645.15	39.25	684.40	620.15	39.25	659.40	113.85	8.94	122.79	108.85	8.54	117.39		
51	3,872.45	303.99	4,176.44	2,594.54	203.67	2,798.21	658.32	39.25	697.57	632.82	39.25	672.07	116.17	9.12	125.29	111.17	8.73	119.90		
52	3,950.00	310.08	4,260.08	2,646.50	207.75	2,854.25	671.50	39.25	710.75	645.50	39.25	684.75	118.50	9.30	127.80	113.50	8.91	122.41		
53	4,027.65	316.17	4,343.82	2,698.53	211.83	2,910.36	684.70	39.25	723.95	658.20	39.25	697.45	120.83	9.49	130.31	115.83	9.09	124.92		
54	4,105.40	322.27	4,427.67	2,750.62	215.92	2,966.54	697.92	39.25	737.17	670.92	39.25	710.17	123.16	9.67	132.83	118.16				

2026																				
LOA	Annual \$72.4 + \$.05/ft X LOA +\$.05/ft caps at 86' Admin Fee \$50.00 Tax 7.85%			Semi Annual \$72.4 + \$.05/ft X LOA X 67%			Billed Monthly \$72.4 + \$.05/ft X LOA X 17%			Prompt Payment Monthly \$72.4 + \$.05/ft X LOA X 17%-.50/ft			Billed Daily \$72.4 + \$.05/ft X LOAX 3%			Prompt Payment Daily \$72.4 + \$.05/ft X LOAX 3%-.55				
	Annual	Tax	Total Annual	Semi Annual	Tax	Total Semi Annual	Billed Month	Tax	Total Billed Monthly	Prompt Pay Month	Tax	Total Prompt Pay Monthly	Billed Daily	Tax	Total Billed Daily	Prompt Pay Daily	Tax	Total Prompt Pay Daily		
71	5442.45	427.23	5,869.68	3,646.44	235.50	3,881.94	925.22	39.25	964.47	889.72	39.25	928.97	163.27	12.82	176.09	158.27	12.42	170.70		
72	5522.00	433.48	5,955.48	3,699.74	235.50	3,935.24	938.74	39.25	977.99	902.74	39.25	941.99	165.66	13.00	178.66	160.66	12.61	173.27		
73	5601.65	439.73	6,041.38	3,753.11	235.50	3,988.61	952.28	39.25	991.53	915.78	39.25	955.03	168.05	13.19	181.24	163.05	12.80	175.85		
74	5681.40	445.99	6,127.39	3,806.54	235.50	4,042.04	965.84	39.25	1,005.09	928.84	39.25	968.09	170.44	13.38	183.82	165.44	12.99	178.43		
75	5761.25	452.26	6,213.51	3,860.04	235.50	4,095.54	979.41	39.25	1,018.66	941.91	39.25	981.16	172.84	13.57	186.41	167.84	13.18	181.01		
76	5841.20	458.53	6,299.73	3,913.60	235.50	4,149.10	993.00	39.25	1,032.25	955.00	39.25	994.25	175.24	13.76	188.99	170.24	13.36	183.60		
77	5921.25	464.82	6,386.07	3,967.24	235.50	4,202.74	1,006.61	39.25	1,045.86	968.11	39.25	1,007.36	177.64	13.94	191.58	172.64	13.55	186.19		
78	6001.40	471.00	6,472.40	4,020.94	235.50	4,256.44	1,020.24	39.25	1,059.49	981.24	39.25	1,020.49	180.04	14.13	194.18	175.04	13.74	188.78		
79	6081.65	471.00	6,552.65	4,074.71	235.50	4,310.21	1,033.88	39.25	1,073.13	994.38	39.25	1,033.63	182.45	14.32	196.77	177.45	13.93	191.38		
80	6162.00	471.00	6,633.00	4,128.54	235.50	4,364.04	1,047.54	39.25	1,086.79	1,007.54	39.25	1,046.79	184.86	14.51	199.37	179.86	14.12	193.98		
81	6242.45	471.00	6,713.45	4,182.44	235.50	4,417.94	1,061.22	39.25	1,100.47	1,020.72	39.25	1,059.97	187.27	14.70	201.97	182.27	14.31	196.58		
82	6323.00	471.00	6,794.00	4,236.41	235.50	4,471.91	1,074.91	39.25	1,114.16	1,033.91	39.25	1,073.16	189.69	14.89	204.58	184.69	14.50	199.19		
83	6403.65	471.00	6,874.65	4,290.45	235.50	4,525.95	1,088.62	39.25	1,127.87	1,047.12	39.25	1,086.37	192.11	15.08	207.19	187.11	14.69	201.80		
84	6484.40	471.00	6,955.40	4,344.55	235.50	4,580.05	1,102.35	39.25	1,141.60	1,060.35	39.25	1,099.60	194.53	15.27	209.80	189.53	14.88	204.41		
85	6565.25	471.00	7,036.25	4,398.72	235.50	4,634.22	1,116.09	39.25	1,155.34	1,073.59	39.25	1,112.84	196.96	15.46	212.42	191.96	15.07	207.03		
86	6646.20	471.00	7,117.20	4,452.95	235.50	4,688.45	1,129.85	39.25	1,169.10	1,086.85	39.25	1,126.10	199.39	15.65	215.04	194.39	15.26	209.65		
87	6722.90	471.00	7,193.90	4,504.34	235.50	4,739.84	1,142.89	39.25	1,182.14	1,099.39	39.25	1,138.64	201.69	15.83	217.52	196.69	15.44	212.13		
88	6799.60	471.00	7,270.60	4,555.73	235.50	4,791.23	1,155.93	39.25	1,195.18	1,111.93	39.25	1,151.18	203.99	16.01	220.00	198.99	15.62	214.61		
89	6876.30	471.00	7,347.30	4,607.12	235.50	4,842.62	1,168.97	39.25	1,208.22	1,124.47	39.25	1,163.72	206.29	16.19	222.48	201.29	15.80	217.09		
90	6953.00	471.00	7,424.00	4,658.51	235.50	4,894.01	1,182.01	39.25	1,221.26	1,137.01	39.25	1,176.26	208.59	16.37	224.96	203.59	15.98	219.57		
91	7029.70	471.00	7,500.70	4,709.90	235.50	4,945.40	1,195.05	39.25	1,234.30	1,149.55	39.25	1,188.80	210.89	16.55	227.45	205.89	16.16	222.05		
92	7106.40	471.00	7,577.40	4,761.29	235.50	4,996.79	1,208.09	39.25	1,247.34	1,162.09	39.25	1,201.34	213.19	16.74	229.93	208.19	16.34	224.54		
93	7183.10	471.00	7,654.10	4,812.68	235.50	5,048.18	1,221.13	39.25	1,260.38	1,174.63	39.25	1,213.88	215.49	16.92	232.41	210.49	16.52	227.02		
94	7259.80	471.00	7,730.80	4,864.07	235.50	5,099.57	1,234.17	39.25	1,273.42	1,187.17	39.25	1,226.42	217.79	17.10	234.89	212.79	16.70	229.50		
95	7336.50	471.00	7,807.50	4,915.46	235.50	5,150.96	1,247.21	39.25	1,286.46	1,199.71	39.25	1,238.96	220.10	17.28	237.37	215.10	16.88	231.98		
96	7413.20	471.00	7,884.20	4,966.84	235.50	5,202.34	1,260.24	39.25	1,299.49	1,212.24	39.25	1,251.49	222.40	17.46	239.85	217.40	17.07	234.46		
97	7489.90	471.00	7,960.90	5,018.23	235.50	5,253.73	1,273.28	39.25	1,312.53	1,224.78	39.25	1,264.03	224.70	17.64	242.34	219.70	17.25	236.94		
98	7566.60	471.00	8,037.60	5,069.62	235.50	5,305.12	1,286.32	39.25	1,325.57	1,237.32	39.25	1,276.57	227.00	17.82	244.82	222.00	17.43	239.42		
99	7643.30	471.00	8,114.30	5,121.01	235.50	5,356.51	1,299.36	39.25	1,338.61	1,249.86	39.25	1,289.11	229.30	18.00	247.30	224.30	17.61	241.91		
100	7720.00	471.00	8,191.00	5,172.40	235.50	5,407.90	1,312.40	39.25	1,351.65	1,262.40	39.25	1,301.65	231.60	18.18	249.78	226.60	17.79	244.39		
101	7796.70	471.00	8,267.70	5,223.79	235.50	5,459.29	1,325.44	39.25	1,364.69	1,274.94	39.25	1,314.19	233.90	18.36	252.26	228.90	17.97	246.87		
102	7873.40	471.00	8,344.40	5,275.18	235.50	5,510.68	1,338.48	39.25	1,377.73	1,287.48	39.25	1,326.73	236.20	18.54	254.74	231.20	18.15	249.35		
103	7950.10	471.00	8,421.10	5,326.57	235.50	5,562.07	1,351.52	39.25	1,390.77	1,300.02	39.25	1,339.27	238.50	18.72	257.23	233.50	18.33	251.83		
104	8026.80	471.00	8,497.80	5,377.96	235.50	5,613.46	1,364.56	39.25	1,403.81	1,312.56	39.25	1,351.81	240.80	18.90	259.71	235.80	18.51	254.31		
105	8103.50	471.00	8,574.50	5,429.35	235.50	5,664.85	1,377.60	39.25	1,416.85	1,325.10	39.25	1,364.35	243.11	19.08	262.19	238.11	18.69	256.80		
106	8180.20	471.00	8,651.20	5,480.73	235.50	5,716.23	1,390.63	39.25	1,429.88	1,337.63	39.25	1,376.88	245.41	19.26	264.67	240.41	18.87	259.28		
107	8256.90	471.00	8,727.90	5,532.12	235.50	5,767.62	1,403.67	39.25	1,442.92	1,350.17	39.25	1,389.42	247.71	19.44	267.15	242.71	19.05	261.76		
108	8333.60	471.00	8,804.60	5,583.51	235.50	5,819.01	1,416.71	39.25	1,455.96	1,362.71	39.25	1,401.96	250.01	19.63	269.63	245.01	19.23	264.24		
109	8410.30	471.00	8,881.30	5,634.90	235.50	5,870.40	1,429.75	39.25	1,469.00	1,375.25	39.25	1,414.50	252.31	19.81	272.12	247.31	19.41	266.72		
110	8487.00	471.00	8,958.00	5,686.29	235.50	5,921.79	1,442.79	39.25	1,482.04	1,387.79	39.25	1,427.04	254.61	19.99	274.60	249.61	19.59	269.20		
111	8563.70	471.00	9,034.70	5,737.68	235.50	5,973.18	1,455.83	39.25	1,495.08	1,400.33	39.25	1,439.58	256.91	20.17	277.08	251.91	19.78	271.69		
112	8640.40	471.00	9,111.40	5,789.07	235.50	6,024.57	1,468.87	39.25	1,508.12	1,412.87	39.25	1,452.12	259.21	20.35	279.56	254.21	19.96	274.17		
113	8717.10	471.00	9,188.10	5,840.46	235.50	6,075.96	1,481.91	39.25	1,521											

