

PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
July 23, 2014



Construction begins on the new Harbor Office

6:00 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. June 25, 2014 Regular Meeting Minutes **Page 5**
- 6. VISITORS/PRESENTATIONS**
 - A. Update on Public Safety Building – Carey Meyer, Public Works Director (10 minutes)
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director’s Report for July 2014 **Page 11**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Harbor Rate Increase Proposals **Page 13**
 - a. Square Foot Rate Schedule Comparison for Transient Moorage
 - b. Moorage Rates for 2004 & 2014
 - B. Taxes & Monies Generated by Homer Port & Harbor – Finance Director Li **Page 27**
- 10. NEW BUSINESS**
 - A. Capital Improvement Plan Review and Recommendations **Page 41**
- 11. INFORMATIONAL ITEMS**
 - A. Monthly Statistical & Performance Report **Page 131**
 - B. Weekly Crane and Ice Report **Page 133**
 - C. Deep Water Dock Report **Page 135**
 - D. Pioneer Dock Report & Ferry Landings Report **Page 139**
 - E. Water Usage Report **Page 141**
 - F. 2014 Strategic Plan **Page 143**
 - G. 2014 Commission Attendance Schedule **Page 145**
- 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, AUGUST 27, 2014 at 6:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.

Session 14-06, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 6:00 p.m. on June 25, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, DONICH, HARTLEY, HOWARD, ULMER, ZIMMERMAN

ABSENT: STOCKBURGER (Excused)

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

HOWARD/HARTLEY MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

RECONSIDERATION

APPROVAL OF MINUTES

A. May 28, 2014 Regular Meeting Minutes

HOWARD/HARTLEY MOVED TO APPROVE THE MINUTES AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for June 2014

Harbormaster Hawkins reviewed his staff report.

There was brief discussion of the GFI requirement for system 5 power, and the building schedule for the new harbormaster's office.

PUBLIC HEARING

PENDING BUSINESS

A. Harbor Rate Increase Proposals

Harbormaster Hawkins summarized that at the last meeting the Commission agreed to look at the square foot rate model and the 10 year rate increase schedule.

There was discussion to clarify that in the square foot model the renter is paying for the available space within the slip. In a 75 foot stall 22 by 86 would be the space charged for.

There was also discussion to clarify that presently there isn't a policy in place to automatically apply the Consumer Price Index (CPI) to the annual moorage budget. Some years it gets added and some years it doesn't. The rate increase recommended by Northern Economics in the rate study is 32% of the annual revenue, with revenue being \$1,800,000 and 32% equaling \$567,000. The rate study suggested a one-time increase, however this group felt bringing it in over a period of time would be easier on the users. With the square foot method, with a 10 year annual increase, plus the CPI adjustment includes-

- a \$57,600 increase each year for 10 years,
- along with a CPI increase estimated at 2.7%

Based on this model at the end of the ten years, the rates should be at the appropriate level to sustain the facility for future repairs and replacement as needed, and at the end of 10 years only the CPI increase should occur annually to sustain the rates.

There were comments that they need to move forward with this to take care of the harbor. It is a sensible plan that stretches the burden out over time before it becomes full load, which will give time to adjust to it. It was noted that the CPI increase in year 4 is significant and incredibly high by year 10, but also acknowledged that this needs to be done to sustain the harbor.

Discussion ensued on the transient moorage rates and Harbormaster Hawkins clarified that the transient fees listed in the proposed rate structure is annual transient moorage. The daily/weekly/monthly moorage isn't referenced in the plan, but the Commission can address it if they choose to. They agreed they would like to see what the annual, semiannual, monthly, and daily transient rates would look like as percentages with the new format, to consider if any changes should be proposed.

They also addressed the importance of getting the word out to the boat owners as soon as possible, especially if they want to implement these rates in 2015.

HOWARD/HARTLEY MOVED THAT THE COMMISSION PRESENT THIS RATE STUDY AS THE NEW FORMAT FOR CHARGING FOR MOORAGE IN THE HARBOR, WITH THE CAVEAT THAT WE WILL LOOK AT THE TRANSIENT ELEMENT, WHICH MAY CHANGE, BUT EVERYTHING ELSE STANDS AS PRESENTED.

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There was brief discussion clarifying the square foot method versus the graduated linear method. The square foot method is farer in that there is so much linear foot that changes with the size ranges. The square footage is the actual square footage of the boat.

VOTE: YES: DONICH, ZIMMERMAN, ULMER, HOWARD, HARTLEY
NO: CARROLL

Motion carried.

Commissioner Donich asked if staff could bring back information on what the rates were 10 years ago.

NEW BUSINESS

A. Lease Committee Representation

There was brief discussion to clarify that this was requested for the agenda because there seemed to be lack of understanding how the Lease Committee makeup got changed. Concern was expressed that with a small committee with no public members, there can be a perception that things are getting done under the table, even if they aren't.

City Manager Wrede understands the concerns about the concept of having additional review of lease proposals beyond the city staff and agrees the Port and Harbor Commission should be involved with leases on the spit. He suggested that after the lease committee reviews and makes recommendations on lease proposals for spit property, the recommendation go to the commission for review. The commission can support the lease committee recommendation or make another recommendation, and then the recommendations would go to council for final approval. He cautioned that adding this may require calling special meetings when lease reviews are necessary, but added that he would support such a change to the Lease Policy.

HOWARD/ZIMMERMAN MOVED TO SEND A RESOLUTION FORWARD TO CITY COUNCIL RECOMMENDING THE LEASE POLICY BE CHANGED TO BRING LEASES ASSOCIATED WITH PORT AND HARBOR ENTERPRISE BEFORE THIS BODY BEFORE THEY ARE APPROVED BY COUNCIL.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

B. Taxes & Monies Generated by the Port & Harbor

The Commission would like to get a clearer picture of the taxes that get collected at the harbor to help support the services we need. They would like to see the taxes collected to support the administrative activities of the city. In the early 2000's the Borough eliminated the sales tax cap on charter boats and we have a right to see some of that money come back to the harbor.

City Manager Wrede said it would be relatively easy for the Finance Director to provide sales tax information relating to the harbor facility, but getting a broader picture with charter boats, fuel, and so forth, will take some collaboration with the Borough.

There was consensus to take this up on their next agenda if the information is ready.

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report
- E. Water Usage Report
- F. Email from Bruce Hess RE: CIP Recommendation
- G. 2014 Commission Attendance Schedule

Harbormaster Hawkins and the Commissioners briefly discussed the email from Bruce Hess of Puffin Electric regarding the system 5 losing flotation freeboard. Harbormaster Hawkins said they have been adding flotation to the floats for years. He wouldn't classify system 5 as being in trouble, but they are keeping an eye on it. A third of the floats have lost their concrete bottoms and the billets absorb water, they also get growth on them, which pull them down. He is trying to get to a fall conference that will have a segment on this issue with a speaker from Bellingham Marine Industries, who manufactured that float system. There will also be presenters who have been working the problem. Harbor staff has some ideas and he would like to know what others have done. It's a good suggestion for a place holder on the CIP, but at this time there isn't a plan or a cost estimate.

COMMENTS OF THE AUDIENCE

City Manager Wrede said he appreciated hearing their discussion about the rate structure and what to do to stay afloat there. He agrees that getting information out early to large vessel owners, as well as the other users, is important. He suggested some kind of informational campaign to explain why this is necessary; and further suggested they try to explain this is enterprise fund that needs to run like a business and they have to protect the infrastructure. From that perspective it might help people understand.

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins talked about a letter they received from a water taxi operator regarding the handling of the situation when there was a gas leak and had to do a partial evacuation of the spit. In the letter he expressed that he didn't feel like there was enough information out there for people at the harbor to figure out what they needed to do and that a better effort could have been made to get the word out and also to get an all clear message out there. Mr. Hawkins reviewed the actions that happened and efforts that took place and acknowledged that there is always room for improvement.

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Harbormaster Hawkins also passed around a picture of the work being done on the expansion of the Mariner Memorial parking lot. Discussion ensued regarding parking. Commissioner Donich commented about the concern of a harbor user regarding the lack of organization in the gravel parking areas and the possibility of chalking lines in those lots.

