

# PORT AND HARBOR ADVISORY COMMISSION

## Regular Meeting



May 20 Boom Truck Accident

Wednesday, June 22, 2011

5:00 P.M.

City Hall Cowles Council Chambers  
491 E. Pioneer Ave. Homer, AK 99603





NOTICE OF MEETING  
REGULAR MEETING AGENDA

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA
4. RECONSIDERATION
5. APPROVAL OF MINUTES
  - A. Regular Meeting Minutes for May 25, 2011 P. -1-
6. VISITORS
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS
  - A. Port and Harbor Director's Reports for June 2011 P. -7-
8. PUBLIC HEARING
9. PENDING BUSINESS
  - A. Discussion of Capping Long Term Parking Fines at \$250 (as Requested by Commissioner Zimmerman at the 5/25/11 meeting)
10. NEW BUSINESS
11. INFORMATIONAL ITEMS
  - A. Harbormaster's Monthly Statistical Report for May 2011 P. -9-
  - B. Weekly Crane and Ice Report P. -13-
  - C. Deep Water Dock Report P. -15-
  - D. Pioneer Dock Report P. -17-
  - E. Pioneer Dock Ferry Landings Report P. -18-
  - F. Resolution 11-053 Re: Water Infrastructure Set Aside Funding Program P. -19-
  - G. Resolution 11-058 Re: Dredge Spoils Contracts P. -21-
  - H. Resolution 11-059 Re: Establishing a Port& Harbor Improvement Revenue Bonding Plan P. -23-
  - I. Strategic Plan P. -25-
  - J. Lease Expirations as of 2/17/11 P. -27-
  - K. Commissioner Attendance Schedule for City Council Meetings P. -29-
12. COMMENTS OF THE AUDIENCE
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER *(If one is assigned)*
15. COMMENTS OF THE CHAIR
16. COMMENTS OF THE COMMISSION
17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, JULY 27, 2011 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



Session 11-05, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on May 25, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**PRESENT:** COMMISSIONERS CARROLL, HARTLEY, HOTTMAN, HOWARD, ULMER, WEDIN, ZIMMERMAN

**STAFF:** PORT AND HARBOR DIRECTOR HAWKINS  
DEPUTY CITY CLERK JACOBSEN

#### **AGENDA APPROVAL**

The agenda was approved as written by consensus of the Commission.

#### **PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**

There were no public comments.

#### **RECONSIDERATION**

There were no reconsiderations scheduled.

#### **APPROVAL OF MINUTES**

A. April 27, 2011 Regular Meeting Minutes

HOWARD/HARTLEY MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

#### **VISITORS**

#### **STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**

A. Port and Harbor Director's Reports for May 2011

Harbormaster Hawkins reviewed his staff report.

Commissioner Zimmerman said he has been contacted by two people from across the bay that are unhappy with the long term parking fees as they are on fixed incomes and can't afford the \$200. Both suggested fourteen days is more reasonable because there are probably more who park for 7 to 10 days to go across the bay and wouldn't have to pay \$200 to park. Commissioner Zimmerman further commented about people feeling that it is an inequitable way to charge as people can park for 12 hours during peak times for free but people who are parked for seven days have to remove the car for 24 hours or be considered long term.

Harbormaster Hawkins responded that seven days free parking is pretty reasonable on a piece of property that is more valuable square foot for square foot in the summer than almost any other in the state. When they took on this aspect of parking they were dealing with over parked vehicles that were being stored on the spit. The goal is not to create another revenue

stream, but to discourage long term parking on the spit. He questions how it is the harbor's problem to resolve the issue for someone who lives across the bay.

Harbormaster Hawkins said that the Pier 1 walk through went well and the building is in better shape than expected.

Commissioner Zimmerman raised the question of why the ordinance on long term parking didn't include a limit on the amount of fines. He thought they adopted a cap of \$250 and when they pay the fine they get a long term parking permit resulting in \$50 more than if they had purchased the permit ahead of time. Harbormaster Hawkins responded that amendments can be made to the ordinance and recommended that they wait until they get through the season as there may be other things to address in the fall. In the mean time the 10 day cap can be dealt with administratively. Other Commissioners concurred with Harbormaster Hawkins' recommendation. Commissioner Zimmerman felt there could be issues dealing with it administratively and requested it be included on the next agenda for further discussion.

#### **PUBLIC HEARING**

There were no public hearing scheduled.

#### **PENDING BUSINESS**

#### **NEW BUSINESS**

- A. Memo Dated May 18, 2011 to Port and Harbor Commission from Port Director Re: High Mast Lights

Harbormaster Hawkins reviewed the staff report.

Harbormaster Hawkins explained that initially thorough research was done when it was decided to use high mast lights and it was discovered there was not a less expensive way to adequately light the facility. He is still convinced it is the best way to light the overall area, uplands and harbor.

Public Works Director Meyer participated in the Commissions discussion. Comments included:

- Currently the 80 fixtures run on 1000 watt bulbs. They could faze them out to 750 watt bulbs but ultimately would lose about 20% of the light. There is concern that lowering wattage to 750 watt bulbs will not adequately light the areas.
- The energy savings will be approximately \$12,656 per year at current prices and a cost of \$85,000 to change over.
- The lights run on photo cells and turn on and off at certain levels of light. Over the year the average usage is 10 hours a day.
- Considering the cost of this it may pay off to wait a few years to see what happens with technology. They are making great strides with LED lighting.
- Harbor staff was hoping the study that Siemens would show in new technology to resolve problems, but right now all they can say is let's use a smaller bulb.
- The current bulbs life is about three years.
- Siemens wants to do the change out all at once to start saving the \$12,000 per year, but if the lighting isn't adequate the issue is, who turned out the lights.

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- We should continue to live with the system for now. The cost of the change in relation to savings isn't that good of a return. Letting it age a little to see what advances they make in lighting seems reasonable.
- Siemens was directed to show savings that would have an 8 year payback.
- The city is spending \$700,000 on any number of projects, some with longer pay backs and some with shorter to try to reduce energy costs. The 8 year payback is a reasonable pay off for energy efficient improvements.
- In most of the changes that are being made there is no sacrifice to level of service, such as switching to energy efficient motors at the water treatment plant, and changing to energy efficient internal and external fluorescent light bulbs.
- There could be public feed back about not taking their direction to save energy more seriously. On the other hand the project if the project reduces light in the harbor by 20% the city is open to criticism by users and customers. This is why staff wanted feed back from the Commission.
- Solar panels and wind generators are coming a long way but likely won't support the high mast lights.
- ADOT is continuing to use the 1000 watt bulbs on the roadways in Anchorage because they have not found anything that they feel worthy of investing in or produces the same amount of light.
- The harbor received their quarterly billing from HEA which included an adjustment for the fuel surcharge from .008 to .04. It resulted in an extra \$3500 for fish dock. Costs are going up.