2026																		
	Annual \$72.4 + \$.05/ft X LOA +\$.05/ft caps at 86' Admin Fee \$50.00 Tax 7.85%			Semi Annual \$72.4 + \$.05/ft X LOA X 67%			Billed Monthly \$72.4 + \$.05/ft X LOA X 17%			Prompt Payment Monthly \$72.4 + \$.05/ft X LOA X 17%-.50/ft			Billed Daily \$72.4 + \$.05/ft X LOAX 3%			Prompt Payment Daily \$72.4 + \$.05/ft X LOAX 3%-.55		
LOA	Annual	Tax	Total Annual	Semi Annual	Tax	Total Semi Annual	Billed Month	Tax	Total Billed Monthly	Prompt Pay Month	Tax	Total Prompt Pay Monthly	Billed Daily	Tax	Total Billed Daily	Prompt Pay Daily	Tax	Total Prompt Pay Daily
141	10864.70	471.00	11,335.70	7,279.35	235.50	7,514.85	1,847.00	39.25	1,886.25	1,776.50	39.25	1,815.75	325.94	25.59	351.53	320.94	25.19	346.13
142	10941.40	471.00	11,412.40	7,330.74	235.50	7,566.24	1,860.04	39.25	1,899.29	1,789.04	39.25	1,828.29	328.24	25.77	354.01	323.24	25.37	348.62
143	11018.10	471.00	11,489.10	7,382.13	235.50	7,617.63	1,873.08	39.25	1,912.33	1,801.58	39.25	1,840.83	330.54	25.95	356.49	325.54	25.56	351.10
144	11094.80	471.00	11,565.80	7,433.52	235.50	7,669.02	1,886.12	39.25	1,925.37	1,814.12	39.25	1,853.37	332.84	26.13	358.97	327.84	25.74	353.58
145	11171.50	471.00	11,642.50	7,484.91	235.50	7,720.41	1,899.16	39.25	1,938.41	1,826.66	39.25	1,865.91	335.15	26.31	361.45	330.15	25.92	356.06
146	11248.20	471.00	11,719.20	7,536.29	235.50	7,771.79	1,912.19	39.25	1,951.44	1,839.19	39.25	1,878.44	337.45	26.49	363.94	332.45	26.10	358.54
147	11324.90	471.00	11,795.90	7,587.68	235.50	7,823.18	1,925.23	39.25	1,964.48	1,851.73	39.25	1,890.98	339.75	26.67	366.42	334.75	26.28	361.02
148	11401.60	471.00	11,872.60	7,639.07	235.50	7,874.57	1,938.27	39.25	1,977.52	1,864.27	39.25	1,903.52	342.05	26.85	368.90	337.05	26.46	363.51
149	11478.30	471.00	11,949.30	7,690.46	235.50	7,925.96	1,951.31	39.25	1,990.56	1,876.81	39.25	1,916.06	344.35	27.03	371.38	339.35	26.64	365.99
150	11555.00	471.00	12,026.00	7,741.85	235.50	7,977.35	1,964.35	39.25	2,003.60	1,889.35	39.25	1,928.60	346.65	27.21	373.86	341.65	26.82	368.47
151	11631.70	471.00	12,102.70	7,793.24	235.50	8,028.74	1,977.39	39.25	2,016.64	1,901.89	39.25	1,941.14	348.95	27.39	376.34	343.95	27.00	370.95
152	11708.40	471.00	12,179.40	7,844.63	235.50	8,080.13	1,990.43	39.25	2,029.68	1,914.43	39.25	1,953.68	351.25	27.57	378.83	346.25	27.18	373.43
153	11785.10	471.00	12,256.10	7,896.02	235.50	8,131.52	2,003.47	39.25	2,042.72	1,926.97	39.25	1,966.22	353.55	27.75	381.31	348.55	27.36	375.91
154	11861.80	471.00	12,332.80	7,947.41	235.50	8,182.91	2,016.51	39.25	2,055.76	1,939.51	39.25	1,978.76	355.85	27.93	383.79	350.85	27.54	378.40
155	11938.50	471.00	12,409.50	7,998.80	235.50	8,234.30	2,029.55	39.25	2,068.80	1,952.05	39.25	1,991.30	358.16	28.12	386.27	353.16	27.72	380.88
156	12015.20	471.00	12,486.20	8,050.18	235.50	8,285.68	2,042.58	39.25	2,081.83	1,964.58	39.25	2,003.83	360.46	28.30	388.75	355.46	27.90	383.36
157	12091.90	471.00	12,562.90	8,101.57	235.50	8,337.07	2,055.62	39.25	2,094.87	1,977.12	39.25	2,016.37	362.76	28.48	391.23	357.76	28.08	385.84
158	12168.60	471.00	12,639.60	8,152.96	235.50	8,388.46	2,068.66	39.25	2,107.91	1,989.66	39.25	2,028.91	365.06	28.66	393.72	360.06	28.26	388.32
159	12245.30	471.00	12,716.30	8,204.35	235.50	8,439.85	2,081.70	39.25	2,120.95	2,002.20	39.25	2,041.45	367.36	28.84	396.20	362.36	28.45	390.80
160	12322.00	471.00	12,793.00	8,255.74	235.50	8,491.24	2,094.74	39.25	2,133.99	2,014.74	39.25	2,053.99	369.66	29.02	398.68	364.66	28.63	393.29
161	12398.70	471.00	12,869.70	8,307.13	235.50	8,542.63	2,107.78	39.25	2,147.03	2,027.28	39.25	2,066.53	371.96	29.20	401.16	366.96	28.81	395.77
162	12475.40	471.00	12,946.40	8,358.52	235.50	8,594.02	2,120.82	39.25	2,160.07	2,039.82	39.25	2,079.07	374.26	29.38	403.64	369.26	28.99	398.25
163	12552.10	471.00	13,023.10	8,409.91	235.50	8,645.41	2,133.86	39.25	2,173.11	2,052.36	39.25	2,091.61	376.56	29.56	406.12	371.56	29.17	400.73
164	12628.80	471.00	13,099.80	8,461.30	235.50	8,696.80	2,146.90	39.25	2,186.15	2,064.90	39.25	2,104.15	378.86	29.74	408.60	373.86	29.35	403.21
165	12705.50	471.00	13,176.50	8,512.69	235.50	8,748.19	2,159.94	39.25	2,199.19	2,077.44	39.25	2,116.69	381.17	29.92	411.09	376.17	29.53	405.69
166	12782.20	471.00	13,253.20	8,564.07	235.50	8,799.57	2,172.97	39.25	2,212.22	2,089.97	39.25	2,129.22	383.47	30.10	413.57	378.47	29.71	408.18
167	12858.90	471.00	13,329.90	8,615.46	235.50	8,850.96	2,186.01	39.25	2,225.26	2,102.51	39.25	2,141.76	385.77	30.28	416.05	380.77	29.89	410.66
168	12935.60	471.00	13,406.60	8,666.85	235.50	8,902.35	2,199.05	39.25	2,238.30	2,115.05	39.25	2,154.30	388.07	30.46	418.53	383.07	30.07	413.14
169	13012.30	471.00	13,483.30	8,718.24	235.50	8,953.74	2,212.09	39.25	2,251.34	2,127.59	39.25	2,166.84	390.37	30.64	421.01	385.37	30.25	415.62
170	13089.00	471.00	13,560.00	8,769.63	235.50	9,005.13	2,225.13	39.25	2,264.38	2,140.13	39.25	2,179.38	392.67	30.82	423.49	387.67	30.43	418.10
171	13165.70	471.00	13,636.70	8,821.02	235.50	9,056.52	2,238.17	39.25	2,277.42	2,152.67	39.25	2,191.92	394.97	31.01	425.98	389.97	30.61	420.58
172	13242.40	471.00	13,713.40	8,872.41	235.50	9,107.91	2,251.21	39.25	2,290.46	2,165.21	39.25	2,204.46	397.27	31.19	428.46	392.27	30.79	423.07
173	13319.10	471.00	13,790.10	8,923.80	235.50	9,159.30	2,264.25	39.25	2,303.50	2,177.75	39.25	2,217.00	399.57	31.37	430.94	394.57	30.97	425.55
174	13395.80	471.00	13,866.80	8,975.19	235.50	9,210.69	2,277.29	39.25	2,316.54	2,190.29	39.25	2,229.54	401.87	31.55	433.42	396.87	31.15	428.03
175	13472.50	471.00	13,943.50	9,026.58	235.50	9,262.08	2,290.33	39.25	2,329.58	2,202.83	39.25	2,242.08	404.18	31.73	435.90	399.18	31.34	430.51
176	13549.20	471.00	14,020.20	9,077.96	235.50	9,313.46	2,303.36	39.25	2,342.61	2,215.36	39.25	2,254.61	406.48	31.91	438.38	401.48	31.52	432.99
177	13625.90	471.00	14,096.90	9,129.35	235.50	9,364.85	2,316.40	39.25	2,355.65	2,227.90	39.25	2,267.15	408.78	32.09	440.87	403.78	31.70	435.47
178	13702.60	471.00	14,173.60	9,180.74	235.50	9,416.24	2,329.44	39.25	2,368.69	2,240.44	39.25	2,279.69	411.08	32.27	443.35	406.08	31.88	437.96
179	13779.30	471.00	14,250.30	9,232.13	235.50	9,467.63	2,342.48	39.25	2,381.73	2,252.98	39.25	2,292.23	413.38	32.45	445.83	408.38	32.06	440.44
180	13856.00	471.00	14,327.00	9,283.52	235.50	9,519.02	2,355.52	39.25	2,394.77	2,265.52	39.25	2,304.77	415.68	32.63	448.31	410.68	32.24	442.92
181	13932.70	471.00	14,403.70	9,334.91	235.50	9,570.41	2,368.56	39.25	2,407.81	2,278.06	39.25	2,317.31	417.98	32.81	450.79	412.98	32.42	445.40
182	14009.40	471.00	14,480.40	9,386.30	235.50	9,621.80	2,381.60	39.25	2,420.85	2,290.60	39.25	2,329.85	420.28	32.99	453.27	415.28	32.60	447.88
183	14086.10	471.00	14,557.10	9,437.69	235.50	9,673.19	2,394.64	39.25	2,433.89	2,303.14	39.25	2,342.39	422.58	33.17	455.76	417.58	32.78	450.36
184	14162.80	471.00	14,633.80	9,489.08	235.50	9,724.58	2,407.68	39.25	2									