COMMENTS OF THE COUNCILMEMBER *(If one is assigned)*

None

COMMENTS OF THE CHAIR

Chair Ulmer thanked everyone for a good meeting tonight.

COMMENTS OF THE COMMISSION

Commissioner Hartley said it was a good meeting and we got some stuff established that will help them for a long time.

Commissioner Howard agreed and looks forward to more information to get them better informed about the workings of the municipality we live in.

Commissioner Zimmerman thanked City Manager Wrede for working with them on the lease committee concerns in a way that will help everyone.

Commissioner Donich appreciated the discussion tonight. The rate increases are a big bone to chew on and he thinks they are working towards getting everyone aware of the situation, getting facts out there, and people will be able to comment.

Commissioner Carroll thanked everyone for a good meeting.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 7:47 p.m. The next regular meeting is scheduled for Wednesday, July 23, 2014 at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved:_____



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JULY 2014 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Public Works Staff & Contractors – System 5 Electrical Project Update
- Dominique Polte, FenderTeam Americas, Inc. & Public Works Staff – Deep Water Dock Fenders
- Public Works Staff & Contractors – Harbormaster's Building / DWD Trail Boardwalk Project Pre-Construction Meeting
- Department Head Staff Meeting
- USCG – Change of Command Ceremony & Reception for the Cutter Roanoke Island
- Vessel Haul-Out Task Force Meeting
- Gary White, Sitka Economic Development Assoc. – Public-Owned Industrial Dock Development Plan for Sitka
- Public Works Staff & Contractors – Harbormaster's Building / DWD Trail Boardwalk Project Update

2. Operations

The 4th of July weekend brought about the peak of summer recreational activity on the Homer Spit. Approximately 440 vessels utilized the Load and Launch Ramp during the three-day period. Parking lots, camp grounds, and transient moorage in the small boat harbor were near 100% occupancy. Operations staff provided traffic control and direction at the Load and Launch Ramp, speed/wake patrol at the harbor entrance, and kept the parking lots flowing and free of snafus. Harbor Assistants dedicated the majority of their time collecting trash and sanitizing the fish cleaning stations.

Landings at all harbor facilities included the following vessels: Tustumena, Kennicott, Pacific Wolf & DBL54, Discovery, Perseverance, Barge Jovalon, Barge 141, Millennium Star, Bob Franco, Ocean Mariner & Barge Western 7, Westward Wind, Arctic Wolf, Polar Bear, NOAA Rainier, and M/V Amsterdam.

Uplands commercial gear storage and lay-down yards include 36,000 square feet dedicated to Icicle Seafood's floating processor, Gordon Jensen. Lot 10, adjacent to Fish Dock Road, is currently storing approximately 25 deck shelters belonging to vessels participating in the upper Cook Inlet drift fishery. Operations staff worked with contractors to repair and return a portion of the 30 Acres back into suitable parking area after it was used to store materials from the Spit Trails project. They also assisted with delineating and clearing the construction lot for the new Harbor Office. Parking Enforcement and Operations impounded over-parked boat trailers in an effort to make space for our weekend crowds.

Other notable events:

- On June 19th, Operations and Port Maintenance staff participated in vessel damage control training provided by MSD Homer.
- On June 21st, Harbor Officers assisted HVFD in responding to a gas line leak in the vicinity of the Coal Town and Cannery Row boardwalks. The area was temporarily evacuated until repairs were completed.
- On June 21st, Harbor Officers provided emergency medical assistance to a woman with a dislocated knee.
- On June 22nd, a graveyard shift Harbor Officer encountered an extremely intoxicated woman on the harbor float system. He notified HPD and stood by until the woman was placed in protective custody.

- On June 30th, the port director and deputy harbormaster questioned the captain of a commercial fishing vessel who had been witnessed “rummaging” through the staterooms and engine room of a neighboring vessel.
- On June 27th, Harbor Officers assisted HPD in responding to live ammunitions ordinales found washed ashore in the vicinity of the Glacier Boardwalk. A section of the beach and Homer Spit Road were closed off while an explosives team removed the hazard.
- On July 6th, a Harbor Officer reunited a three year old girl with her parents after they had become separated in the vicinity of Ramp 1.

3. Ice Plant

Ice Plat staff is making ice and keeping the Fish Dock peace.

4. Port Maintenance

Port Maintenance staff has been busy with concrete crack sealing, annual flow testing of the fire carts, Deep Water Dock bollard line guards, reinforcing steel grid timbers, refurbishing Deep Water Dock mooring dolphin #1 with new grating and hand rails, working with Puffin Electric on System 5 electrical upgrades, and planning for the upcoming harbor tug haul out.

Homer Port & Harbor Rate Schedule Comparison

	Annual	Semi-Annual	Monthly	Prepaid Monthly	Daily	Prepaid Daily
Sq. Foot Base Rate - Year 1	\$3.05	\$2.04	\$0.52	1/2 TM base rate	\$0.09	\$5/day discount
Sq. Foot Base Rate - Year 10	\$4.83	\$3.24	\$0.82	1/2 TM base rate	\$0.15	\$5/day discount
Admin Fee	\$50.00	\$33.50	\$8.50	\$8.50	\$1.50	\$1.50
Percentage of Annual Rate	-	67%	17%	-	3%	-

- To calculate **regular moorage**, use the following formula:
Base Rate * Length * Beam = Rate + Admin Fee = Subtotal + 7.5% tax = Total Cost
Example: \$4.83 * 18 * 7 = \$608.58 + \$50.00 = \$658.58 + \$49.39 tax = \$707.97
 - To calculate **prepaid monthly moorage**, use the following formula:
(Base Rate / 2) * Length * Beam = Rate + Admin Fee = Subtotal + 7.5% tax = Total Cost
Example: (\$0.52 / 2) * 18 * 7 = \$32.76 + \$8.50 = \$41.26 + \$3.09 tax = \$44.39
 - To calculate **prepaid daily moorage**, use the following formula:
Base Rate * Length * Beam = Rate + Admin Fee - \$5 = Subtotal + 7.5% tax = Total Cost
Example: \$0.09 * 18 * 7 = \$11.34 + \$1.50 - \$5.00 = \$7.84 + \$0.59 tax = \$8.43

Note: All rates reflect the moorage rate, plus the Admin Fee, plus 7.5% tax. Per KPB, moorage is considered rent, therefore tax does not cap at \$37.50

			Reserved Stall			Transient Annual			Semi-Annual			Monthly			Prepaid Monthly			Daily			Prepaid Daily		
RSV Stall Class*	Boat Length	Boat Beam	Linear Rate**	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10	Linear Rate	Sq Ft Rate Year 1	Sq Ft Rate Year 10
20' stall	18 ft	7 ft	\$924.50	\$732.45	\$1,128.55	\$837.43	\$466.87	\$707.97	\$561.17	\$312.33	\$474.87	\$142.46	\$79.57	\$120.21	\$132.78	\$44.35	\$64.67	\$25.22	\$13.80	\$21.93	\$19.84	\$8.43	\$16.56
24' stall	26 ft	9 ft	\$1,185.73	\$1,004.59	\$1,559.50	\$1,185.73	\$820.98	\$1,268.74	\$794.58	\$549.17	\$851.03	\$201.71	\$139.94	\$215.41	\$187.74	\$74.54	\$112.27	\$35.71	\$24.25	\$39.35	\$30.34	\$18.88	\$33.97
32' stall	32 ft	11 ft	\$1,446.95	\$1,843.95	\$2,888.72	\$1,446.95	\$1,207.87	\$1,881.42	\$969.63	\$807.95	\$1,262.03	\$246.15	\$205.91	\$319.43	\$228.95	\$107.52	\$164.28	\$43.58	\$35.67	\$58.37	\$38.21	\$30.29	\$53.00
40' stall	45 ft	15 ft	\$2,012.94	\$2,519.37	\$3,958.32	\$2,012.94	\$2,266.91	\$3,558.52	\$1,348.91	\$1,516.29	\$2,387.04	\$342.44	\$386.46	\$604.15	\$318.25	\$197.80	\$306.64	\$60.63	\$66.92	\$110.46	\$55.26	\$61.54	\$105.08
75' stall	70 ft	20 ft	\$3,319.06	\$6,185.01	\$9,763.26	\$3,101.38	\$4,644.00	\$7,322.90	\$2,078.30	\$3,106.21	\$4,912.21	\$527.61	\$791.74	\$1,243.24	\$489.99	\$400.44	\$626.19	\$93.42	\$137.06	\$227.36	\$88.04	\$131.69	\$221.99
-	100 ft	28 ft	-	-	-	\$4,407.50	\$9,234.25	\$14,592.05	\$2,953.56	\$6,176.41	\$9,788.41	\$735.00	\$1,574.34	\$2,477.34	\$685.00	\$791.74	\$1,243.24	\$132.76	\$272.51	\$453.11	\$127.39	\$267.14	\$447.74
-	130 ft	30 ft	-	-	-	\$5,713.63	\$12,840.88	\$20,303.53	\$3,828.83	\$8,588.71	\$13,619.71	\$941.70	\$2,189.24	\$3,446.99	\$876.70	\$1,099.19	\$1,728.06	\$172.11	\$378.94	\$630.49	\$166.73	\$373.56	\$625.11
-	180 ft	36 ft	-	-	-	\$7,890.50	\$21,300.05	\$33,699.53	\$5,287.60	\$14,246.65	\$22,605.85	\$1,286.20	\$3,631.46	\$5,721.26	\$1,196.20	\$1,820.30	\$2,865.20	\$237.68	\$628.55	\$1,046.51	\$232.31	\$623.18	\$1,041.14