The general consensus of the Commission was that they are all in favor of energy efficiency for the city and the savings that come with it, but think that it is worthwhile to wait on better technology for lighting the harbor. Overall the pressure from consumers will rapidly change the energy savings in all areas in short order. It is too early to make the changes for a small percentage of return when there are more improvements around the corner. The city needs a proven plan that will work for lighting in the harbor and the uplands rather than costly changes that could likely result in inadequate lighting. The liability of accidents resulting from inadequate lighting needs to be considered as well because the city's conscious decision to reduce the light could increase their liability.

B. Memo Dated May 18, 2011 to Port and Harbor Commission from Port Director Re: 2011 Seattle Fish Expo

Harbormaster Hawkins reviewed the staff report.

The Commission was supportive of the harbor participating in the Fish Expo in November. There was discussion about this and other events like Trawler Fest and the benefits of exposure of not only the harbor but also the city. These events can have quite a business impact.

C. Review of Commissioner Paragraphs Regarding Spit Parking Ideas

Commissioner Howard commented that over the past 10 years there has always been a parking issue on the spit. From his professional experience when there is a parking problem, you need to get organized. Start telling people how and where they are to park then more vehicles can fit in an area. He would be inclined to start organizing parking so that we know

how many people we can put in the parking lots and if appropriate, start charging for the use of the real estate that we all pay for. That will optimize the parking that is available.

Commissioner Zimmerman commented continues to support the idea of kiosks where people pay to get a parking sticker and then can park anywhere on the spit for a certain amount of time. The trouble with parking on the spit is finding a way to do it effectively. He does not support paving the lots. He thinks that the \$250 seasonal pass for the paved parking spots will plug those areas. He would like to figure out a way for people to pay and park anywhere on the spit without being stuck in a lot and feels the kiosks are a good way to make that happen. The ones in Seattle are easy to use, run on solar power, and are set up to take a credit card. They may be costly to install but would equalize the way parking fees are charged.

Commissioner Hartley commented that there can be paid parking without paving anything. In Anchorage there are gravel pads with the wires with space numbers on them. People can park, pay their money at the kiosk, and stay there for a full day. It was noted that paved parking isn't always best when considering issues in dealing with water runoff.

Chair Ulmer commented that there are a lot employees on the spit who park as close to the door as they can get and block up the premium parking for visitors. The shop owners need to be educated. There was discussion of parking meters, but it was noted that the city can't put meters in the state right-of-way.

Commissioner Hottman commented about previous discussion about putting dredge spoils by the Seafarers Memorial for more parking. Harbormaster Hawkins said it is still going through permitting and the ACOE hasn't been too supportive of the idea, so we need to keep it in front of them. There is also the issue of cost for armor rock to support it.

Commissioner Carroll said he is not remotely interested in paid parking on the spit. He sees no benefit to the city or the public. He doesn't see any value in taking money for everything on the spit. In his opinion there is not a parking problem on the spit. There is a land use problem that has been overlooked and given away dredge spoils for years and wasted our parking opportunity on the spit. His feeling is that eventually this goes down the path were everyone is not equal and the one who pays the most is equal. He explained that in Auke Bay 150 foot yachts from Texas bought their dock space and the locals who built that dock don't use it anymore. He feels this is where charging the fees eventually goes and doesn't agree with it.

Harbormaster Hawkins noted that this was initiated six years ago. It started at the tops of ramps 2,3, and 4 to address the issue of no turn over and the same vehicles were parked there all the time. People across the bay and fishermen parked closest to the ramp and left their vehicles. Access to the harbor was harder so the spaces were paved, loading zones and handicap access were included, and a fee was charged to discourage people from leaving their vehicles and provide better access to the harbor. He feels that they are working toward the same goal for long term parking. The fee isn't that much to park on the spit for the year. If we give it away for free, people store their vehicles on the spit and we run out of room during peak times. If you give it away, people take advantage. If you charge a fee, people have a decision to make, should I pay to park, or have someone drop me off and take the car home? Harbormaster Hawkins said he thinks that is the approach they have taken for management of parking and the next step is deciding whether to expand the fee parking lot. He doesn't think they are using this management as a tool to make more money; so far they

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are managing with a fee to help move people. The fees to discourage excessive use and help people make a better decision about how they are using the spit. The mission is to manage the enterprise and allow equal access, maybe Auke Bay forgot that, but it is something we need to keep in mind at all times and manage the facility overall to the best of our ability. He encouraged everyone to keep an eye on this over the summer and watch it through the year and see what effect this level of management has on spit use.

**INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for April 2011
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report
- E. Pioneer Dock Ferry Landings Report
- F. Letter from Homer Chamber of Commerce Re: Appreciation of Winter King Salmon Derby Support dated March 31, 2011
- G. Resolution 11-036(A)(S) - Amending the Fee Schedule to Provide for Long Term Parking Permit Fees
- H. Resolution 11-040(A) - Amending the Port of Homer Terminal Tariff No. 600 to Provide for Parking Fees
- I. Resolution 11-044 - Awarding the Contract for a 2011 Ford Escape Hybrid in the Amount of \$30,722.00 to Kendall Ford of Wasilla, Alaska
- J. Ordinance 11-13(A) - Amending the FY 2011 Operating Budget by Appropriating \$15,000 from the Port and Harbor Reserve Account for the Purpose of Implementing the Long Term Parking Permit Plan and for New Signage at the Approach Ramps
- K. Ordinance 11-15 - Amending HCC 10.04.100, Vehicles and Other Wheeled Conveyances; and HCC 10.04.110, Violation—Penalty; Regarding the Regulation of Parking in the Harbor Area P.
- L. Strategic Plan
- M. Lease Expirations as of 2/17/11
- N. Commissioner Attendance Schedule for City Council Meetings

Harbormaster Hawkins commented that no hazardous material went into the water when the crane tipped on the fuel dock.

**COMMENTS OF THE AUDIENCE**

There were no audience comments.

**COMMENTS OF CITY STAFF**

There were no staff comments.

**COMMENTS OF THE COUNCILMEMBER**

There were no Councilmember comments.