Memorandum

Date: January 12, 2016
To: Bryan Hawkins, Port Director, City of Homer
From: Northern Economics, Inc.
Re: Homer Harbor Rate Structure

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

Recommendations

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

Recommended alternatives

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

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

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

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

User group differentiation

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

Continue to offer discounts for longer reserved moorage

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

Transition over multiple years

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

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

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

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

Table 2. Example Transition Plan- Annual Moorage by Year

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

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

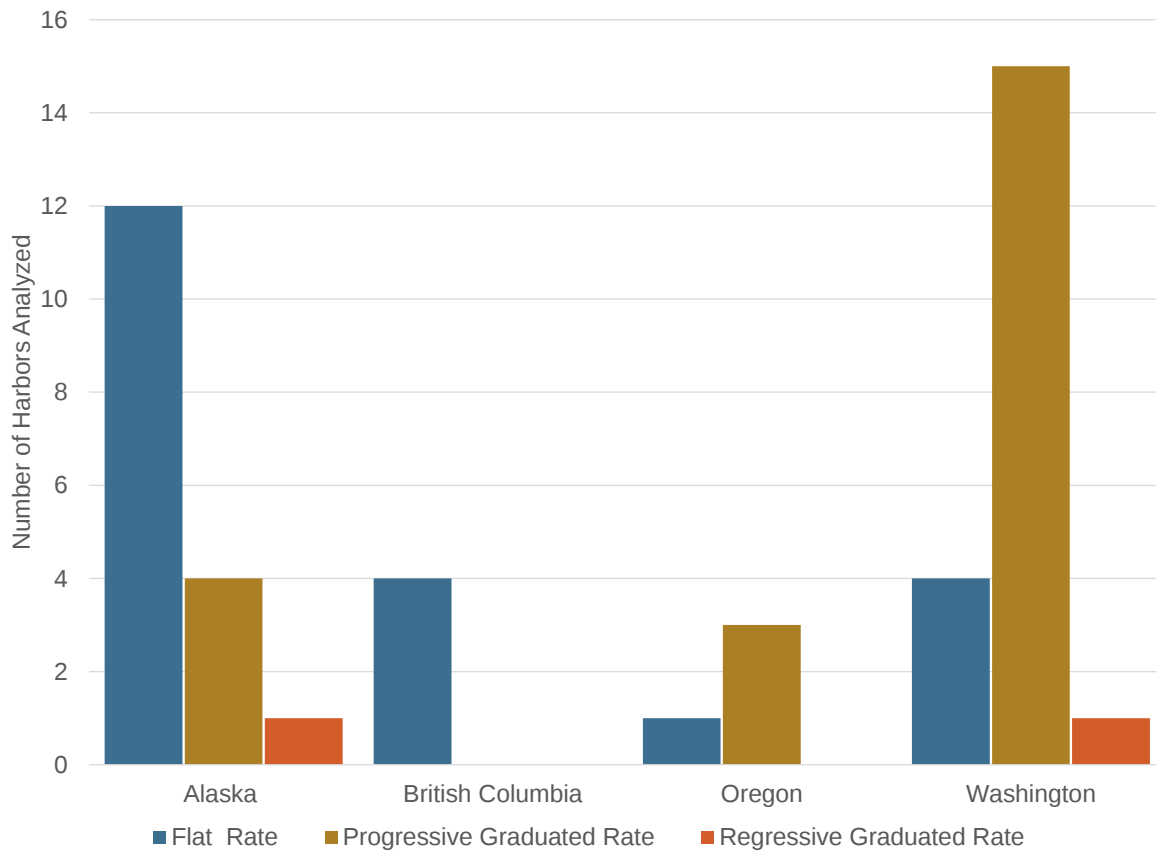
Rate Structure Review

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

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

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

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

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

Table 3. Graduated Rate Structures by Port

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

Notes:

^a Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulsbo (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.

^b Rate structure uses a \$0.01 increase between tiers instead of a consistent percent change between tiers

^c Rate structure uses a \$6 increase between tiers instead of a consistent percent change between tiers

Source: Websites and rate sheets collected from harbors.