*RSV Stall Classes apply only to Reserved Stall prices. RSV rates are based on the maximum allowable use of that stall class.

**Linear Method RSV Stall rates are based on either the overall vessel length or the RSV stall size, whichever is greater.

		Yearly	Semi-Annual	Monthly	Daily	RATES JANUARY 2004													
Commodity Rate		\$27.48	\$18.41	\$4.67	\$0.82														
Administration R		\$49.00	\$32.83	\$8.33	\$1.47														
Sales Tax Rate		5.50%	5.50%	5.50%	5.50%														
				67%			17%						3.00%						
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily	
6	213.88	11.76	225.64	143.29	7.88	151.17	36.35	2.00	38.35	33.35	1.83	35.18	6.39	0.35	6.74	1.39	0.08	1.47	
7	241.36	13.27	254.63	161.70	8.89	170.59	41.02	2.26	43.28	37.52	2.06	39.58	7.21	0.40	7.61	2.21	0.12	2.33	
8	268.84	14.79	283.63	180.11	9.91	190.02	45.69	2.51	48.20	41.69	2.29	43.98	8.03	0.44	8.47	3.03	0.17	3.20	
9	296.32	16.30	312.62	198.52	10.92	209.44	50.36	2.77	53.13	45.86	2.52	48.38	8.85	0.49	9.34	3.85	0.21	4.06	
10	323.80	17.81	341.61	216.93	11.93	228.86	55.03	3.03	58.06	50.03	2.75	52.78	9.67	0.53	10.20	4.67	0.26	4.93	
11	351.28	19.32	370.60	235.34	12.94	248.28	59.70	3.28	62.98	54.20	2.98	57.18	10.49	0.58	11.07	5.49	0.30	5.79	
12	378.76	20.83	399.59	253.75	13.96	267.71	64.37	3.54	67.91	58.37	3.21	61.58	11.31	0.62	11.93	6.31	0.35	6.66	
13	406.24	22.34	428.58	272.16	14.97	287.13	69.04	3.80	72.84	62.54	3.44	65.98	12.13	0.67	12.80	7.13	0.39	7.52	
14	433.72	23.85	457.57	290.57	15.98	306.55	73.71	4.05	77.76	66.71	3.67	70.38	12.95	0.71	13.66	7.95	0.44	8.39	
15	461.20	25.37	486.57	308.98	16.99	325.97	78.38	4.31	82.69	70.88	3.90	74.78	13.77	0.76	14.53	8.77	0.48	9.25	
16	488.68	26.88	515.56	327.39	18.01	345.40	83.05	4.57	87.62	75.05	4.13	79.18	14.59	0.80	15.39	9.59	0.53	10.12	
17	516.16	28.39	544.55	345.80	19.02	364.82	87.72	4.82	92.54	79.22	4.36	83.58	15.41	0.85	16.26	10.41	0.57	10.98	
18	543.64	29.90	573.54	364.21	20.03	384.24	92.39	5.08	97.47	83.39	4.59	87.98	16.23	0.89	17.12	11.23	0.62	11.85	
19	571.12	31.41	602.53	382.62	21.04	403.66	97.06	5.34	102.40	87.56	4.82	92.38	17.05	0.94	17.99	12.05	0.66	12.71	
20	598.60	32.92	631.52	401.03	22.06	423.09	101.73	5.60	107.33	91.73	5.05	96.78	17.87	0.98	18.85	12.87	0.71	13.58	
21	626.08	34.43	660.51	419.44	23.07	442.51	106.40	5.85	112.25	95.90	5.27	101.17	18.69	1.03	19.72	13.69	0.75	14.44	
22	653.56	35.95	689.51	437.85	24.08	461.93	111.07	6.11	117.18	100.07	5.50	105.57	19.51	1.07	20.58	14.51	0.80	15.31	
23	681.04	37.46	718.50	456.26	25.09	481.35	115.74	6.37	122.11	104.24	5.73	109.97	20.33	1.12	21.45	15.33	0.84	16.17	
24	708.52	38.97	747.49	474.67	26.11	500.78	120.41	6.62	127.03	108.41	5.96	114.37	21.15	1.16	22.31	16.15	0.89	17.04	
25	736.00	40.48	776.48	493.08	27.12	520.20	125.08	6.88	131.96	112.58	6.19	118.77	21.97	1.21	23.18	16.97	0.93	17.90	
26	763.48	41.99	805.47	511.49	28.13	539.62	129.75	7.14	136.89	116.75	6.42	123.17	22.79	1.25	24.04	17.79	0.98	18.77	
27	790.96	43.50	834.46	529.90	29.14	559.04	134.42	7.39	141.81	120.92	6.65	127.57	23.61	1.30	24.91	18.61	1.02	19.63	
28	818.44	45.01	863.45	548.31	30.16	578.47	139.09	7.65	146.74	125.09	6.88	131.97	24.43	1.34	25.77	19.43	1.07	20.50	
29	845.92	46.53	892.45	566.72	31.17	597.89	143.76	7.91	151.67	129.26	7.11	136.37	25.25	1.39	26.64	20.25	1.11	21.36	
30	873.40	48.04	921.44	585.13	32.18	617.31	148.43	8.16	156.59	133.43	7.34	140.77	26.07	1.43	27.50	21.07	1.16	22.23	
31	900.88	49.55	950.43	603.54	33.19	636.73	153.10	8.42	161.52	137.60	7.57	145.17	26.89	1.48	28.37	21.89	1.20	23.09	
32	928.36	51.06	979.42	621.95	34.21	656.16	157.77	8.68	166.45	141.77	7.80	149.57	27.71	1.52	29.23	22.71	1.25	23.96	
33	955.84	52.57	1008.41	640.36	35.22	675.58	162.44	8.93	171.37	145.94	8.03	153.97	28.53	1.57	30.10	23.53	1.29	24.82	
34	983.32	54.08	1037.40	658.77	36.23	695.00	167.11	9.19	176.30	150.11	8.26	158.37	29.35	1.61	30.96	24.35	1.34	25.69	
35	1010.80	55.59	1066.39	677.18	37.24	714.42	171.78	9.45	181.23	154.28	8.49	162.77	30.17	1.66	31.83	25.17	1.38	26.55	
36	1038.28	57.11	1095.39	695.59	38.26	733.85	176.45	9.70	186.15	158.45	8.71	167.16	30.99	1.70	32.69	25.99	1.43	27.42	