**COMMENTS OF THE CHAIR**

Chair Ulmer had no comments.

**COMMENTS OF THE COMMITTEE**

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Commissioner Hottman commended staff for their awareness of safety with regard to people grinding on the docks.

Commissioners commented and had brief discussion about the vessel *Albert* being removed from the harbor, a photo of a hole that was worn into a piling on R float, and carts on the docks.

**ADJOURN**

There being no further business to come before the Commission the meeting adjourned at 7:00 p.m. The next regular meeting is scheduled for Wednesday, June 22, 2011 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_



# City of Homer

## Port / Harbor

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## PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbormaster  
Prepared for the June 22, 2011 Port & Harbor Commission Meeting

June 15, 2011

### 1. Administration

- Staff met with:
  - Officer Kyle Kaker & Admin. Officer Greg Cazemier, U.S. Navy – Pre-visitation Meeting
  - Staff Meetings
  - Alaska Maritime Security Subcommittee Meeting
  - Science Collaborative – Presentation pm Dredged Materials Management
  - Kachemak Bay Water Trail Organization Meeting
  - Army Corps of Engineers – Site Visit Regarding Fall 2011 Dredging & Five Year Contract
  - Special Lease Committee Meeting
  - Dave Mogar – Research on Electrical Potentials that Led to the Corrosion of the R Float Piling
  - Marine Trades Committee – Discussion on 2011 Seattle Fish Expo and Homer's AAHPA Conference
- Harbor assistants are now fully staffed with the hiring of Aria Paxton.
- An appeal hearing was held May 20<sup>th</sup> regarding the derelict vessel the Albert. The purpose of the appeal was to determine whether the City of Homer had the authority to impound the Albert. It was concluded that the City does have the right and negotiations for the removal of the vessel are currently in process.

### 2. Operations

With the month of May and Memorial Day weekend behind us, the Port & Harbor has officially transitioned into the summer recreational season. There are approximately 800 vessels utilizing the harbor and the demand for small vessel transient moorage is at a premium.

The associated congestion and use of the harbor has kept the operations staff extremely busy. The public frequently benefits from a well trained staff that is competent, capable, and willing to respond. Public assists are rendered on a daily basis and range from battery jump starts, vessel tows, to EMS responses. Notable incidents include responses to a patient with compound fracture to his ulna, a patient suffering from a broken collar bone, one with hypothermia, another from a dog bite, and loss of consciousness due to diabetic complications.

- On May 20<sup>th</sup>, a boom truck lost its stability while positioning for a lift, and rolled over while fully extended onto the Petro Marine fuel float. Fortunately there were no injuries and the potential for fire and/or a major fuel release was avoided. It involved 27 labor hours from operations staff—mostly associated with ICS response and crowd control while damage control commenced. Repairs to the fuel float were successfully completed on June 10<sup>th</sup> and it has returned to service.
- On May 26<sup>th</sup>, two harbor officers avoided potential injury, property damage, and likely saved their lives by taking proper evasive maneuvers while operating their patrol skiff. The two officers had traveled outside of the harbor entrance and were awaiting an “exchange of tow” for an inbound disabled vessel. They were forced to dodge an outbound vessel traveling at a high rate of speed. The operator of this vessel did not see the patrol skiff and would've impacted them. Ultimately, a meeting was established with the vessel operator addressing several public safety concerns.
- Operations staff completed the installation of approximately 70 signs designating the recently passed parking ordinances.
- The seasonal parking enforcement officer began enforcement and patrolling the Port facility May 19<sup>th</sup>.

- The first round of parking citations and equipment impounds have been performed.
- New storage lots have been created on Lot 9 to accommodate commercial vehicles supporting the fish dock activities and on Lot 13 to accommodate commercial fishing vessel deck shelter storage.
- Harbor assistants have been tasked with Load and Launch Ramp fee collections since April 15<sup>th</sup>. Collections totaled \$27,000 at the end of May—up approximately \$5,000 from 2010. They also have been instrumental in the grounds keeping of the harbor—including the cleaning of the D/W/D prior to cruise ship landings.

### 3. Other

- The cruise ship Amsterdam made its first landing of the season on May 21<sup>st</sup>, followed by the M/S Silver Shadow on May 29<sup>th</sup>.
- The ITB on Dredged Materials closed May 26<sup>th</sup> at 2:00 p.m. with two successful bids totaling in the sale of 500 cubic yards. Both bids specified the use of the dredged materials were for off the Homer Spit.
- The U.S. Navy ship the Decator moored at the Deep Water Dock June 9 – 12<sup>th</sup> for shore leave.
- ATS Alaska has completed the installation of the new crane card access system on the Fish Dock. Transfer to the new system is being finalized and all ice and crane card users have been issued new access cards.
- Puffin Electric completed the installation of higher efficiency lighting in the Ice Plant June 14<sup>th</sup>.
- The I/T Intrepid, a cable-laying ship, is due to arrive in Homer June 22<sup>nd</sup> for a communication cable project over this summer.

# Port & Harbor

## Monthly Statistical & Performance Report

For the Month of: **May 2011**

<u>Moorage Sales</u>	<u>2011</u>	<u>2010</u>	<u>Stall Wait List</u>	<u>2011</u>	<u>2010</u>
Daily Transient	117	116	No. on list at Month's End		
Monthly Transient	99	114	18' Stall	0	26
Semi-Annual Transient	17	33	20' Stall	1	0
Annual Transient	5	3	24' Stall	20	25
Annual Reserved	29	21	32' Stall	52	43
			40' Stall	22	26
			50' Stall	14	18
			75' Stall	5	8
			Total:	114	146
<u>Grid Usage</u>	<u>2011</u>	<u>2010</u>	<u>Docking &amp; Beach/Barge Use</u>		
1 Unit = 1 Grid Tide Use			1 Unit = 1 or 1/2 Day Use	<u>2011</u>	<u>2010</u>
Wood Grid	23	26	Deep Water Dock	18	18
Steel Grid	9	17	Pioneer Dock	40	40
			Beach Landings	2	9
			Barge Ramp	15	3
<u>Services &amp; Incidents</u>	<u>2011</u>	<u>2010</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	3	2	In Tons, Converted from Lb./Gal.	<u>2011</u>	<u>2010</u>
Vessels Moved	33	18	Seafood	427*	811
Vessels Pumped	1	0	Cargo/Other	71	35
Vessels Sunk	0	0	Fuel	32,218	31,091
Vessel Accidents	2	1			
Vessel Impounds	0	0			
Equipment Impounds	0	0			
Vehicle Impounds	0	0			
Property Damage	1	0			
Pollution Incident	6	3			
Fires Reported/Assists	0	1			
EMT Assists	4	1			
Police Assists	4	4			
Public Assists	29	5			
Thefts Reported	0	0			
			<u>Crane Hours</u>	<u>2011</u>	<u>2010</u>
				224.8	260
			<u>Ice Sales</u>	<u>2011</u>	<u>2010</u>
			For the Month of May	342	452
			Year to Date Total	738	1,138
			<u>Difference between</u>		
			<u>2010 YTD and 2011 YTD:</u>	400 tons less	