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

Rate Structure Options for Homer

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

between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

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

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

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

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

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

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

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

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

Table 4. Rate Structure Options Pros and Cons

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

Tier Size

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

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

Regressive vs Progressive

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

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

Recommended Alternative Rate Structures for Homer

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

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

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

Table 5. Rate Table, Alternative A

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

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

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

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

Table 6. Rate Table, Alternative B

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

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

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

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

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

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

Figure 2. Comparison of Alternative Rate Structures by Vessel Length

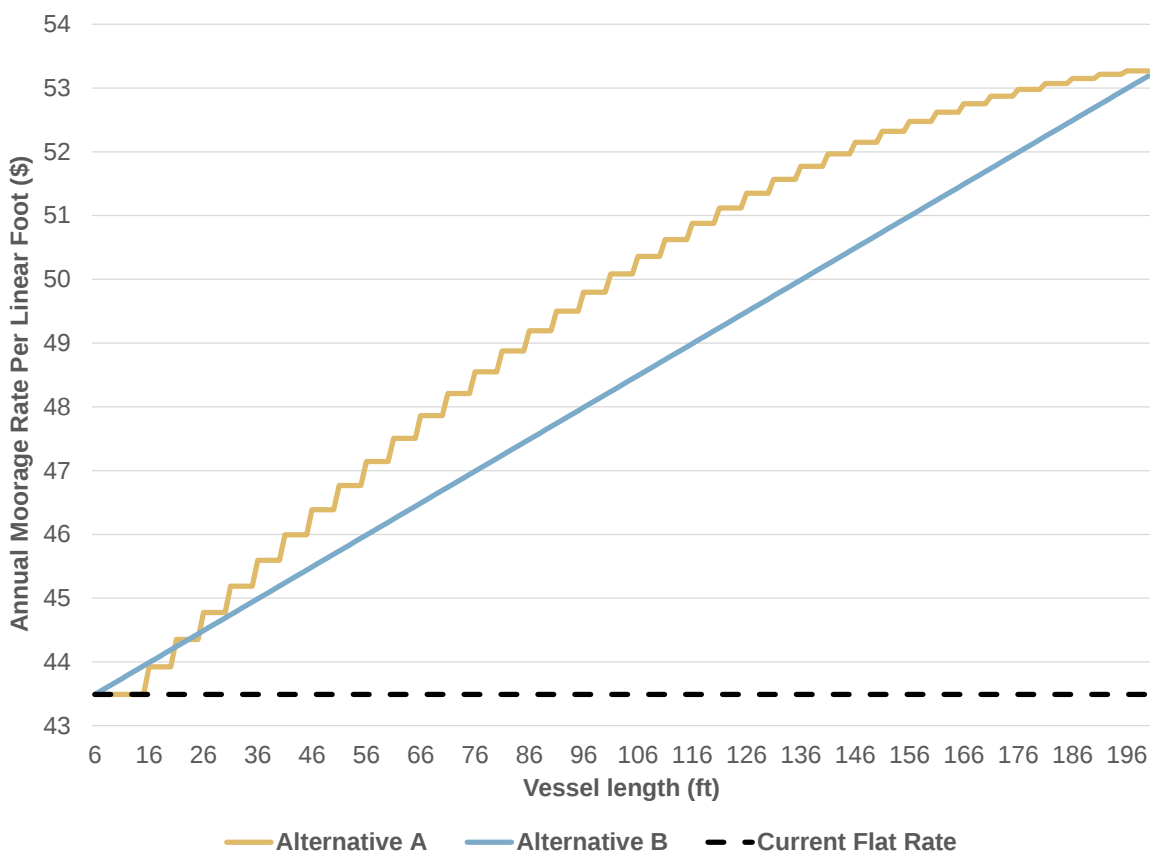
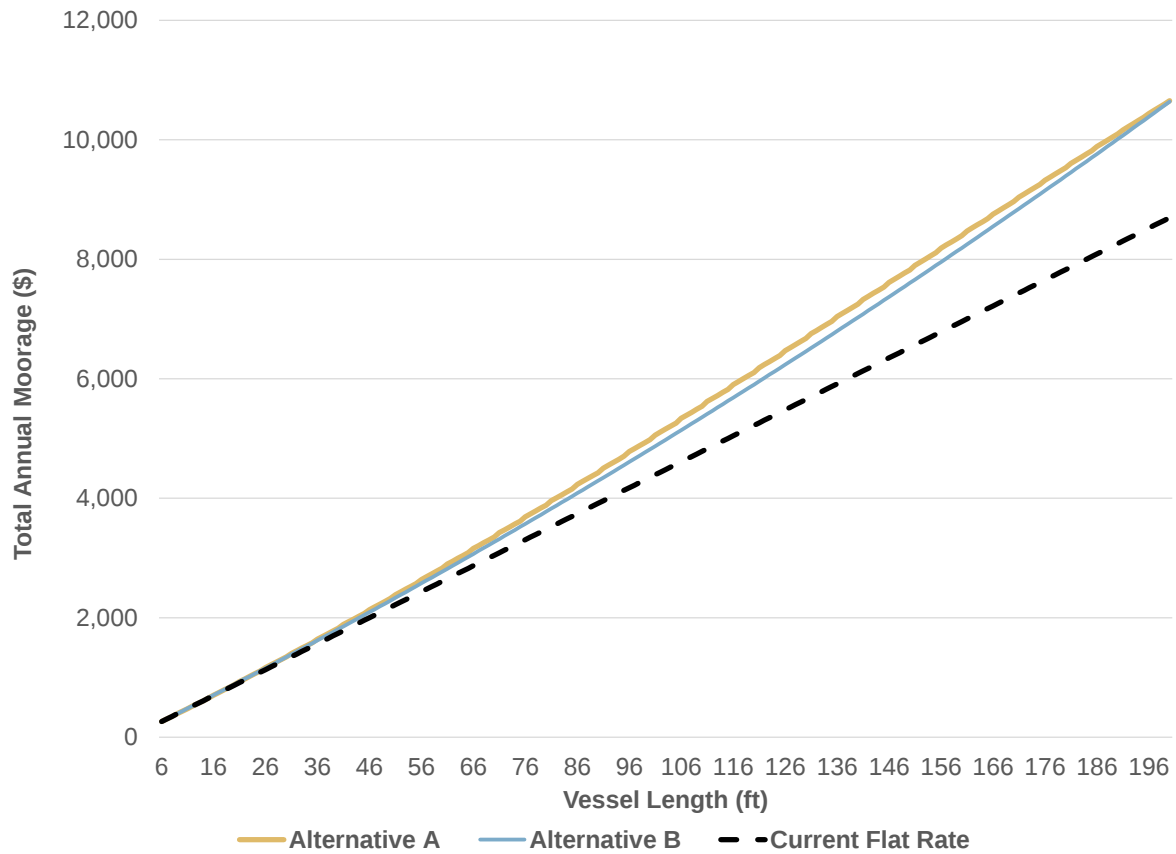


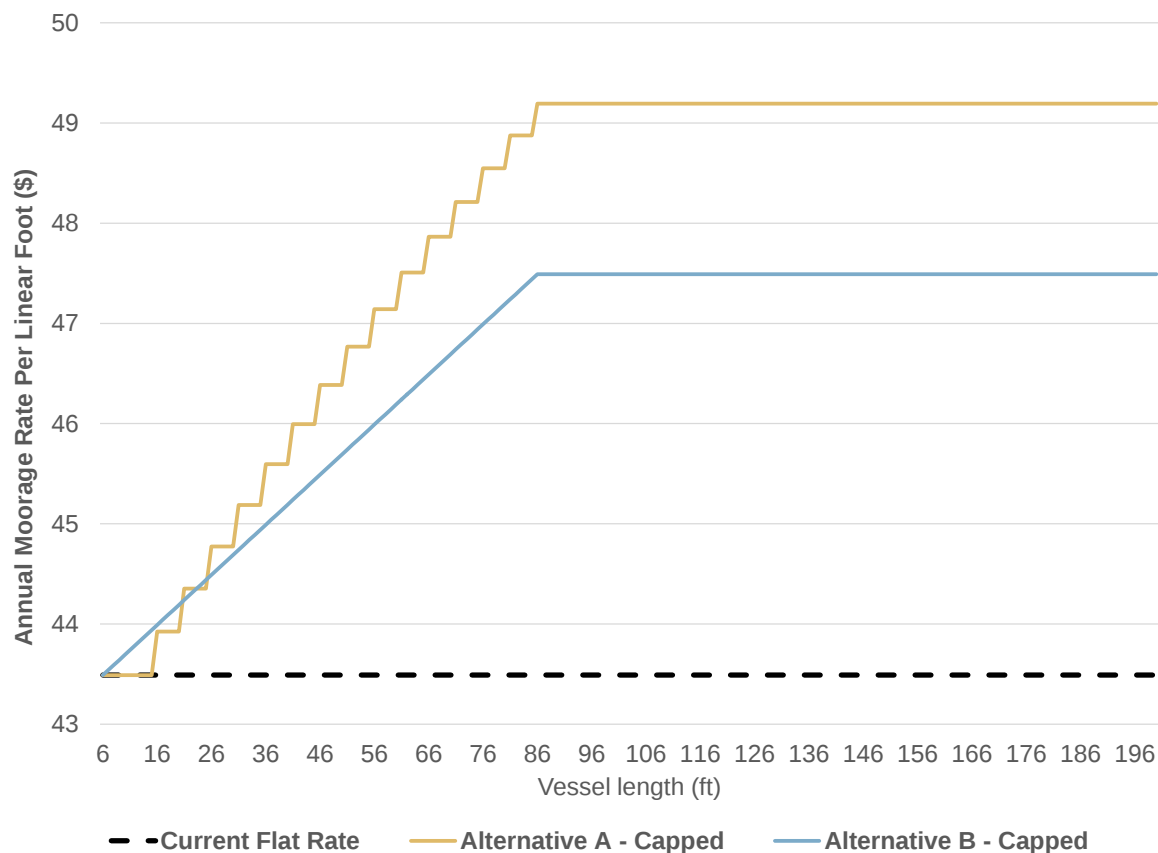
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

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



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

Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap



Differentiation by User Type

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

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

Table 8. Commercial Moorage Discounts by Harbor

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

Source: Websites and rate sheets collected from harbors.