Commodity Rate	\$27.48	\$18.41	\$4.67	\$0.82		RATES JANUARY 2004												
Administration R	\$49.00	\$32.83	\$8.33	\$1.47														
Sales Tax Rate	5.50%	5.50%	5.50%	5.50%														
				67%			17%						3.00%					
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
37	1065.76	58.62	1124.38	714.00	39.27	753.27	181.12	9.96	191.08	162.62	8.94	171.56	31.81	1.75	33.56	26.81	1.47	28.28
38	1093.24	60.13	1153.37	732.41	40.28	772.69	185.79	10.22	196.01	166.79	9.17	175.96	32.63	1.79	34.42	27.63	1.52	29.15
39	1120.72	61.64	1182.36	750.82	41.30	792.12	190.46	10.48	200.94	170.96	9.40	180.36	33.45	1.84	35.29	28.45	1.56	30.01
40	1148.20	63.15	1211.35	769.23	42.31	811.54	195.13	10.73	205.86	175.13	9.63	184.76	34.27	1.88	36.15	29.27	1.61	30.88
41	1175.68	64.66	1240.34	787.64	43.32	830.96	199.80	10.99	210.79	179.30	9.86	189.16	35.09	1.93	37.02	30.09	1.65	31.74
42	1203.16	66.17	1269.33	806.05	44.33	850.38	204.47	11.25	215.72	183.47	10.09	193.56	35.91	1.98	37.89	30.91	1.70	32.61
43	1230.64	67.69	1298.33	824.46	45.35	869.81	209.14	11.50	220.64	187.64	10.32	197.96	36.73	2.02	38.75	31.73	1.75	33.48
44	1258.12	69.20	1327.32	842.87	46.36	889.23	213.81	11.76	225.57	191.81	10.55	202.36	37.55	2.07	39.62	32.55	1.79	34.34
45	1285.60	70.71	1356.31	861.28	47.37	908.65	218.48	12.02	230.50	195.98	10.78	206.76	38.37	2.11	40.48	33.37	1.84	35.21
46	1313.08	72.22	1385.30	879.69	48.38	928.07	223.15	12.27	235.42	200.15	11.01	211.16	39.19	2.16	41.35	34.19	1.88	36.07
47	1340.56	73.73	1414.29	898.10	49.40	947.50	227.82	12.53	240.35	204.32	11.24	215.56	40.01	2.20	42.21	35.01	1.93	36.94
48	1368.04	75.24	1443.28	916.51	50.41	966.92	232.49	12.79	245.28	208.49	11.47	219.96	40.83	2.25	43.08	35.83	1.97	37.80
49	1395.52	76.75	1472.27	934.92	51.42	986.34	237.16	13.04	250.20	212.66	11.70	224.36	41.65	2.29	43.94	36.65	2.02	38.67
50	1423.00	78.27	1501.27	953.33	52.43	1005.76	241.83	13.30	255.13	216.83	11.93	228.76	42.47	2.34	44.81	37.47	2.06	39.53
51	1450.48	79.78	1530.26	971.74	53.45	1025.19	246.50	13.56	260.06	221.00	12.16	233.16	43.29	2.38	45.67	38.29	2.11	40.40
52	1477.96	81.29	1559.25	990.15	54.46	1044.61	251.17	13.81	264.98	225.17	12.38	237.55	44.11	2.43	46.54	39.11	2.15	41.26
53	1505.44	82.80	1588.24	1008.56	55.47	1064.03	255.84	14.07	269.91	229.34	12.61	241.95	44.93	2.47	47.40	39.93	2.20	42.13
54	1532.92	84.31	1617.23	1026.97	56.48	1083.45	260.51	14.33	274.84	233.51	12.84	246.35	45.75	2.52	48.27	40.75	2.24	42.99
55	1560.40	85.82	1646.22	1045.38	57.50	1102.88	265.18	14.58	279.76	237.68	13.07	250.75	46.57	2.56	49.13	41.57	2.29	43.86
56	1587.88	87.33	1675.21	1063.79	58.51	1122.30	269.85	14.84	284.69	241.85	13.30	255.15	47.39	2.61	50.00	42.39	2.33	44.72
57	1615.36	88.84	1704.20	1082.20	59.52	1141.72	274.52	15.10	289.62	246.02	13.53	259.55	48.21	2.65	50.86	43.21	2.38	45.59
58	1642.84	90.36	1733.20	1100.61	60.53	1161.14	279.19	15.36	294.55	250.19	13.76	263.95	49.03	2.70	51.73	44.03	2.42	46.45
59	1670.32	91.87	1762.19	1119.02	61.55	1180.57	283.86	15.61	299.47	254.36	13.99	268.35	49.85	2.74	52.59	44.85	2.47	47.32
60	1697.80	93.38	1791.18	1137.43	62.56	1199.99	288.53	15.87	304.40	258.53	14.22	272.75	50.67	2.79	53.46	45.67	2.51	48.18
61	1725.28	94.89	1820.17	1155.84	63.57	1219.41	293.20	16.13	309.33	262.70	14.45	277.15	51.49	2.83	54.32	46.49	2.56	49.05
62	1752.76	96.40	1849.16	1174.25	64.58	1238.83	297.87	16.38	314.25	266.87	14.68	281.55	52.31	2.88	55.19	47.31	2.60	49.91
63	1780.24	97.91	1878.15	1192.66	65.60	1258.26	302.54	16.64	319.18	271.04	14.91	285.95	53.13	2.92	56.05	48.13	2.65	50.78
64	1807.72	99.42	1907.14	1211.07	66.61	1277.68	307.21	16.90	324.11	275.21	15.14	290.35	53.95	2.97	56.92	48.95	2.69	51.64
65	1835.20	100.94	1936.14	1229.48	67.62	1297.10	311.88	17.15	329.03	279.38	15.37	294.75	54.77	3.01	57.78	49.77	2.74	52.51
66	1862.68	102.45	1965.13	1247.89	68.63	1316.52	316.55	17.41	333.96	283.55	15.60	299.15	55.59	3.06	58.65	50.59	2.78	53.37
67	1890.16	103.96	1994.12	1266.30	69.65	1335.95	321.22	17.67	338.89	287.72	15.82	303.54	56.41	3.10	59.51	51.41	2.83	54.24
68	1917.64	105.47	2023.11	1284.71	70.66	1355.37	325.89	17.92	343.81	291.89	16.05	307.94	57.23	3.15	60.38	52.23	2.87	55.10
69	1945.12	106.98	2052.10	1303.12	71.67	1374.79	330.56	18.18	348.74	296.06	16.28	312.34	58.05	3.19	61.24	53.05	2.92	55.97