**Table 1**  
**Summary of the 2008-2009 season**

Year	Month	Location	Number of birds	Number of eggs	Notes
2008	Jan	...	...	...	...
2008	Feb	...	...	...	...
2008	Mar	...	...	...	...
2008	Apr	...	...	...	...
2008	May	...	...	...	...
2008	Jun	...	...	...	...
2008	Jul	...	...	...	...
2008	Aug	...	...	...	...
2008	Sep	...	...	...	...
2008	Oct	...	...	...	...
2008	Nov	...	...	...	...
2008	Dec	...	...	...	...
2009	Jan	...	...	...	...
2009	Feb	...	...	...	...
2009	Mar	...	...	...	...
2009	Apr	...	...	...	...
2009	May	...	...	...	...
2009	Jun	...	...	...	...
2009	Jul	...	...	...	...
2009	Aug	...	...	...	...
2009	Sep	...	...	...	...
2009	Oct	...	...	...	...
2009	Nov	...	...	...	...
2009	Dec	...	...	...	...

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/3/2011	1/9/2011	6.7	6.7	0 shut down for maintenance	
1/10/2011	1/16/2011	23.5	30.2	0 shut down for maintenance	
1/17/2011	1/23/2011	18.3	48.5	0 shut down for maintenance	
1/24/2011	1/30/2011	18	66.5	0 shut down for maintenance	
1/31/2011	2/6/2011	10.7	77.2	0 shut down for maintenance	
2/7/2011	2/13/2011	19.1	96.3	0 shut down for maintenance	
2/14/2011	2/20/2011	26.8	123.1	0 shut down for maintenance	
2/21/2011	2/27/2011	30.1	153.2	0 shut down for maintenance	
2/28/2011	3/6/2011	58.3	211.5	0 shut down for maintenance	
3/7/2011	3/13/2011	76.3	287.8	57	57
3/14/2011	3/20/2011	79.1	366.9	46	103
3/21/2011	3/27/2011	38	404.9	44	147
3/28/2011	4/3/2011	39.2	444.1	31	178
4/4/2011	4/10/2011	27.1	471.2	21	199
4/11/2011	4/17/2011	56.1	527.3	83	282
4/18/2011	4/24/2011	43.1	570.4	33	315
4/25/2011	5/1/2011	79.7	650.1	81	396
5/2/2011	5/8/2011	62.6	712.7	96	492
5/9/2011	5/15/2011	60.6	773.3	79	571
5/16/2011	5/22/2011	49.7	823	70	641
5/23/2011	5/29/2011	51.9	874.9	97	738
5/30/2011	6/5/2011	73.7	948.6	82	820
6/6/2011	6/12/2011	83	1031.6	77	897
6/13/2011	6/19/2011				
6/20/2011	6/26/2011				
6/27/2011	7/3/2011				
7/4/2011	7/10/2011				
7/11/2011	7/17/2011				
7/18/2011	7/24/2011				
7/25/2011	7/31/2011				
8/1/2011	8/7/2011				
8/8/2011	8/14/2011				
8/15/2011	8/21/2011				
8/22/2011	8/28/2011				
8/29/2011	9/4/2011				
9/5/2011	9/11/2011				
9/12/2011	9/18/2011				
9/19/2011	9/25/2011				
9/26/2011	10/2/2011				
10/3/2011	10/9/2011				
10/10/2011	10/16/2011				
10/17/2011	10/23/2011				
10/24/2011	10/30/2011				
10/31/2011	11/6/2011				
11/7/2011	11/13/2011				
11/14/2011	11/20/2011				
11/21/2011	11/27/2011				
11/28/2011	12/4/2011			shut down for maintenance	
12/5/2011	12/11/2011			shut down for maintenance	
12/12/2011	12/18/2011			shut down for maintenance	
12/19/2011	12/25/2011			shut down for maintenance	
12/26/2011	1/1/2012			shut down for maintenance	