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

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

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

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

Annual Moorage Rates Comparison

rev 3/12/2015

RESERVED MOORAGE Based on Homer Harbor Stall Sizes*								
Harbor	Rate Formula	20'	24'	32'	40'	50'	60'	75'
Homer	\$41.70 x length + fee	\$884.00	\$1,050.80	\$1,384.40	\$1,718.00	\$2,135.00	\$2,552.00	\$3,177.50
Kodiak	0-40 ft: \$30.00 x length	\$600.00	\$720.00	\$960.00	\$1,200.00	\$2,050.00	\$2,460.00	\$4,575.00
	40-60 ft: \$41.00 x length							
	61-80 ft: \$61.00 x length							
	81-100 ft: \$71.50 x length							
Seward	\$47.47 x length + fee	\$1,009.40	\$1,259.28	\$1,639.04	\$2,018.80	\$2,553.50	\$3,028.20	\$3,740.25
Valdez	\$34.46 x length	\$689.20	\$827.04	\$1,102.72	\$1,288.80	\$1,378.40	\$2,067.60	\$2,584.50
	Tour Boats: \$69.46 x length	-	-	-	-	-	\$4,167.60	\$5,209.50
Whittier	\$64.20 x length	\$1,284.00	\$1,540.80	\$2,054.40	\$2,568.00	\$3,210.00	\$3,852.00	\$4,815.00
TRANSIENT MOORAGE Based on Varied Boat Sizes								
Harbor	Rate Formula	18'	24'	32'	45'	58'	70'	85'
Homer	\$41.70 x length + admin fee	\$800.60	\$1,050.80	\$1,384.40	\$1,926.50	\$2,468.60	\$2,969.00	\$3,594.50
Kodiak	0-40 ft: \$30.00 x length	\$540.00	\$720.00	\$960.00	\$1,845.00	\$2,378.00	\$4,270.00	\$6,077.50
	40-60 ft: \$41.00 x length							
	61-80 ft: \$61.00 x length							
	81-100 ft: \$71.50 x length							
Seward	\$52.23 x length + fee	\$1,000.14	\$1,373.52	\$1,791.36	\$2,530.35	\$3,209.34	\$3,836.10	\$4,679.55
Valdez	\$39.63 x length	\$713.34	\$951.12	\$1,268.16	\$1,482.40	\$1,783.35	\$2,774.10	\$3,368.55
Whittier	\$64.20 x length***	\$1,155.60	\$1,540.80	\$2,054.40	\$2,889.00	\$3,723.60	\$4,494.00	\$5,457.00
* Not all harbor have stalls that are comparable. Because of this, costs are estimated on how much it would be if that size of vessel moored in a Homer slip at a different harbor's rate. This ensures accurate comparisons.								
**Kodiak's rates are based on a Graduated Linear Method								
***At this time, no annual transient passes are being given in Whittier								

Daily moorage rates by vessel length (dollars per foot)

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

NOTES:

***Bold** = multiple **daily** rate categories

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

Monthly moorage rates by vessel length (dollars per foot)

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

NOTES:

***Bold** = multiple **monthly** rate categories

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

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

Annual moorage rates by vessel length (dollars per foot)

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

NOTES:

***Bold** = multiple **annual** rate categories

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



Memorandum

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Date: October 14, 2025
Subject: September Staff Report

Homer Harbor Expansion

Geotechnical investigation has officially been completed as of October 13th. The data from these core samples still needs to be processed, but we're glad to have this step complete. The PDT can start to map out the timeline from here now that the fieldwork is 'in the can.'

Denali Commission Grant - System 4 Float Replacement Design & Permitting

The RFP for the design-build project is on the streets now and can be viewed at <https://www.cityofhomer-ak.gov/cityclerk/request-proposals-design-construction-homer-harbors-system-4-float-replacement>. The deadline has been extended and now closes on Friday, November 7th.

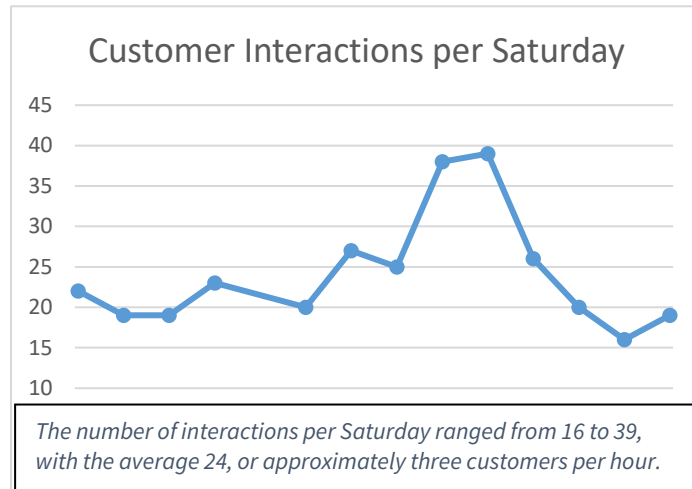
2026 Cold Storage ITB – Closes 10/30

Cold storage units (aka 'bait lockers') are available through the bidding process if someone wants to secure a unit so they can plan ahead for buying 2026 bait. That ITB is open now and closes on 10/30.

***November* meeting – Season wrap up**

Harbormaster Matt Clarke is attending the AAHPA conference in Juneau this week, so we've pushed back his end-of-season conversation to the November meeting. He'll be joining us at next month's meeting for an end-of-season wrap up conversation.

Updated Harbormaster Office Schedule:



The Harbormaster's office has been open on Saturdays for many years. This certainly made sense when the office was on the busier side of the harbor and administrative staff doubled as a source of visitor information. Saturday customer interactions have decreased significantly since the office relocated in 2015. In the summer of 2025, Harbor Administrative staff tracked the number and nature of interactions with

customers on each Saturdays that the office was open. The number of interactions per Saturday ranged from 16 to 39, with the average being 24, or approximately three customers per hour. The Port Director & City Manager approved the proposal to end the practice of opening the office on Saturdays. This will reduce overtime costs and improve staffing levels on Mondays, the busiest days in the office. **We're looking for the commission's feedback on these proposed mitigation measures, and any additional suggestions on how to get information to the public efficiently.**

Proposed actions to mitigate negative effects:

1. Analyze data on the interactions that happened on Saturdays and ensure that common questions are thoroughly answered on the website and on arctic entry bulletin board.
 - a. Make parking maps for the harbor area available in the field, at local businesses, and at the Chamber of Commerce visitors' centers.
 - b. Add Stall Wait List FAQ on website
 - c. Add Transient Moorage FAQ on website
2. Train Harbor Officer, Parking Enforcement, and Harbor Assistant Staff how to relay information to admin when received from harbor patrons via email or written note.
3. Explore options for patrons to register with the Harbor via an online form – could be facilitated with Office 365 features assuming we find a digital signature method that is legally binding.
4. Adopt an auto-attendant phone system that will route calls to the correct phone regardless of whether the office is staffed.

Moorage Rate Structures

At the last meeting, Commissioner Roth raised concerns about the nightly moorage rates in the harbor. I promised to include some historical information about rate structures in this packet. If you would like to see a business item at a future meeting, let me know and we can get something on the agenda. I went back as far as 1999, when the City accepted the Harbor from the State, and confirmed that the Annual/Semiannual/Monthly/Daily rates at that time had the same proportional relationship to each other as they do now—though there were also differentiated winter/summer rates for daily and monthly moorage.

Attachments

Project Updates

2025 Commission Calendar & City Council Meeting Calendar

January 12, 2016 Memo from Northern Economics to Port Director Bryan Hawkins

May 13, 2016 Memo from Port & Harbor Advisory Commission to City Council

2024 Harbor Moorage Rate Comparison

2026 Moorage Rate Sheet (*CPI increase only over 2025*)



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2025 Council Meetings

Date	Commission Report	Commissioner
January 27 th	January Meeting	Casey Siekaniec
February 10 th	--	Jared
February 24 th	--	Lacey Velsko
March 10 th	February Meeting	Will Roth
March 24 th	--	Will Roth
April 14 th	March Meeting	Lacey Velsko
April 28 th	April Meeting	Lacey Velsko
May 12 th	--	Bruce Friend
May 27 th (Tuesday)	--	Dave Atwood
June 9 th	May Meeting	Casey Siekaniec
June 23 rd	--	Dave Atwood
July 28 th	June Meeting	
August 11 th	--	
August 25 th	--	
September 8 th	August Meeting	
September 22 nd	--	
October 13 th	September Meeting	Casey Siekaniec
October 27 th	October Meeting	
November 10 th	--	Will Roth
November 24 th	November Meeting	

PHC Meeting Date <i>all meetings start at 5:30 pm</i>	
January 22 nd	Quarterly Statistics Review Strategic Plan Clerk Reappointment Notices sent out
February 26 th	*Terms expire February 1 st Approve Strategic Plan
March 26 th	
April 23 rd	Quarterly Statistics Elections of Officers Budget Review with Finance Director
May 28 th	
June 25th	Title 21 rewrite with Agnew::Beck Land Allocation Plan with Community Development Director Engebretsen
July 23rd - Cancelled	Cancelled
August 27 th	Land Allocation Plan Capital Improvement Plan Title 21 rewrite with Agnew::Beck, 2 nd meeting Quarterly Statistics
September 24 th	Introduce proposed tariff changes Introduce proposed edits to Title 10
October 22 nd	Quarterly Statistics Proposed Tariff Changes — 2nd meeting Approve 2026 Meeting Schedule
November 12 th	End-of-Season Review with Harbormaster Clarke
December 10 th	Annual update on long-range planning for Spit Erosion – Bryan to cover meeting for Amy



Memorandum

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL
FROM: PORT & HARBOR ADVISORY COMMISSION
THROUGH: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: MAY 13, 2016
SUBJECT: NEW MOORAGE RATE STRUCTURE

Background

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

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

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

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

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

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

As stated previously, the current Marina billing software cannot support a different billing method. This software is out of date and falling further and further behind in supplying our needs; Harbor Staff has been working on finding a

replacement software program, so far realizing that there is not a program currently on the market that fits our needs and we will have to have a custom program made. Staff is still hoping to resolve this issue before the end of the year so a new rate structure can be implemented by January 1, 2017.