Commodity Rate	\$27.48	\$18.41	\$4.67	\$0.82		RATES JANUARY 2004												
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Sales Tax Rate	5.50%	5.50%	5.50%	5.50%														
				67%			17%						3.00%					
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
70	1972.60	108.49	2081.09	1321.53	72.68	1394.21	335.23	18.44	353.67	300.23	16.51	316.74	58.87	3.24	62.11	53.87	2.96	56.83
71	2000.08	110.00	2110.08	1339.94	73.70	1413.64	339.90	18.69	358.59	304.40	16.74	321.14	59.69	3.28	62.97	54.69	3.01	57.70
72	2027.56	111.52	2139.08	1358.35	74.71	1433.06	344.57	18.95	363.52	308.57	16.97	325.54	60.51	3.33	63.84	55.51	3.05	58.56
73	2055.04	113.03	2168.07	1376.76	75.72	1452.48	349.24	19.21	368.45	312.74	17.20	329.94	61.33	3.37	64.70	56.33	3.10	59.43
74	2082.52	114.54	2197.06	1395.17	76.73	1471.90	353.91	19.47	373.38	316.91	17.43	334.34	62.15	3.42	65.57	57.15	3.14	60.29
75	2110.00	116.05	2226.05	1413.58	77.75	1491.33	358.58	19.72	378.30	321.08	17.66	338.74	62.97	3.46	66.43	57.97	3.19	61.16
76	2137.48	117.56	2255.04	1431.99	78.76	1510.75	363.25	19.98	383.23	325.25	17.89	343.14	63.79	3.51	67.30	58.79	3.23	62.02
77	2164.96	119.07	2284.03	1450.40	79.77	1530.17	367.92	20.24	388.16	329.42	18.12	347.54	64.61	3.55	68.16	59.61	3.28	62.89
78	2192.44	120.58	2313.02	1468.81	80.78	1549.59	372.59	20.49	393.08	333.59	18.35	351.94	65.43	3.60	69.03	60.43	3.32	63.75
79	2219.92	122.10	2342.02	1487.22	81.80	1569.02	377.26	20.75	398.01	337.76	18.58	356.34	66.25	3.64	69.89	61.25	3.37	64.62
80	2247.40	123.61	2371.01	1505.63	82.81	1588.44	381.93	21.01	402.94	341.93	18.81	360.74	67.07	3.69	70.76	62.07	3.41	65.48
81	2274.88	125.12	2400.00	1524.04	83.82	1607.86	386.60	21.26	407.86	346.10	19.04	365.14	67.89	3.73	71.62	62.89	3.46	66.35
82	2302.36	126.63	2428.99	1542.45	84.83	1627.28	391.27	21.52	412.79	350.27	19.26	369.53	68.71	3.78	72.49	63.71	3.50	67.21
83	2329.84	128.14	2457.98	1560.86	85.85	1646.71	395.94	21.78	417.72	354.44	19.49	373.93	69.53	3.82	73.35	64.53	3.55	68.08
84	2357.32	129.65	2486.97	1579.27	86.86	1666.13	400.61	22.03	422.64	358.61	19.72	378.33	70.35	3.87	74.22	65.35	3.59	68.94
85	2384.80	131.16	2515.96	1597.68	87.87	1685.55	405.28	22.29	427.57	362.78	19.95	382.73	71.17	3.91	75.08	66.17	3.64	69.81
86	2412.28	132.68	2544.96	1616.09	88.88	1704.97	409.95	22.55	432.50	366.95	20.18	387.13	71.99	3.96	75.95	66.99	3.68	70.67
87	2439.76	134.19	2573.95	1634.50	89.90	1724.40	414.62	22.80	437.42	371.12	20.41	391.53	72.81	4.00	76.81	67.81	3.73	71.54
88	2467.24	135.70	2602.94	1652.91	90.91	1743.82	419.29	23.06	442.35	375.29	20.64	395.93	73.63	4.05	77.68	68.63	3.77	72.40
89	2494.72	137.21	2631.93	1671.32	91.92	1763.24	423.96	23.32	447.28	379.46	20.87	400.33	74.45	4.09	78.54	69.45	3.82	73.27
90	2522.20	138.72	2660.92	1689.73	92.94	1782.67	428.63	23.57	452.20	383.63	21.10	404.73	75.27	4.14	79.41	70.27	3.86	74.13
91	2549.68	140.23	2689.91	1708.14	93.95	1802.09	433.30	23.83	457.13	387.80	21.33	409.13	76.09	4.18	80.27	71.09	3.91	75.00
92	2577.16	141.74	2718.90	1726.55	94.96	1821.51	437.97	24.09	462.06	391.97	21.56	413.53	76.91	4.23	81.14	71.91	3.96	75.87
93	2604.64	143.26	2747.90	1744.96	95.97	1840.93	442.64	24.35	466.99	396.14	21.79	417.93	77.73	4.28	82.01	72.73	4.00	76.73
94	2632.12	144.77	2776.89	1763.37	96.99	1860.36	447.31	24.60	471.91	400.31	22.02	422.33	78.55	4.32	82.87	73.55	4.05	77.60
95	2659.60	146.28	2805.88	1781.78	98.00	1879.78	451.98	24.86	476.84	404.48	22.25	426.73	79.37	4.37	83.74	74.37	4.09	78.46
96	2687.08	147.79	2834.87	1800.19	99.01	1899.20	456.65	25.12	481.77	408.65	22.48	431.13	80.19	4.41	84.60	75.19	4.14	79.33
97	2714.56	149.30	2863.86	1818.60	100.02	1918.62	461.32	25.37	486.69	412.82	22.71	435.53	81.01	4.46	85.47	76.01	4.18	80.19
98	2742.04	150.81	2892.85	1837.01	101.04	1938.05	465.99	25.63	491.62	416.99	22.93	439.92	81.83	4.50	86.33	76.83	4.23	81.06
99	2769.52	152.32	2921.84	1855.42	102.05	1957.47	470.66	25.89	496.55	421.16	23.16	444.32	82.65	4.55	87.20	77.65	4.27	81.92
100	2797.00	153.84	2950.84	1873.83	103.06	1976.89	475.33	26.14	501.47	425.33	23.39	448.72	83.47	4.59	88.06	78.47	4.32	82.79
101	2824.48	155.35	2979.83	1892.24	104.07	1996.31	480.00	26.40	506.40	429.50	23.62	453.12	84.29	4.64	88.93	79.29	4.36	83.65
102	2851.96	156.86	3008.82	1910.65	105.09	2015.74	484.67	26.66	511.33	433.67	23.85	457.52	85.11	4.68	89.79	80.11	4.41	84.52

Commodity Rate	\$27.48	\$18.41	\$4.67	\$0.82		RATES JANUARY 2004												
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Sales Tax Rate	5.50%	5.50%	5.50%	5.50%														
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Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
103	2879.44	158.37	3037.81	1929.06	106.10	2035.16	489.34	26.91	516.25	437.84	24.08	461.92	85.93	4.73	90.66	80.93	4.45	85.38
104	2906.92	159.88	3066.80	1947.47	107.11	2054.58	494.01	27.17	521.18	442.01	24.31	466.32	86.75	4.77	91.52	81.75	4.50	86.25
105	2934.40	161.39	3095.79	1965.88	108.12	2074.00	498.68	27.43	526.11	446.18	24.54	470.72	87.57	4.82	92.39	82.57	4.54	87.11
106	2961.88	162.90	3124.78	1984.29	109.14	2093.43	503.35	27.50	530.85	450.35	24.77	475.12	88.39	4.86	93.25	83.39	4.59	87.98
107	2989.36	164.41	3153.77	2002.70	110.15	2112.85	508.02	27.50	535.52	454.52	25.00	479.52	89.21	4.91	94.12	84.21	4.63	88.84
108	3016.84	165.93	3182.77	2021.11	111.16	2132.27	512.69	27.50	540.19	458.69	25.23	483.92	90.03	4.95	94.98	85.03	4.68	89.71
109	3044.32	167.44	3211.76	2039.52	112.17	2151.69	517.36	27.50	544.86	462.86	25.46	488.32	90.85	5.00	95.85	85.85	4.72	90.57
110	3071.80	168.95	3240.75	2057.93	113.19	2171.12	522.03	27.50	549.53	467.03	25.69	492.72	91.67	5.04	96.71	86.67	4.77	91.44
111	3099.28	170.46	3269.74	2076.34	114.20	2190.54	526.70	27.50	554.20	471.20	25.92	497.12	92.49	5.09	97.58	87.49	4.81	92.30
112	3126.76	171.97	3298.73	2094.75	115.21	2209.96	531.37	27.50	558.87	475.37	26.15	501.52	93.31	5.13	98.44	88.31	4.86	93.17
113	3154.24	173.48	3327.72	2113.16	116.22	2229.38	536.04	27.50	563.54	479.54	26.37	505.91	94.13	5.18	99.31	89.13	4.90	94.03
114	3181.72	174.99	3356.71	2131.57	117.24	2248.81	540.71	27.50	568.21	483.71	26.60	510.31	94.95	5.22	100.17	89.95	4.95	94.90
115	3209.20	176.51	3385.71	2149.98	118.25	2268.23	545.38	27.50	572.88	487.88	26.83	514.71	95.77	5.27	101.04	90.77	4.99	95.76
116	3236.68	178.02	3414.70	2168.39	119.26	2287.65	550.05	27.50	577.55	492.05	27.06	519.11	96.59	5.31	101.90	91.59	5.04	96.63
117	3264.16	179.53	3443.69	2186.80	120.27	2307.07	554.72	27.50	582.22	496.22	27.29	523.51	97.41	5.36	102.77	92.41	5.08	97.49
118	3291.64	181.04	3472.68	2205.21	121.29	2326.50	559.39	27.50	586.89	500.39	27.50	527.89	98.23	5.40	103.63	93.23	5.13	98.36
119	3319.12	182.55	3501.67	2223.62	122.30	2345.92	564.06	27.50	591.56	504.56	27.50	532.06	99.05	5.45	104.50	94.05	5.17	99.22
120	3346.60	184.06	3530.66	2242.03	123.31	2365.34	568.73	27.50	596.23	508.73	27.50	536.23	99.87	5.49	105.36	94.87	5.22	100.09
121	3374.08	185.57	3559.65	2260.44	124.32	2384.76	573.40	27.50	600.90	512.90	27.50	540.40	100.69	5.54	106.23	95.69	5.26	100.95
122	3401.56	187.09	3588.65	2278.85	125.34	2404.19	578.07	27.50	605.57	517.07	27.50	544.57	101.51	5.58	107.09	96.51	5.31	101.82
123	3429.04	188.60	3617.64	2297.26	126.35	2423.61	582.74	27.50	610.24	521.24	27.50	548.74	102.33	5.63	107.96	97.33	5.35	102.68
124	3456.52	190.11	3646.63	2315.67	127.36	2443.03	587.41	27.50	614.91	525.41	27.50	552.91	103.15	5.67	108.82	98.15	5.40	103.55
125	3484.00	191.62	3675.62	2334.08	128.37	2462.45	592.08	27.50	619.58	529.58	27.50	557.08	103.97	5.72	109.69	98.97	5.44	104.41
126	3511.48	193.13	3704.61	2352.49	129.39	2481.88	596.75	27.50	624.25	533.75	27.50	561.25	104.79	5.76	110.55	99.79	5.49	105.28
127	3538.96	194.64	3733.60	2370.90	130.40	2501.30	601.42	27.50	628.92	537.92	27.50	565.42	105.61	5.81	111.42	100.61	5.53	106.14
128	3566.44	196.15	3762.59	2389.31	131.41	2520.72	606.09	27.50	633.59	542.09	27.50	569.59	106.43	5.85	112.28	101.43	5.58	107.01
129	3593.92	197.67	3791.59	2407.72	132.42	2540.14	610.76	27.50	638.26	546.26	27.50	573.76	107.25	5.90	113.15	102.25	5.62	107.87
130	3621.40	199.18	3820.58	2426.13	133.44	2559.57	615.43	27.50	642.93	550.43	27.50	577.93	108.07	5.94	114.01	103.07	5.67	108.74
131	3648.88	200.69	3849.57	2444.54	134.45	2578.99	620.10	27.50	647.60	554.60	27.50	582.10	108.89	5.99	114.88	103.89	5.71	109.60
132	3676.36	202.20	3878.56	2462.95	135.46	2598.41	624.77	27.50	652.27	558.77	27.50	586.27	109.71	6.03	115.74	104.71	5.76	110.47
133	3703.84	203.71	3907.55	2481.36	136.47	2617.83	629.44	27.50	656.94	562.94	27.50	590.44	110.53	6.08	116.61	105.53	5.80	111.33
134	3731.32	205.22	3936.54	2499.77	137.49	2637.26	634.11	27.50	661.61	567.11	27.50	594.61	111.35	6.12	117.47	106.35	5.85	112.20