Year	Month	Day	Time	Location	Activity
1950	Jan	1	10:00	...	...
1950	Jan	2	10:00	...	...
1950	Jan	3	10:00	...	...
1950	Jan	4	10:00	...	...
1950	Jan	5	10:00	...	...
1950	Jan	6	10:00	...	...
1950	Jan	7	10:00	...	...
1950	Jan	8	10:00	...	...
1950	Jan	9	10:00	...	...
1950	Jan	10	10:00	...	...
1950	Jan	11	10:00	...	...
1950	Jan	12	10:00	...	...
1950	Jan	13	10:00	...	...
1950	Jan	14	10:00	...	...
1950	Jan	15	10:00	...	...
1950	Jan	16	10:00	...	...
1950	Jan	17	10:00	...	...
1950	Jan	18	10:00	...	...
1950	Jan	19	10:00	...	...
1950	Jan	20	10:00	...	...
1950	Jan	21	10:00	...	...
1950	Jan	22	10:00	...	...
1950	Jan	23	10:00	...	...
1950	Jan	24	10:00	...	...
1950	Jan	25	10:00	...	...
1950	Jan	26	10:00	...	...
1950	Jan	27	10:00	...	...
1950	Jan	28	10:00	...	...
1950	Jan	29	10:00	...	...
1950	Jan	30	10:00	...	...
1950	Jan	31	10:00	...	...
1950	Feb	1	10:00	...	...
1950	Feb	2	10:00	...	...
1950	Feb	3	10:00	...	...
1950	Feb	4	10:00	...	...
1950	Feb	5	10:00	...	...
1950	Feb	6	10:00	...	...
1950	Feb	7	10:00	...	...
1950	Feb	8	10:00	...	...
1950	Feb	9	10:00	...	...
1950	Feb	10	10:00	...	...
1950	Feb	11	10:00	...	...
1950	Feb	12	10:00	...	...
1950	Feb	13	10:00	...	...
1950	Feb	14	10:00	...	...
1950	Feb	15	10:00	...	...
1950	Feb	16	10:00	...	...
1950	Feb	17	10:00	...	...
1950	Feb	18	10:00	...	...
1950	Feb	19	10:00	...	...
1950	Feb	20	10:00	...	...
1950	Feb	21	10:00	...	...
1950	Feb	22	10:00	...	...
1950	Feb	23	10:00	...	...
1950	Feb	24	10:00	...	...
1950	Feb	25	10:00	...	...
1950	Feb	26	10:00	...	...
1950	Feb	27	10:00	...	...
1950	Feb	28	10:00	...	...
1950	Feb	29	10:00	...	...
1950	Feb	30	10:00	...	...
1950	Mar	1	10:00	...	...
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1950	Mar	3	10:00	...	...
1950	Mar	4	10:00	...	...
1950	Mar	5	10:00	...	...
1950	Mar	6	10:00	...	...
1950	Mar	7	10:00	...	...
1950	Mar	8	10:00	...	...
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1950	Mar	10	10:00	...	...
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1950	Mar	15	10:00	...	...
1950	Mar	16	10:00	...	...
1950	Mar	17	10:00	...	...
1950	Mar	18	10:00	...	...
1950	Mar	19	10:00	...	...
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1950	Mar	21	10:00	...	...
1950	Mar	22	10:00	...	...
1950	Mar	23	10:00	...	...
1950	Mar	24	10:00	...	...
1950	Mar	25	10:00	...	...
1950	Mar	26	10:00	...	...
1950	Mar	27	10:00	...	...
1950	Mar	28	10:00	...	...
1950	Mar	29	10:00	...	...
1950	Mar	30	10:00	...	...
1950	Mar	31	10:00	...	...
1950	Apr	1	10:00	...	...
1950	Apr	2	10:00	...	...
1950	Apr	3	10:00	...	...
1950	Apr	4	10:00	...	...
1950	Apr	5	10:00	...	...
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1950	Apr	7	10:00	...	...
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1950	Apr	10	10:00	...	...
1950	Apr	11	10:00	...	...
1950	Apr	12	10:00	...	...
1950	Apr	13	10:00	...	...
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1950	Apr	18	10:00	...	...
1950	Apr	19	10:00	...	...
1950	Apr	20	10:00	...	...
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1950	Apr	22	10:00	...	...
1950	Apr	23	10:00	...	...
1950	Apr	24	10:00	...	...
1950	Apr	25	10:00	...	...
1950	Apr	26	10:00	...	...
1950	Apr	27	10:00	...	...
1950	Apr	28	10:00	...	...
1950	Apr	29	10:00	...	...
1950	Apr	30	10:00	...	...
1950	Apr	30	10:00	...	...

Water Usage 2011

DATE	VESSEL	Begin Read	End Read	\$102.00 CONX	Gal.	Charged	Conx Fee	DATE	VESSEL	Begin Read	End Read	DWD
01/01/11	Vigilant	431800	434700	\$	2900	\$ 194.05	\$ 102.00	01/07/11	Vigilant	434560	448280	
01/16/11	Pacific Wolf & DBL54	1449100	1459900	\$	10800	\$ 419.14	\$ 102.00	02/01/11	Vigilant	449000	452000	
01/20/11	Pacific Wolf & DBL54 min per BH		0	\$	0	\$ 194.05	\$ 102.00	02/10/11	Vigilant	452900	455850	
01/20/11	Tustumena	1459900	1476400	\$	16500	\$ 640.37	\$ 102.00	2/18/2011	Vigilant	455000	457000	
01/22/11	Vigilant	448250	449500	\$	1250	\$ 194.05	\$ 102.00	04/05/11	Vigilant	457000	458370	
01/23/11	Tustumena	1476474	1485800	\$	9326	\$ 361.94	\$ 102.00	04/08/11	Cross Point	458000	464000	
01/28/11	Pacific Wolf & DBL54	1485820	1488900	\$	3080	\$ 194.05	\$ 102.00	04/16/11	Maritime Maid	464000	467900	
02/06/11	Tustumena	1488900	1497100	\$	8200	\$ 318.24	\$ 102.00	04/19/11	Vigilant	467890	470160	
2/15/11	Tustumena	1497100	1504800	\$	7700	\$ 298.84	\$ 102.00	5/14/2011	Vigilant	471000	474000	
4/20/11	Tiglax	1,509,900	1510800	\$	900	\$ 194.05	\$ 102.00	05/19/11	Pacific Raven	494000	496000	
	Pacific Wolf & DBL 54	127241	129205	\$	1964	\$ 194.05	\$ 102.00	5/28/2011	Maritime Maid	496000	501000	
	Tustumena	1513844	1520990	\$	7146	\$ 277.34	\$ 102.00	5/29/2011	Silver Shadow	503000	544540	
								6/3/2011	wash down	544000	547000	
								6/8/2011	wash down	558,000	560,000	

0  
0  
0  
0  
0  
0  
0  
0

washing down dock results in missing begin/end reads

69766 \$ 3,480.17 \$ 1,224.00

Water Usage 2011

Gal.	\$102.00 CONX Charged	194.05 minimum charge	Conx Fee
13720	\$ 532.47	\$ 102.00	\$ 102.00
3000	\$ 194.05	\$ 102.00	\$ 102.00
2950	\$ 194.05	\$ 102.00	\$ 102.00
2000	\$ 194.05	\$ 102.00	\$ 102.00
1370	\$ 194.05	\$ 102.00	\$ 102.00
6000	\$ 232.86	\$ 102.00	\$ 102.00
3900	\$ 194.05	\$ 102.00	\$ 102.00
2270	\$ 194.05	\$ 102.00	\$ 102.00
3000	\$ 194.05	\$ 102.00	\$ 102.00
2000	\$ 194.05	\$ 102.00	\$ 102.00
5000	\$ 194.05	\$ 102.00	\$ 102.00
41540	\$ 1,612.17	\$	\$
3000	nc		
2000	NC		
<b>91750</b>	<b>\$ 4,123.95</b>	<b>\$ 1,224.00</b>	