Recommendation

Approve Resolution 16-XXX amending the Port of Homer Terminal Tariff to change from the standard per linear foot moorage rate structure to a graduated rate structure of \$0.05 increase per linear foot, based on the given equation, and cap the increases at the 86 foot vessel size. This new rate structure shall take effect January 1, 2017. An extension will be requested by Port and Harbor staff if there is a delay in implementing the new Marina billing software.

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



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Port & Harbor Special Project Status Updates Oct. 2025

Paid Parking Program Planning & Permitting	Project in progress	Working with ADOTPF to update TORA to allow for paid parking
Ice Metering System	Project Contract Awarded	Engineering schematics delivered, Panels on hand; installation contract awarded to contractor. To begin in November after shutdown.
System 4 Float Replacement Design & Permitting	Design in Progress	Design at 50%, Design-build RFP closes November 7 th
Steel Grid Repair or Replacement	Project in Progress	Evaluation completed, awaiting report
Refloat DD Float	Project in Progress	Float install complete; replacing pile hoops
Crane Control Software	Project Funded	Exploring Software Options; considering RFP for custom built software
Handheld Computer Replacement	Project Funded	Trialing new computers with harbor inventory now
Repairs to Fish Dock Fendering	Project Funded	Identifying suppliers for fendering
High Mast Light Inspection and Service (2 lights)	Project funded	Identified lights to service, now planned for spring completion.

Status Categories:

Seeking design funding Design funded Design Contract Awarded Design in progress Design complete	Seeking project funding Project Funded Project Contract Awarded Project in Progress Project Complete
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**CITY OF HOMER
HOMER, ALASKA**

City Manager/Port Director

ORDINANCE 25-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
ADOPTING THE REVISED PORT OF HOMER ALASKA TERMINAL
TARIFF NO.1

WHEREAS, The Port and Harbor Terminal Tariff No. 1 is reviewed and updated annually as required by HCC 10.04.140; and

WHEREAS, Staff has completed its annual review and submitted edits, changes, and additions for review; and

WHEREAS, The proposed changes were reviewed by JDOLaw, the city's contracted law firm; and

WHEREAS, The Port and Harbor Advisory Commission also reviewed the revised tariff at their September 2025 meeting and made a motion recommending that the council approve the changes to Port and Harbor Tariff No. 1; and

WHEREAS, The revised Tariff No. 1 accurately represents the Homer Harbor's current and planned operational and fiscal policies.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Port of Homer Alaska Terminal Tariff No. 1, is hereby amended to read as follows:

Under Rule 3 – ABBREVIATIONS AND DEFINITIONS

3.2 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. **OWNERSHIP CONTROL - Ownership of the majority of the business including Corporate Stock if a corporation or the majority of Membership Interest if an LLC, and control over the management and day to day operations of the business and an interest in the capital assets, and profits and losses of the business proportionate to the percentage of ownership.**
- t. 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.

- u. 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.
- v. 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.
- w. 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.
- x. REGISTRATION – “Registration” means completing a moorage or use agreement with all necessary information concerning the vessel and vessel owner.
- y. 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.
- z. 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.
- aa. 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.
- bb. 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.
- cc. 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.

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

ee. 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.

ff. WATERWAY – “Waterway” means any water, waterway, lake, river, tributary or lagoon within the boundaries of the City.

gg. 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.

Under Rule 5 – LIABILITY, INDEMNITY, INSURANCE

5.05 **VESSEL INSURANCE REQUIREMENTS** All vessel owners using the City of Homer’s Terminal Facilities are required to carry liability insurance and add the City as a ~~certificate holder~~ **additional insured**. 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 permit. Commercial boats-defined as vessels that are operated as part of a business, including but not limited to commercial fishing, charter fishing, vessel-for-hire, freight, tow, and construction are required to carry at a minimum ~~\$1,000,000~~ **500,000** of liability insurance, and to add the City of Homer as an additional insured with waiver of subrogation. Human-powered vessels are exempt from these insurance requirements.

Under RULE 12 – VEHICLE PARKING

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), **only for vehicles 20' or less**
- 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)~~

Under 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.

Ownership Control is ownership of the majority of the business including Corporate Stock if a corporation or the majority of Membership Interests if an LLC, and control over the management and day to day operations of the business and an interest in the capital assets, and profits and losses of the business proportionate to the percentage of ownership.

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– **A reserved stall permittee shall not allow any individual group, or entity to use the reserved stall in exchange for money, goods, services, or any other benefit.** 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~~ **30** days' written notice to the reserved stall permittee.

Under RULE 32 – SMALL BOAT HARBOR ELECTRICITY

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.~~

Under 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/~~2025~~ **2026**

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 Crane Capacity:
- | | | | |
|-----------------|---------|--------|------------------------|
| 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: \$ 130.90 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); **initial** 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 #1 – 8 (8' x 10') ~~\$334.75~~ **500.00** per month
 - Locker #9 (10' x 22') ~~\$920.90~~ **1375.00** per month

HARBOR

- Harbor Labor: \$200.00 per hour, plus equipment and direct costs (towing)
~~\$100.00~~/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 1 hour \$365.00
- Load & Launch Ramp: (Fees are inclusive of sales tax)
\$25 per day - (\$13.00 launch fee plus a \$12 parking impact levy for a total of \$25)
\$250 per season (April 1 – Oct. 15) - (\$130.00 launch fee plus \$120 parking impact levy= \$250)
\$25.00 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

- Wood: Max. 59 feet
- 0-59 feet \$2.10/ft/tide

326	• <u>Steel:</u>	Max. 200 displacement tons - vessels 60 ft. to 120 ft
327	60-80 feet	\$5.10/ft/tide 101-120 feet \$7.64/ft/tide
328	81-100 feet	\$6.50/ft/tide 121-140 feet \$8.48/ft/tide

329

330 STALL WAIT LIST Stalls are offered once a year, mid-October

331 • Stall Wait List: \$30.00 per year per listing; prorated fee to the May Stall Wait List due date

332 • Stall Swap Request: \$100 per request

333

334 ELECTRICITY Billing cycle is the 16th to the 15th of each month; Kilowatt cost determined by public
335 utility. **A transient vessel connected to power April 16 - October 15 will be charged the daily rate. If a**
336 **transient vessel consumes more electricity than would be covered by these flat rates, then such transient**
337 **vessel shall be charged for the actual consumption. Charges for kilowatts may be adjusted without advance**
338 **notice.**

339

340 • Daily/Flat Rate:

341 110v \$10.20/calendar day (monthly rate after 15 days)

342 208v/single phase \$20.12/calendar day (monthly rate after 17 days)

343 208v/3 phase \$45.20/calendar day (monthly rate after 7 days)

344 • Monthly Rate:

345 110v \$152.67

346 208v/single phase \$341.70

347 208v/3 phase & 480v \$28.80 + electrical usage charge per kilowatt

348 • Metered Reserved Stalls: \$23.95/month + electrical usage charge per kilowatt

349 Vacancy notification waiver available

350 • Winter Power Rates: ~~\$28.80 connect/disconnect fee + \$28.80/month + electrical usage~~
351 ~~charge per kW. Available October 16 – April 15 with signed application~~

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

355 PORT

356 • Barge Ramp/Beach Use:

357 01' - 36' = \$1.50 per ft based on length overall of vessel + 1 ton wharfage (\$5.14)

358 37' - 49' = \$1.50 per ft based on length overall of vessel + 2 tons wharfage (\$10.28)

359 50'+ = \$1.50 per ft based on length overall of vessel (+ wharfage as reported)

360 Annual Pass (Jan 1-Dec 31) for vessels ≤ 36' = (landing + 1 ton wharfage) x 10

361 Annual Pass (Jan 1-Dec 31) for vessels 37' to 49' = (landing + 2 tons wharfage) x 10

362 Penalty for going dry on barge ramp/causing restricted access- \$150 per tide cycle

363 • Dockage:

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

365

366 - \$ 963.06 Cruise Ship Service Charge

- 367 - \$52.00 Dockage Service Charge
368 - Lightering Fee \$1,500, plus \$6.00 per passenger
369 - Passenger wharfage fee (non-regulated) \$0.00 per passenger
370 - Passenger wharfage fee (regulated) \$0.00 per passenger
371 - Gangway Rental- \$100 per day
372 - Camel Fender Rental \$50 per day
373

0' to 100'	\$392.00	451' to 475'	\$1,861.00	651' to 675'	\$4,544.00
101' to 200'	\$587.00	476' to 500'	\$2,044.00	676' to 700'	\$5,127.00
201' to 300'	\$914.00	501' to 525'	\$2,315.00	701' to 725'	\$5,938.00
301' to 350'	\$1,166.00	526' to 550'	\$2,499.00	726' to 750'	\$6,795.00
351' to 375'	\$1,274.00	551' to 575'	\$2,707.00	751' to 775'	\$7,707.00
376' to 400'	\$1,399.00	576' to 600'	\$2,995.00	776' to 800'	\$8,652.00
401' to 425'	\$1,551.00	601' to 625'	\$3,430.00		
426' to 450'	\$1,728.00	626' to 650'	\$3,994.00		