Commodity Rate	\$27.48		\$18.41	\$4.67	\$0.82		RATES JANUARY 2004											
Administration R	\$49.00		\$32.83	\$8.33	\$1.47													
Sales Tax Rate	5.50%		5.50%	5.50%	5.50%													
				67%			17%						3.00%					
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
135	3758.80	206.73	3965.53	2518.18	138.50	2656.68	638.78	27.50	666.28	571.28	27.50	598.78	112.17	6.17	118.34	107.17	5.89	113.06
136	3786.28	208.25	3994.53	2536.59	139.51	2676.10	643.45	27.50	670.95	575.45	27.50	602.95	112.99	6.21	119.20	107.99	5.94	113.93
137	3813.76	209.76	4023.52	2555.00	140.53	2695.53	648.12	27.50	675.62	579.62	27.50	607.12	113.81	6.26	120.07	108.81	5.98	114.79
138	3841.24	211.27	4052.51	2573.41	141.54	2714.95	652.79	27.50	680.29	583.79	27.50	611.29	114.63	6.30	120.93	109.63	6.03	115.66
139	3868.72	212.78	4081.50	2591.82	142.55	2734.37	657.46	27.50	684.96	587.96	27.50	615.46	115.45	6.35	121.80	110.45	6.07	116.52
140	3896.20	214.29	4110.49	2610.23	143.56	2753.79	662.13	27.50	689.63	592.13	27.50	619.63	116.27	6.39	122.66	111.27	6.12	117.39
141	3923.68	215.80	4139.48	2628.64	144.58	2773.22	666.80	27.50	694.30	596.30	27.50	623.80	117.09	6.44	123.53	112.09	6.16	118.25
142	3951.16	217.31	4168.47	2647.05	145.59	2792.64	671.47	27.50	698.97	600.47	27.50	627.97	117.91	6.49	124.40	112.91	6.21	119.12
143	3978.64	218.83	4197.47	2665.46	146.60	2812.06	676.14	27.50	703.64	604.64	27.50	632.14	118.73	6.53	125.26	113.73	6.26	119.99
144	4006.12	220.34	4226.46	2683.87	147.61	2831.48	680.81	27.50	708.31	608.81	27.50	636.31	119.55	6.58	126.13	114.55	6.30	120.85
145	4033.60	221.85	4255.45	2702.28	148.63	2850.91	685.48	27.50	712.98	612.98	27.50	640.48	120.37	6.62	126.99	115.37	6.35	121.72
146	4061.08	223.36	4284.44	2720.69	149.64	2870.33	690.15	27.50	717.65	617.15	27.50	644.65	121.19	6.67	127.86	116.19	6.39	122.58
147	4088.56	224.87	4313.43	2739.10	150.65	2889.75	694.82	27.50	722.32	621.32	27.50	648.82	122.01	6.71	128.72	117.01	6.44	123.45
148	4116.04	226.38	4342.42	2757.51	151.66	2909.17	699.49	27.50	726.99	625.49	27.50	652.99	122.83	6.76	129.59	117.83	6.48	124.31
149	4143.52	227.89	4371.41	2775.92	152.68	2928.60	704.16	27.50	731.66	629.66	27.50	657.16	123.65	6.80	130.45	118.65	6.53	125.18
150	4171.00	229.41	4400.41	2794.33	153.69	2948.02	708.83	27.50	736.33	633.83	27.50	661.33	124.47	6.85	131.32	119.47	6.57	126.04
151	4198.48	230.92	4429.40	2812.74	154.70	2967.44	713.50	27.50	741.00	638.00	27.50	665.50	125.29	6.89	132.18	120.29	6.62	126.91
152	4225.96	232.43	4458.39	2831.15	155.71	2986.86	718.17	27.50	745.67	642.17	27.50	669.67	126.11	6.94	133.05	121.11	6.66	127.77
153	4253.44	233.94	4487.38	2849.56	156.73	3006.29	722.84	27.50	750.34	646.34	27.50	673.84	126.93	6.98	133.91	121.93	6.71	128.64
154	4280.92	235.45	4516.37	2867.97	157.74	3025.71	727.51	27.50	755.01	650.51	27.50	678.01	127.75	7.03	134.78	122.75	6.75	129.50
155	4308.40	236.96	4545.36	2886.38	158.75	3045.13	732.18	27.50	759.68	654.68	27.50	682.18	128.57	7.07	135.64	123.57	6.80	130.37
156	4335.88	238.47	4574.35	2904.79	159.76	3064.55	736.85	27.50	764.35	658.85	27.50	686.35	129.39	7.12	136.51	124.39	6.84	131.23
157	4363.36	239.98	4603.34	2923.20	160.78	3083.98	741.52	27.50	769.02	663.02	27.50	690.52	130.21	7.16	137.37	125.21	6.89	132.10
158	4390.84	241.50	4632.34	2941.61	161.79	3103.40	746.19	27.50	773.69	667.19	27.50	694.69	131.03	7.21	138.24	126.03	6.93	132.96
159	4418.32	243.01	4661.33	2960.02	162.80	3122.82	750.86	27.50	778.36	671.36	27.50	698.86	131.85	7.25	139.10	126.85	6.98	133.83
160	4445.80	244.52	4690.32	2978.43	163.81	3142.24	755.53	27.50	783.03	675.53	27.50	703.03	132.67	7.30	139.97	127.67	7.02	134.69
161	4473.28	246.03	4719.31	2996.84	164.83	3161.67	760.20	27.50	787.70	679.70	27.50	707.20	133.49	7.34	140.83	128.49	7.07	135.56
162	4500.76	247.54	4748.30	3015.25	165.84	3181.09	764.87	27.50	792.37	683.87	27.50	711.37	134.31	7.39	141.70	129.31	7.11	136.42
163	4528.24	249.05	4777.29	3033.66	166.85	3200.51	769.54	27.50	797.04	688.04	27.50	715.54	135.13	7.43	142.56	130.13	7.16	137.29
164	4555.72	250.56	4806.28	3052.07	167.86	3219.93	774.21	27.50	801.71	692.21	27.50	719.71	135.95	7.48	143.43	130.95	7.20	138.15
165	4583.20	252.08	4835.28	3070.48	168.88	3239.36	778.88	27.50	806.38	696.38	27.50	723.88	136.77	7.52	144.29	131.77	7.25	139.02
166	4610.68	253.59	4864.27	3088.89	169.89	3258.78	783.55	27.50	811.05	700.55	27.50	728.05	137.59	7.57	145.16	132.59	7.29	139.88