Deep Water Dock 2011

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$ Dock	Serv Chg
1/9/11	Pacific Wolf & DBL54	395	1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
1/10/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/10/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/11/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/11/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/12/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/12/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/13/11	Pacific Wolf INSIDE	121	/0600	K-Sea Transp	2	\$ 274.67	
1/13/11	Pacific Wolf & DBL54	395	0630/	K-Sea Transp	1	\$ 896.65	
1/14/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/15/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/16/11	Pacific Wolf & DBL54	395	/0945	K-Sea Transp	1	\$ 896.65	
1/17/11	Perseverance	189	0705 /	Cispri	1	\$ 429.03	
1/18/11	Perseverance	189	/1115	Cispri	1	\$ 429.03	
1/19/11	Perseverance	189	1630/	Cispri	1	\$ 429.03	
1/20/11	Perseverance	189	/1430	Cispri	1	\$ 429.03	
2/4/11	Pacific Wolf & DBL54	395	0900/1115	K-Sea Transp	1	\$ 896.65	\$ 52.00
2/19/11	Sea Prince & Barge 360	360	0920 /	Crowley	1	\$ 817.20	\$ 52.00
2/20/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/21/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/22/11	Sea Prince & Barge 360	360	/1700	Crowley	1	\$ 817.20	
3/7/11	Peregrine	85	1300/1400	Peregrine Falcon Inc	1	\$ 192.95	\$ 52.00
3/7/11	Katrina Em	101	1500/1600	Alaskan Access Fis	1	\$ 229.27	\$ 52.00
3/15/11	Perseverance	189	1800/	Cispri	1	\$ 429.03	\$ 52.00
3/16/11	Perseverance	189	1500 /	Cispri	1	\$ 429.03	\$ 52.00
3/17/11	Perseverance	189	1615 /	Cispri	1	\$ 429.03	\$ 52.00
3/18/11	Perseverance	189	0800 /	Cispri	1	\$ 429.03	\$ 52.00
3/22/11	Pacific Wolf	121	1200/1300	K-Sea Transp	2	\$ 42.71	
3/25/11	Sinuk tug	82	0830/1030	Crowley	1	\$ 186.14	\$ 52.00
3/28/11	Pacific Wolf & DBL54	395	1615/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/29/11	Pacific Wolf & DBL54	395	2000/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/30/11	Perseverance	189	1900/	Cispri	1	\$ 429.03	\$ 52.00
3/30/11	Responder barge	168	1900/	Cispri	1	\$ 381.36	
4/1/11	Perseverance	189	/0830	Cispri	1	\$ 429.03	
4/1/11	Responder barge	168	/0830	Cispri	1	\$ 381.36	
4/6/11	Endurance	207	1000/	Alyeska Pipeline	1	\$ 469.89	\$ 52.00
4/7/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/8/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/9/11	Endurance	207	/0705 1630/	Alyeska Pipeline	1	\$ 469.89	
4/10/11	Endurance	207	/1945	Alyeska Pipeline	1	\$ 469.89	
4/25/11	Perseverance	189	2230/	Cispri	1	\$ 429.03	\$ 52.00
4/25/11	Responder barge	168	2230/	Cispri	1	\$ 381.36	
4/26/11	Perseverance	189	/0800	Cispri	1	\$ 429.03	
4/26/11	Responder barge	168	/0800	Cispri	1	\$ 381.36	
4/27/11	Perseverance	189	all day	Cispri	1	\$ 429.03	
4/27/11	Responder barge	168	all day	Cispri	1	\$ 381.36	
4/28/11	Perseverance	189	/0945 1800/	Cispri	1	\$ 429.03	
4/28/11	Responder barge	168	/0945 1800/	Cispri	1	\$ 381.36	
5/3/11	Helenka B	177	1230/1900	Bruce Flannigan	1	\$ 401.79	\$ 52.00
5/6/11	Sea Prince	119	1400/	Crowley	2	\$ 135.06	\$ 52.00







1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 City Manager/  
4 Port and Harbor Director

5 **RESOLUTION 11-053**

6  
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
8 ALASKA, EXPRESSING SUPPORT FOR THE  
9 ESTABLISHMENT OF A WATER INFRASTRUCTURE SET  
10 ASIDE FUNDING PROGRAM WITHIN THE ARMY CORPS  
11 OF ENGINEERS, PACIFIC OCEAN DIVISION, CIVIL WORKS  
12 PROGRAM.

13  
14 WHEREAS, The U.S. Army Corps of Engineers (ACOE) is the primary agency tasked  
15 with the development of water-related infrastructure throughout the nation; and

16  
17 WHEREAS, The ACOE, Pacific Ocean Division, includes Alaska, Hawaii, and the  
18 Pacific Island Territories, all of which have economies highly dependent upon port  
19 infrastructure; and

20  
21 WHEREAS, The United States Congress has suspended the use of congressionally-  
22 directed spending (earmarks) and now only funds projects identified through a scoring system  
23 that is heavily weighted in favor of urban ports; and

24  
25 WHEREAS, Small and rural coastal communities within the Pacific Ocean Division do  
26 not have the population, business volume, or resources to compete with urban ports, yet are  
27 highly dependent upon waterborne commerce; and

28  
29 WHEREAS, A line item set-aside or other dedicated funding mechanism should be  
30 established within the Energy and Water Appropriations Bill to recognize the unique  
31 circumstances of coastal communities in the ACOE Pacific Ocean Division; and

32  
33 WHEREAS, Infrastructure projects in desperate need of funding for construction and  
34 repair include breakwaters, wave barriers, mooring basins, dredging, and flood and erosion  
35 control.

36  
37 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby  
38 encourages Congress to amend the FY 2012 Energy and Water Appropriations Bill and the FY  
39 2013 President's Budget request to include an annual \$50 M set-aside that the ACOE, Pacific

40 Ocean Division, can prioritize and spend on projects necessary to sustain water related  
41 infrastructure in the coastal communities of the region.

42  
43 PASSED AND ADOPTED by the Homer City Council this 24<sup>th</sup> day of May, 2011.

44  
45 CITY OF HOMER  
46  
47 Mary E Wythe  
48 MARY E. WYTHE, MAYOR PRO TEMPORE

49 ATTEST:  
50 Jo Johnson  
51  
52 JO JOHNSON, CMC, CITY CLERK

53  
54 Fiscal Note: N/A



CITY OF HOMER  
HOMER, ALASKA

City Clerk

RESOLUTION 11-058

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AWARDED CONTRACTS FOR THE CITY OWNED DREDGE SPOILS TO THE FIRMS OF HERNDON CONSTRUCTION LLC IN THE AMOUNT OF \$1,050.00 AND HOMER BOAT YARD OF HOMER, ALASKA, IN THE AMOUNT OF \$1,050.00 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Invitation to Bid was advertised in the Homer News on May 12 and 19, 2011 and posted on the City's website as required by the City's Procurement Manual; and

WHEREAS, Two bids were received and both Herndon Construction LLC and Homer Boat Yard were determined to be the lowest responsive bidders for the dredge spoils; and

WHEREAS, Herndon Construction LLC and Homer Boat Yard both bid \$5.25 per cubic yard for 200 cubic yards; and

WHEREAS, These awards are not final until written notification is received by Herndon Construction LLC and Homer Boat Yard of Homer, Alaska, from the City of Homer.