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

- 376 • Storage: Open areas, fishing gear ~~\$-.12~~ **\$.16** per square foot/month
- 377 Open areas, non-fishing gear ~~\$-.17~~ **\$.24** square foot/month
- 378 Fenced storage yard ~~\$0.22~~ **\$.29**/sq ft/month
- 379 Deck Shelter Storage- prearranged ~~\$35~~ **\$75**/per month
- 380 Demurrage - \$.09 per sq ft per day

381 • Haul- Out Facility

382 Upland Dry Dockage for vessel w/annual moorage= \$.17 per sq ft/month
383 Upland Dry Dockage for vessel w/transient moorage = \$.20 per sq ft/month
384 Upland Dry Dockage for vessel w/ no moorage= \$.25 per sq ft/month
385 Dry Moorage - \$0 ~~w/ current annual moorage paid (only available for large~~
386 ~~vessels with annual moorage, priority shall be given to Upland Dry Dockage~~
387 ~~needs over Dry moorage)~~
388 **Dry moorage is available to vessels with current annual moorage**
389 **payments and approved Marine Repair Facility (MRF) haul-out plans. Dry**
390 **moorage allows for a vessel's annual moorage payment to include its MRF**
391 **storage fees during times of idle lay-up or inactivity. Once any work**
392 **(interior or exterior) commences aboard a vessel in dry moorage, dry**
393 **dockage rates will apply. The availability of dry moorage is subject to**
394 **yard space availability in the MRF. Vessels with active work and**

approved haul-out plans will be prioritized over vessels seeking dry moorage in the MRF. All dry moorage is contingent upon the approval of the Port Director.

Dry Dockage admin fee \$50
Haul Out facility Vendor Fee \$150

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

- **Wharfage:**
\$5.14/ton wharfage on N.O.S. Freight (Not Otherwise Specified) for the Barge Ramp & Beach
\$7.96/ton wharfage on N.O.S. Freight for the Deep Water Dock & Pioneer Dock
Except as otherwise specifically provided, rates are in U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Short ton =0.907185 metric tons (mt)

COMMODITY	WHARFAGE RATE (\$USD)
Aggregate (Gravel, stone, minerals)	\$1.00 per short ton/\$1.10 per mt
Agricultural Products (Grains, corn, legumes, etc.)	\$3.50 per short ton/\$3.86 per mt
Containerized Cargo	\$8.00 per short ton/\$8.82 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1 ≥100 Short tons	\$7.96 per short ton/\$8.77 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 101 ≥ 1,000 Short Tons	\$6.00 per short ton/\$6.61 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1,001 ≥ 10,000 Short Tons 10,000 + Short Tons	\$5.00 per short ton/\$5.51 per mt \$4.50 per short ton/\$4.96 per mt
Freight N.O.S. (Barge Ramp and Beach)	\$5.14 per short ton/ \$5.67 per mt
Freight N.O.S. (Fish Dock) ICE Fish Dock	\$14.50 per short ton/ 15.98 per mt \$14.50 per short ton/ 15.98 per mt
Hazardous materials, as established by Dept of Transportation materials commodity List. At location designated for loading, unloading or staging by USCG permit	\$8.00 per ton /Min. 1 ton
Livestock (horses, mules, cattle, hogs, sheep, goats, fowl)	\$10.12 per head
Petroleum	\$1.26 per barrel/ \$0.03 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	\$50/drum, <u>Does not include empty drum</u>
Used Antifreeze	\$8.00/gallon
Oily Water/Bilge Slop	\$5.00 /gal delivered in drums
<u>Empty Drum</u>	<u>\$200.00</u>

PARKING

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

* Parking permits ~~refer~~ **apply** to vehicles unless otherwise specified as “trailer”. Citations specific to long term parking overstay shall be limited to \$250 per calendar year, with \$150 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: ~~[70.77~~ **72.40** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86’)
- Annual Transient: ~~[70.77~~ **72.40** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86’)
- Semi-Annual Transient: ~~[47.42~~ **48.51** + (LOA x \$.05)] x LOA, plus \$33.50 administrative fee (\$.05/ft caps at 86’)
- Monthly Transient: ~~[12.03~~ **12.31** + (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: ~~[2.12~~ **2.17** + (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

Section 2. This Ordinance is of a permanent and general character.

Section 3. This ordinance is effective January 1, 2026.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this ____ day of _____, 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:



MEMORANDUM

Edits to Port of Homer Terminal Tariff

Item Type: Action Memorandum
Prepared For: Port & Harbor Advisory Commission
Date: September 16, 2025
From: Amy Woodruff, Port Administrative Supervisor
Through: Bryan Hawkins, Port Director

HCC 10.04.140 says “An annual review shall be required of all port and harbor rates. Such annual review shall be part of preparation of the port, and charges and harbor fiscal operating budgets.” While the tariff can be edited at any time with the approval of Council, we have tried to find standardized rhythm of reviewing in the fall to allow for maximum participation from user groups and provide predictability to policymakers.

After the tariff is reviewed by the commission, it will be submitted to the City Attorney for review and then to City Council. A summary of the proposed changes is below.

Section	Proposed Change	Reasoning
3.2 Definitions	Add Definition of Ownership Control	Clarifies what vessels can be assigned to a reserved stall
5.05 Vessel Insurance Requirements	Change minimum insurance amount for commercial vessels from \$1,000,000 to 500,000	This requirement is more accessible to vessel owners in certain industries.
12 Vehicle Parking	Adjust list of permits to remove special weekly and monthly permits for vehicles over 20’	This policy is difficult to enforce and does not result in meaningful additional revenue to the facility. Vehicles of any size can now purchase weekly and monthly permits at a standard rate. Annual permits can only be purchased by vehicles of 20’ or less.
29 Reserve Stall Assignments in Homer Harbor	Add Definition of Ownership Control	Clarifies what vessels can be assigned to a reserved stall

	Add language regarding sale or assignment of reserved moorage, change written notice to 30 days	Align with updated language on Moorage Permit
32 Small Boat Harbor Electricity	Update language regarding Winter Power Program to remove connect/disconnect fee	Align with current billing practice
	Update System 5 electrical service to remove daily flat rate	Align with current billing practice
Appendix A Fee Schedule	Increase Cold Storage rates to 500/month per locker	Demand is increasing and these rates have not been changed in a long time
	Increase Land Storage rates	Rates have not been updated in over a decade, proposed increase is equal to the increase in the Consumer Price Index (CPI) since the last rate increase.
	Refine definition of Dry Moorage	Clearly lay out the boundaries of this new Port & Harbor policy.
	Add rate for Empty Drum disposal	Cost for disposal of empty drums can be quite high, it is our expectation that boat owners pick up drums after we dispose of the oil
	Update Commodity rate for moorage	CPI increase only – 10-year

		annual rate increase of 3.2% ended this year.
Throughout Tariff (<i>Not yet reflected in draft ordinance</i>)	Change “Moorage Agreement” to “Moorage Permit”	Reflects change requested by City Attorney in reviewing the Moorage Permit

RECOMMENDATION:

Make a motion to Council recommending that they adopt proposed changes to the Port of Homer Tariff

ATTACHMENTS:

Draft Ordinance to amend the Port & Harbor Tariff



MEMORANDUM

Resolution 25-xxx, A Resolution of City Council of Homer, Alaska Establishing the 2025 Regular Meeting Schedule for City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation & Culture Advisory Commission, Planning Commission, Port & Harbor Advisory Commission and ADA Advisory Board. City Clerk.

Item Type: Action Item
Prepared For: Advisory Bodies
Date: October 2, 2025
From: Zach Pettit, Deputy City Clerk II

Please review the draft resolution that establishes your meetings for 2026 and make any changes by way of motion.

Requests for meeting schedule changes will then go to City Council, who will be setting the 2026 meeting schedule for Council and Advisory Bodies via resolution no later than their November 24, 2025 meeting.

Recommendation

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

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 25-xxx

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
ESTABLISHING THE 2026 REGULAR MEETING SCHEDULE FOR CITY
COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION,
LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND
CULTURE ADVISORY COMMISSION, PLANNING COMMISSION,
PORT AND HARBOR ADVISORY COMMISSION, AND AMERICANS
WITH DISABILITIES ACT (ADA) ADVISORY BOARD.

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2025 meeting schedule is established for the City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Planning Commission, Port and Harbor Advisory Commission, and the American with Disabilities Act (ADA) Advisory Board of the City of Homer, Alaska, as follows:

HOLIDAYS – City Offices closed:

January 1, New Year's Day, Wednesday	February 16, Presidents' Day, third Monday	March 30, Seward's Day, last Monday	May 25, Memorial Day, last Monday	July 3*, Independence Day, Friday	September 7, Labor Day, first Monday
October 19*, Alaska Day Monday	November 11, Veterans Day, Wednesday	November 26 Thanksgiving Day, Fourth Thursday	November 27, Friday, the day after Thanksgiving	December 25, Christmas, Friday	

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

CITY COUNCIL (CC)

January 12, 26	February 9, 23	March 9, 23	April 13, 27	May 11, 26*	June 8, 22
July 27**	August 10, 24	September 14, 28	October 6 Election	October 12, 26 Oath of Office October 12	Canvass Board October 09
November 3 Runoff Election	November 9, 23	December ***If needed			

*Second meeting in May will be held on a Tuesday due to Memorial Day

**There will be no First Regular Meeting in July.

*** The City Council will not schedule a regular meeting in December to allow for attendance at AML Annual Conference and may hold Special Meetings as needed.