Commodity Rate	\$27.48	\$18.41	\$4.67	\$0.82		RATES JANUARY 2004												
Administration R	\$49.00	\$32.83	\$8.33	\$1.47														
Sales Tax Rate	5.50%	5.50%	5.50%	5.50%														
				67%			17%						3.00%					
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annal	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
167	4638.16	255.10	4893.26	3107.30	170.90	3278.20	788.22	27.50	815.72	704.72	27.50	732.22	138.41	7.61	146.02	133.41	7.34	140.75
168	4665.64	256.61	4922.25	3125.71	171.91	3297.62	792.89	27.50	820.39	708.89	27.50	736.39	139.23	7.66	146.89	134.23	7.38	141.61
169	4693.12	258.12	4951.24	3144.12	172.93	3317.05	797.56	27.50	825.06	713.06	27.50	740.56	140.05	7.70	147.75	135.05	7.43	142.48
170	4720.60	259.63	4980.23	3162.53	173.94	3336.47	802.23	27.50	829.73	717.23	27.50	744.73	140.87	7.75	148.62	135.87	7.47	143.34
171	4748.08	261.14	5009.22	3180.94	174.95	3355.89	806.90	27.50	834.40	721.40	27.50	748.90	141.69	7.79	149.48	136.69	7.52	144.21
172	4775.56	262.66	5038.22	3199.35	175.96	3375.31	811.57	27.50	839.07	725.57	27.50	753.07	142.51	7.84	150.35	137.51	7.56	145.07
173	4803.04	264.17	5067.21	3217.76	176.98	3394.74	816.24	27.50	843.74	729.74	27.50	757.24	143.33	7.88	151.21	138.33	7.61	145.94
174	4830.52	265.68	5096.20	3236.17	177.99	3414.16	820.91	27.50	848.41	733.91	27.50	761.41	144.15	7.93	152.08	139.15	7.65	146.80
175	4858.00	267.19	5125.19	3254.58	179.00	3433.58	825.58	27.50	853.08	738.08	27.50	765.58	144.97	7.97	152.94	139.97	7.70	147.67

		Annual	Semi-Ann	Monthly	Daily													
Commodity Rate		\$40.50	\$27.14	\$6.89	\$1.22			Effective 1/1/2013										
Admin. Rate		\$50.00	\$33.50	\$8.50	\$1.50													
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%													
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
6	293.00	21.98	314.98	196.34	14.73	211.07	49.84	3.74	53.58	46.84	3.51	50.35	8.82	0.66	9.48	3.82	0.29	4.11
7	333.50	25.01	358.51	223.48	16.76	240.24	56.73	4.25	60.98	53.23	3.99	57.22	10.04	0.75	10.79	5.04	0.38	5.42
8	374.00	28.05	402.05	250.62	18.80	269.42	63.62	4.77	68.39	59.62	4.47	64.09	11.26	0.84	12.10	6.26	0.47	6.73
9	414.50	31.09	445.59	277.76	20.83	298.59	70.51	5.29	75.80	66.01	4.95	70.96	12.48	0.94	13.42	7.48	0.56	8.04
10	455.00	34.13	489.13	304.90	22.87	327.77	77.40	5.81	83.21	72.40	5.43	77.83	13.70	1.03	14.73	8.70	0.65	9.35
11	495.50	37.16	532.66	332.04	24.90	356.94	84.29	6.32	90.61	78.79	5.91	84.70	14.92	1.12	16.04	9.92	0.74	10.66
12	536.00	40.20	576.20	359.18	26.94	386.12	91.18	6.84	98.02	85.18	6.39	91.57	16.14	1.21	17.35	11.14	0.84	11.98
13	576.50	43.24	619.74	386.32	28.97	415.29	98.07	7.36	105.43	91.57	6.87	98.44	17.36	1.30	18.66	12.36	0.93	13.29
14	617.00	46.28	663.28	413.46	31.01	444.47	104.96	7.87	112.83	97.96	7.35	105.31	18.58	1.39	19.97	13.58	1.02	14.60
15	657.50	49.31	706.81	440.60	33.05	473.65	111.85	8.39	120.24	104.35	7.83	112.18	19.80	1.49	21.29	14.80	1.11	15.91
16	698.00	52.35	750.35	467.74	35.08	502.82	118.74	8.91	127.65	110.74	8.31	119.05	21.02	1.58	22.60	16.02	1.20	17.22
17	738.50	55.39	793.89	494.88	37.12	532.00	125.63	9.42	135.05	117.13	8.78	125.91	22.24	1.67	23.91	17.24	1.29	18.53
18	779.00	58.43	837.43	522.02	39.15	561.17	132.52	9.94	142.46	123.52	9.26	132.78	23.46	1.76	25.22	18.46	1.38	19.84
19	819.50	61.46	880.96	549.16	41.19	590.35	139.41	10.46	149.87	129.91	9.74	139.65	24.68	1.85	26.53	19.68	1.48	21.16
20	860.00	64.50	924.50	576.30	43.22	619.52	146.30	10.97	157.27	136.30	10.22	146.52	25.90	1.94	27.84	20.90	1.57	22.47
21	900.50	67.54	968.04	603.44	45.26	648.70	153.19	11.49	164.68	142.69	10.70	153.39	27.12	2.03	29.15	22.12	1.66	23.78
22	941.00	70.58	1011.58	630.58	47.29	677.87	160.08	12.01	172.09	149.08	11.18	160.26	28.34	2.13	30.47	23.34	1.75	25.09
23	981.50	73.61	1055.11	657.72	49.33	707.05	166.97	12.52	179.49	155.47	11.66	167.13	29.56	2.22	31.78	24.56	1.84	26.40
24	1022.00	76.65	1098.65	684.86	51.36	736.22	173.86	13.04	186.90	161.86	12.14	174.00	30.78	2.31	33.09	25.78	1.93	27.71
25	1062.50	79.69	1142.19	712.00	53.40	765.40	180.75	13.56	194.31	168.25	12.62	180.87	32.00	2.40	34.40	27.00	2.03	29.03
26	1103.00	82.73	1185.73	739.14	55.44	794.58	187.64	14.07	201.71	174.64	13.10	187.74	33.22	2.49	35.71	28.22	2.12	30.34
27	1143.50	85.76	1229.26	766.28	57.47	823.75	194.53	14.59	209.12	181.03	13.58	194.61	34.44	2.58	37.02	29.44	2.21	31.65
28	1184.00	88.80	1272.80	793.42	59.51	852.93	201.42	15.11	216.53	187.42	14.06	201.48	35.66	2.67	38.33	30.66	2.30	32.96
29	1224.50	91.84	1316.34	820.56	61.54	882.10	208.31	15.62	223.93	193.81	14.54	208.35	36.88	2.77	39.65	31.88	2.39	34.27
30	1265.00	94.88	1359.88	847.70	63.58	911.28	215.20	16.14	231.34	200.20	15.02	215.22	38.10	2.86	40.96	33.10	2.48	35.58
31	1305.50	97.91	1403.41	874.84	65.61	940.45	222.09	16.66	238.75	206.59	15.49	222.08	39.32	2.95	42.27	34.32	2.57	36.89
32	1346.00	100.95	1446.95	901.98	67.65	969.63	228.98	17.17	246.15	212.98	15.97	228.95	40.54	3.04	43.58	35.54	2.67	38.21
33	1386.50	103.99	1490.49	929.12	69.68	998.80	235.87	17.69	253.56	219.37	16.45	235.82	41.76	3.13	44.89	36.76	2.76	39.52
34	1427.00	107.03	1534.03	956.26	71.72	1027.98	242.76	18.21	260.97	225.76	16.93	242.69	42.98	3.22	46.20	37.98	2.85	40.83
35	1467.50	110.06	1577.56	983.40	73.76	1057.16	249.65	18.72	268.37	232.15	17.41	249.56	44.20	3.32	47.52	39.20	2.94	42.14
36	1508.00	113.10	1621.10	1010.54	75.79	1086.33	256.54	19.24	275.78	238.54	17.89	256.43	45.42	3.41	48.83	40.42	3.03	43.45
37	1548.50	116.14	1664.64	1037.68	77.83	1115.51	263.43	19.76	283.19	244.93	18.37	263.30	46.64	3.50	50.14	41.64	3.12	44.76