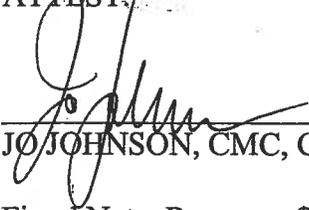
NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves the contract awards for the City Owned Dredge Spoils to the firms of Herndon Construction LLC and Homer Boat Yard of Homer, Alaska, each in the amount of \$1,050.00, and authorizes the City Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 13<sup>th</sup> day of June, 2011.

CITY OF HOMER

  
\_\_\_\_\_  
JAMES C. HORNADAY, MAYOR

ATTEST:

  
\_\_\_\_\_  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Revenue: \$2,100.00 Acct. No. 400-601-4902

CITY OF HOUSTON  
OFFICE OF THE CITY CLERK

RESOLUTION NO. 12345

A RESOLUTION OF THE CITY OF HOUSTON TO AMEND THE CITY CHARTER TO PROVIDE FOR THE ESTABLISHMENT OF A CITY DEPARTMENT OF PUBLIC SAFETY TO BE COMPOSED OF THE POLICE DEPARTMENT AND THE FIRE DEPARTMENT AND TO PROVIDE FOR THE APPOINTMENT OF A CHIEF OF POLICE AND A CHIEF OF FIRE.

WHEREAS, the City of Houston has a long and distinguished history of providing for the safety and security of its citizens;

AND WHEREAS, it is the policy of the City of Houston to provide for the most efficient and effective delivery of public safety services;

AND WHEREAS, the City of Houston has determined that the most efficient and effective way to provide for the safety and security of its citizens is to establish a City Department of Public Safety;

AND WHEREAS, the City of Houston has determined that the most efficient and effective way to provide for the safety and security of its citizens is to provide for the appointment of a Chief of Police and a Chief of Fire;

AND WHEREAS, the City of Houston has determined that the most efficient and effective way to provide for the safety and security of its citizens is to provide for the appointment of a Chief of Police and a Chief of Fire;

IT IS THE POLICY OF THE CITY OF HOUSTON TO PROVIDE FOR THE SAFETY AND SECURITY OF ITS CITIZENS.

CITY OF HOUSTON

*[Signature]*  
CITY CLERK

*[Signature]*  
CITY CLERK

*[Signature]*  
CITY CLERK

**CITY OF HOMER  
HOMER, ALASKA**

Wythe

**RESOLUTION 11-060**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING A COMMITTEE TO DEVELOP A PORT AND HARBOR IMPROVEMENT REVENUE BONDING PLAN AND PROVIDE COMMITTEE REVIEW AND OVERSIGHT THROUGHOUT THE IMPLEMENTATION AND COMPLETION OF ANY APPROVED PLAN.

WHEREAS, The City of Homer Capital Improvement Plan (CIP) contains a variety of repair and improvement items for the Port & Harbor district, many of which have been languishing on the CIP list for a number of years with the continued hope of receiving funding from State and Federal agencies; and

WHEREAS, The Homer City Council recognizes the Port and Harbor Enterprise as a vital economic contributor to the community and as such desires to maintain and improve the facilities to ensure continued economic vitality and support economic development within the community; and

WHEREAS, State and Federal funding of these projects becomes increasingly unlikely due to economic shortfalls at all levels of government; and

WHEREAS, The Port and Harbor is an Enterprise Fund which generates revenues that can be allocated to the repayment of financed projects, which qualifies the Enterprise Fund for Revenue Bonding consideration; and

WHEREAS, The Port and Harbor Enterprise Fund currently has no indebtedness; and

WHEREAS, The current Port and Harbor Enterprise Fund depreciation reserve account has a balance of \$1,653,816 as of December 31, 2010.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, supports the establishment of a committee to develop a plan for the implementation of a Port and Harbor Improvement Revenue Bonding Project; and

BE IT FURTHER RESOLVED that the committee will consist of six members, three representatives from the Homer City Council (to be appointed by the Mayor and approved by the Council), the Harbormaster, and two members from the Port and Harbor Advisory Commission (to be selected by the Port and Harbor Advisory Commission). Other staff members will provide administrative and consultative support as requested by the committee or directed by the City Manager.

46 BE IT FURTHER RESOLVED that the committee will make a recommendation to the  
47 Council not later than November 1, 2011, including information on the process for revenue bond  
48 funding, a proposed timeline for project completion in not longer than three years with a  
49 beginning date of no later than June 1, 2012, and including the following items from the Capital  
50 Improvement Projects list:

- 51
- |    |    |   |             |
|----|----|---|-------------|
| 52 | a. | Harbormaster's Office (to be developed as a model over-slope development          |             |
| 53 |    | project and include public restroom facilities with a separated entrance from the |             |
| 54 |    | building to allow 24-hour access)   | \$2,875,000 |
| 55 |    |   |             |
| 56 | b. | Harbor Entrance Erosion Control   | 600,000     |
| 57 |    |   |             |
| 58 | c. | Ramp 3 Gangway replacement (to include disability access)                         | 1,700,000   |
| 59 |    |   |             |
| 60 | d. | Harbor Float Replacement  | 3,500,000   |
| 61 |    |   |             |
| 62 | e. | Upgrade System 5 – Vessel Shore Power & Water                                     | 530,000     |
| 63 |    |   |             |
| 64 | f. | Fishdock Restrooms  | 400,000     |
| 65 |    |   |             |

66 PASSED AND ADOPTED by the Homer City Council this 13th day of June, 2011.

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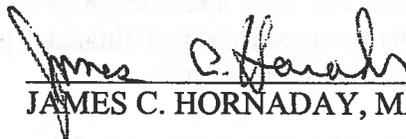
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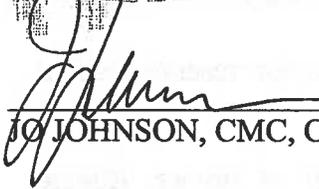
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78

CITY OF HOMER

  
JAMES C. HORNADAY, MAYOR

ATTEST

  
JO JOHNSON, CMC, CITY CLERK

79 Fiscal Note: \$6,720, Acct. No. 165-375 (HART Trails Reserve)

80

81

## Port and Harbor Advisory Commission Strategic Plan - 2011

### Mission statement:

Act in an advisory capacity to the City Manager and the City Council on the problems and development of the City Port and Harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the Port and Harbor areas.