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

ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

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

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

LIBRARY ADVISORY BOARD (LAB)

January 20	February 17	March 17	April 21	May 19	
	August 18	September 15	October 20	November 17	December 15

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

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

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

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

PLANNING COMMISSION (PC)

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

*There will be no First Regular Meeting in July or Second Regular Meetings in November and December.

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

PORT AND HARBOR ADVISORY COMMISSION (PHC)

January 28	February 25	March 25	April 22	May 27	June 24
July 22	August 26	September 23	October 28	November 12*	December 9

*November meeting will be held on Thursday due to Veterans Day.

Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of month January through October and the second Wednesday of November and December at 5:30 p.m.

AMERICANS WITH DISABILITIES ACT (ADA) ADVISORY BOARD (ADAAB)

	February 12		April 9	May 14	June 11
July 9	August 13		October 8	November 12	

The Americans with Disabilities Act (ADA) Advisory Board Regular Meetings are held on the second Thursday at 4:00 p.m. in the months of February, April through August, October and November, with additional meetings called as needed.

PASSED AND ADOPTED by the Homer City Council this _____ day of November, 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

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

October 2025 Operations Report

Halibut and Black Cod are open, In the news....

We would like to welcome Two New Ice Plant Operators, Brendon Tiffany and Travis Todd.

Ice Plant

- Ongoing refrigeration equipment inspections.
- Ongoing crane inspections and service happening this month.
- Keeping up with work orders.
- Building and grounds maintenance.

Port Maintenance

- Harbor Staff divers staying busy with water line leaks under Harbor Floats
- Dock water and cleaning station water shut down for winter Oct. 8th
- Ongoing electric pedestal Maintenance.
- Ongoing Docks and Harbor infrastructure inspections and repairs.
- Keeping up with recurring monthly work orders.
- Used oil collecting
- Fire Cart inspections

Operations

- Harbor occupancy is currently around 510 vessels
- Load and launch ramp access is back to being free of charge as of 10/16
- Parking lots were re-striped
- The Marine Repair facility has one vessel
- Staff continues to handle hot berths on a day to day basis
- Staff assisted HVFD with several EMS calls around the Harbor facilities
- Pioneer Dock and Deep Water Dock landings included vessels: AMHS Tustumena; CISPRI Endeavor; Ann T Cheramie; Kate Frances; Perseverance; M/V Viking Orion.
- All Harbor Assistants are done for the season
- One Parking Enforcement officer remains

Port & Harbor Monthly Statistical & Performance Report

Quarter 3 2025

Moorage Sales

	<u>2025</u>	<u>2024</u>
Daily Transient	1676	1020
Monthly Transient	715	699
Semi-Annual Transient	12	6
Annual Transient	25	30
Annual Reserved	604	674

Grid Usage

1 Unit = 1 Grid Tide Use	<u>2025</u>	<u>2024</u>
Wood Grid	39	37
Steel Grid	0	0

Services & Incidents

	<u>2025</u>	<u>2024</u>
Vessels Towed	55	6
Vessels Moved	73	199
Vessels Pumped	14	16
Vessels Sunk	5	1
Vessel Accidents	1	4
Vessel Impounds	1	1
Equipment Impounds	0	6
Vehicle Impounds	0	0
Property Damage	4	0
Pollution Incident	9	6
Fires Reported/Assists	1	2
EMT Assists	14	18
Police Assists	7	8
Public Assists	66	53
Thefts Reported	2	0

Parking Passes

	<u>2025</u>	<u>2024</u>
Long-term Pass	27	13
Monthly Long-term Pass	14	9
Seasonal Pass	7	1

Crane Hours

	<u>2025</u>	<u>2024</u>
	669	628.4

Stall Wait List

No. on list at Month's End	<u>2025</u>	<u>2024</u>
20' Stall	0	0
24' Stall	42	51
32' Stall	186	191
32' A Stall	20	20
40' Stall	79	78
50' Stall	34	38
60' Stall	2	4
75' Stall	7	7
Total:	370	389

Docking & Beach/Barge Use

1 Unit = 1 or 1/2 Day Use	<u>2025</u>	<u>2024</u>
Deep Water Dock	73	53
Pioneer Dock	83	38
Beach Landings	7	8
Barge Ramp	977	657

Marine Repair Facility

	<u>2025</u>	<u>2024</u>
Vessels Hauled-Out	1	6
Year to Date Total	31	20
Vessels using facility uplands	1	7

Wharfage (in short tons)

Tons, Converted from Lb./Gal.	<u>2025</u>	<u>2024</u>
Seafood tons	887	1,157
Cargo/Other tons	893	3,287
Fuel	117,579	108,628

*Sept wharfage not included

Ice Sales

	<u>2025</u>	<u>2024</u>
For the Month of December	2651	1170
*Shut Down for Season		
Year to Date Total	8437	5950

Difference between

2024 YTD and 2025 YTD:



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: October 9, 2025
SUBJECT: City Manager's Report for October 13, 2025 Council Meeting

Landslide Hazard Mitigation Presentation

Living with the possibility of landslides is a reality in many Alaskan communities with steep slopes, including Homer. Join Dr. Brentwood "Hig" Higman of Ground Truth Trekking, Dr. Anna Liljedahl of Woodwell Climate Research Center, and other researchers for a presentation on their findings and ideas on how to live more safely in a moving terrain. You are invited to come learn more about

- what do we know about this hazard locally?
- how can we find out more about it?
- what can we do as a community to manage landslide hazards here?

The presentation will be held at the Kachemak Bay Campus on Tuesday, October 21st. Doors open at 5:30 p.m. and the presentation begins at 6:00 p.m. Visit the City's website for more information. <https://www.cityofhomer-ak.gov/planning/join-us-presentation-landslide-hazard-mitigation>

Karen Hornaday Park Trail

The Landslide Hazard Mitigation presentation team will be in the area for a few days conducting workshops and taking a local field trip. One stop on the team's list is the new City property above the Karen Hornaday Park campground. It will be extremely beneficial to the City to learn from the team about how to approach management and development on this property to help ensure a safe useable trail for our residents and visitors to enjoy. Staff will take the information to aid in development of a Request for Proposals for trail design.

Speed Monitoring Devices

Last year Council appropriated funds to purchase speed monitoring devices. These devices are designed to alert drivers of their speed as they approach the devices and flash the speed to alert them when they are exceeding the posted speed limit as a way to encourage them to slow down. The newer devices have the capability to take photos of vehicles that are exceeding the speed limit and are set up to do so. The request has been made to administration to look into the cost of upgraded cameras that can snap a photo that will capture the license plate numbers of vehicles that are speeding in our neighborhoods. There are a few companies that sell these types of cameras, and they can be purchased by law enforcement. I'm interested in hearing from Council if there is interest in putting City resources into researching and reporting back on the impacts of purchasing and enforcing speeding in this manner.

Homer Spit High Tide Events

Over this past week we've experienced our first round of fall/winter high tide and wind events on the Homer Spit. While the storms weren't as extreme as last year in November where we experienced damage to Homer Spit Road and properties along the west side of the Spit, there was some erosion that resulted from the tides and winds this past Tuesday-Thursday. After last November's storms the City engaged with our State Delegation and Alaska Department of Transportation and Public Facilities (AKDOT&PF) Comm

Juneau in February and conversations continued in the summer. As a result, the Sterling Highway Mile point 134-138 Erosion Improvements along Homer Spit Road was included in the Alaska State Transportation Improvement Program (STIP). The proposed scope for the project is to construct improvements to protect the Homer Spit Road from coastal erosion. Improvements may include excavation, coastal erosion protection, paving, signing and striping, and utility relocations. The STIP planning estimate provides \$1.5 million for design, \$100,000 for utility work, and \$6 million for construction, to occur over a period of four years. Limited staff capacity with the State and the City have hindered getting this effort underway. We were advised by the Central Region Director this summer that they anticipate having a Project Manager available in October, and the Mayor and city staff will be meeting with the Central Region Director and his team on October 10th to learn more. The next 20'+ tide events will be occurring in the afternoons of November 3rd through 8th.



First Annual Homer PD vs. Homer Fire Softball Game

Last Sunday Homer Police Department and Homer Volunteer Fire Department met at Jack Gist Park for an afternoon of fun and community support for the first annual Guns and Hoses softball game. The weather couldn't have been better, and it was awesome to see everyone out there. Big thanks to the volunteers covering the ambulance during the event, thankfully no one needed help on or off the field. The community donated a ton of food and toiletries, which have all been delivered to their respective organizations and they were very appreciative.

City Manager Meetings and Events:

September 25th and October 9th – Microsoft 365 Pilot Team Meeting
September 28th – Guns and Hoses Softball game between HPD and HVFD
October 2nd – Kenai Peninsula Municipal Managers Meeting
October 8th – Homer Police Department Patrol Meeting
And, ongoing weekly meetings with Departments, Mayor and Councilmembers, and City Attorney

Attachments: Landslide Hazard Mitigation Presentation Flier