### Overall Goals:

1. Conduct faster, more productive meetings
2. Become a more effective Commission - provide timely, relevant comment to the City Council on Port and Harbor issues
3. Have a better understanding of the budget process
4. Establish committees when needed to work on specific tasks

### Short Term Goals - less than 6 months or by the end of 2011 (not prioritized)

1. Conduct more efficient meetings
2. Improve Harbor Recycling Efforts
3. Parking- Encourage administration/Council to gain greater control
4. Gain a better understanding of the budget process, and provide comments to the Administration (Harbormaster, City Manager) in a timely manner for possible inclusion in the 2012 budget.
5. Develop a strategy to work with the City Council
6. Improvements to Barge Ramp - facilities need to be repaired and replaced due to increased usage.

### Midterm Goals 1-3 years (2012-2014)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby for restroom access on Fish Dock Road
4. Lobby Council for funds to create a port marketing plan
5. Improvements to Barge Terminal Facility
6. Container Freight System - Support Staff in research and market analysis regarding interest, cost effectiveness and benefits to the Kenai Peninsula

### Long Term 5 or more years (2016-??)

1. Build a new harbormaster office
2. Encourage the City to lobby ACOE and the state to address erosion control on the Spit, both on the west side and the harbor side
3. Long range harbor planning, east harbor expansion

## **Action Plan - Who does what, and when?**

### **Staff**

- Provide yearly information about the budget
- Inform the Commission of City Council actions and discussion of Harbor issues

### **Commission**

- Attend City Council meetings as assigned
- Attend work sessions and training opportunities
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information
- Request a City Council member attend Port and Harbor meetings
- Ask questions about the budget process. Request information from the Harbormaster.

### **Clerks**

- Help the Commission learn to be more efficient and effective
- Help the Commission learn to better communicate with the City Council (Memorandums vs Resolutions and Ordinances)

## Homer Spit Lease Expiration Calendar

updated 1/6/11 rev. 2/17/11

Lease Expires	Leaseholder	Details	Action
7/31/2010	Fish Factory	6 mos. Lease Expires	Paying month-to-month til completion of construction brings Lot 12A up to code for lease amendment to include 12B strip
8/14/2010	Alaska Custom Seafoods	lease expires; no options remain	Lease negotiations currently in progress with Alaska Custom Seafoods
9/23/2010	Peninsula Scrap	9 mo. lease expires	scrap meter stored on chip pad
9/30/2010	Snug Harbor	lease expires	Lease negotiations currently in progress with Snug Harbor Seafoods
5/18/2011	Bruin Bay, LLC	lease expires	
9/10/2011	Homer Spit Campground	Approved by Council for New Lease 2/15/11	New Lease 10 yr w/2 five yr options
12/9/2011	Pier One	lease expires	term-5 years; \$1/yr
4/15/2012	Dockside Two	lease expires; no options remain	
3/31/2013	Sportsman Supply	lease expires; one 5 yr option	
3/31/2013	AK High Hopes-Bob's Trophy Charters	lease expires; one 5 yr option	
11/1/2013	Southcentral Radar	lease expires; two 5 yr options	
11/30/2013	Harbor Ent. Coal Pt.	lease expires; one 5 yr option	
3/3/2014	ACS MACtel cellular	lease expires; no options remain	\$12/yr
7/31/2014	Kachemak Port Services	lease expires; two 1 yr options	
12/31/2014	Happy Face Restaurant	lease expires; no options remain	
11/30/2015	Mike Yourkowski	lease expires; one 10 yr option	
2/1/2016	EI Pescador	lease expires; no options remain	
9/30/2016	USCG-Pioneer Dock	lease expires; no options remain	
9/30/2016	USCG-Roanoke Is.	lease expires? Not in file	
12/1/2018	Harbor Ent. 30 acres	lease expires; no options remain	
3/31/2020	Fish Factory	lease expires; two 10 yr options	
9/30/2023	USCG-Lot #20 by PD	lease expires; no options remain	
1/31/2026	Salty Dawg	lease expires; no options remain	
3/31/2028	Harbor Leasing LLC	lease expires; two 5 yr options	
1/13/2029	AK Marine Highway	Land Use Permit-NO LONGER IN AFFECT	Superseded by 2010 Lease Agreement
9/14/2029	Icicle Seafoods	lease expires; no options remain	
11/1/2029	Homer Ent. Sport Shed	lease expires; two 5 year options remain	
5/31/2030	Seldovia Village Tribe	Lease Expires, two 5 year options	
4/30/2060	AK Marine Highway	lease expires	



2011 Homer City Council Meetings  
Port & Harbor Advisory Commission Attendance

It is a goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After the Council approves the consent agenda, there is a spot for visitors, and then agenda item number seven, announcements, reports from Commissions, the Borough, etc. That is when you would jump up and speak. If the mayor moves on to public hearings, you have waited too long! Typically if there is no visitor or special presentation, you would be talking within the first half hour (or less) of the Council meeting. The Regular meeting start time is 6:00 p.m.

Each commissioner is assigned a month and is responsible for attending one of the two council meetings, ***OR finding another commissioner to do it in their place*** if they will not be attending the meeting.

<u>Meeting Date</u>	<u>Commissioner</u>
January 10, 24	<u>ZIMMERMAN</u>
February 15, 28	<u>CARROLL</u>
March 14, 29(Tuesday)	<u>WEDIN</u>
April 11, 25	<u>HARTLEY</u>
May 9, 23	<u>ULMER</u>
June 13, 27	<u>HOWARD</u>
July 25	<u>ZIMMERMAN</u>
August 8, 22	<u>ULMER</u>
September 12, 26	<u>SEPTEMBER</u>
October 10, 24	<u>WEDIN</u>
November 28	<u>HOTTMANN</u>
December 12	<u>HOTTMANN</u>

Budget is given to department heads in July, August to return to city manager for first presentation to council on September.

Budget related council meetings, check schedule at that time:           October, November, December

The regular December meeting is when the Budget is finally approved by City Council.

Any Special Meetings are usually schedule the first Monday of the month.