Commodity Rate	\$40.50	\$27.14	\$6.89	\$1.22			Effective 1/1/2013											
Admin. Rate	\$50.00	\$33.50	\$8.50	\$1.50														
Sales Tax Rate	7.50%	7.50%	7.50%	7.50%														
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
38	1589.00	119.18	1708.18	1064.82	79.86	1144.68	270.32	20.27	290.59	251.32	18.85	270.17	47.86	3.59	51.45	42.86	3.21	46.07
39	1629.50	122.21	1751.71	1091.96	81.90	1173.86	277.21	20.79	298.00	257.71	19.33	277.04	49.08	3.68	52.76	44.08	3.31	47.39
40	1670.00	125.25	1795.25	1119.10	83.93	1203.03	284.10	21.31	305.41	264.10	19.81	283.91	50.30	3.77	54.07	45.30	3.40	48.70
41	1710.50	128.29	1838.79	1146.24	85.97	1232.21	290.99	21.82	312.81	270.49	20.29	290.78	51.52	3.86	55.38	46.52	3.49	50.01
42	1751.00	131.33	1882.33	1173.38	88.00	1261.38	297.88	22.34	320.22	276.88	20.77	297.65	52.74	3.96	56.70	47.74	3.58	51.32
43	1791.50	134.36	1925.86	1200.52	90.04	1290.56	304.77	22.86	327.63	283.27	21.25	304.52	53.96	4.05	58.01	48.96	3.67	52.63
44	1832.00	137.40	1969.40	1227.66	92.07	1319.73	311.66	23.37	335.03	289.66	21.72	311.38	55.18	4.14	59.32	50.18	3.76	53.94
45	1872.50	140.44	2012.94	1254.80	94.11	1348.91	318.55	23.89	342.44	296.05	22.20	318.25	56.40	4.23	60.63	51.40	3.86	55.26
46	1913.00	143.48	2056.48	1281.94	96.15	1378.09	325.44	24.41	349.85	302.44	22.68	325.12	57.62	4.32	61.94	52.62	3.95	56.57
47	1953.50	146.51	2100.01	1309.08	98.18	1407.26	332.33	24.92	357.25	308.83	23.16	331.99	58.84	4.41	63.25	53.84	4.04	57.88
48	1994.00	149.55	2143.55	1336.22	100.22	1436.44	339.22	25.44	364.66	315.22	23.64	338.86	60.06	4.50	64.56	55.06	4.13	59.19
49	2034.50	152.59	2187.09	1363.36	102.25	1465.61	346.11	25.96	372.07	321.61	24.12	345.73	61.28	4.60	65.88	56.28	4.22	60.50
50	2075.00	155.63	2230.63	1390.50	104.29	1494.79	353.00	26.48	379.48	328.00	24.60	352.60	62.50	4.69	67.19	57.50	4.31	61.81
51	2115.50	158.66	2274.16	1417.64	106.32	1523.96	359.89	26.99	386.88	334.39	25.08	359.47	63.72	4.78	68.50	58.72	4.40	63.12
52	2156.00	161.70	2317.70	1444.78	108.36	1553.14	366.78	27.51	394.29	340.78	25.56	366.34	64.94	4.87	69.81	59.94	4.50	64.44
53	2196.50	164.74	2361.24	1471.92	110.39	1582.31	373.67	28.03	401.70	347.17	26.04	373.21	66.16	4.96	71.12	61.16	4.59	65.75
54	2237.00	167.78	2404.78	1499.06	112.43	1611.49	380.56	28.54	409.10	353.56	26.52	380.08	67.38	5.05	72.43	62.38	4.68	67.06
55	2277.50	170.81	2448.31	1526.20	114.47	1640.67	387.45	29.06	416.51	359.95	27.00	386.95	68.60	5.15	73.75	63.60	4.77	68.37
56	2318.00	173.85	2491.85	1553.34	116.50	1669.84	394.34	29.58	423.92	366.34	27.48	393.82	69.82	5.24	75.06	64.82	4.86	69.68
57	2358.50	176.89	2535.39	1580.48	118.54	1699.02	401.23	30.09	431.32	372.73	27.95	400.68	71.04	5.33	76.37	66.04	4.95	70.99
58	2399.00	179.93	2578.93	1607.62	120.57	1728.19	408.12	30.61	438.73	379.12	28.43	407.55	72.26	5.42	77.68	67.26	5.04	72.30
59	2439.50	182.96	2622.46	1634.76	122.61	1757.37	415.01	31.13	446.14	385.51	28.91	414.42	73.48	5.51	78.99	68.48	5.14	73.62
60	2480.00	186.00	2666.00	1661.90	124.64	1786.54	421.90	31.64	453.54	391.90	29.39	421.29	74.70	5.60	80.30	69.70	5.23	74.93
61	2520.50	189.04	2709.54	1689.04	126.68	1815.72	428.79	32.16	460.95	398.29	29.87	428.16	75.92	5.69	81.61	70.92	5.32	76.24
62	2561.00	192.08	2753.08	1716.18	128.71	1844.89	435.68	32.68	468.36	404.68	30.35	435.03	77.14	5.79	82.93	72.14	5.41	77.55
63	2601.50	195.11	2796.61	1743.32	130.75	1874.07	442.57	33.19	475.76	411.07	30.83	441.90	78.36	5.88	84.24	73.36	5.50	78.86
64	2642.00	198.15	2840.15	1770.46	132.78	1903.24	449.46	33.71	483.17	417.46	31.31	448.77	79.58	5.97	85.55	74.58	5.59	80.17
65	2682.50	201.19	2883.69	1797.60	134.82	1932.42	456.35	34.23	490.58	423.85	31.79	455.64	80.80	6.06	86.86	75.80	5.69	81.49
66	2723.00	204.23	2927.23	1824.74	136.86	1961.60	463.24	34.74	497.98	430.24	32.27	462.51	82.02	6.15	88.17	77.02	5.78	82.80
67	2763.50	207.26	2970.76	1851.88	138.89	1990.77	470.13	35.26	505.39	436.63	32.75	469.38	83.24	6.24	89.48	78.24	5.87	84.11
68	2804.00	210.30	3014.30	1879.02	140.93	2019.95	477.02	35.78	512.80	443.02	33.23	476.25	84.46	6.33	90.79	79.46	5.96	85.42
69	2844.50	213.34	3057.84	1906.16	142.96	2049.12	483.91	36.29	520.20	449.41	33.71	483.12	85.68	6.43	92.11	80.68	6.05	86.73
70	2885.00	216.38	3101.38	1933.30	145.00	2078.30	490.80	36.81	527.61	455.80	34.19	489.99	86.90	6.52	93.42	81.90	6.14	88.04

Commodity Rate	\$40.50	\$27.14	\$6.89	\$1.22			Effective 1/1/2013											
Admin. Rate	\$50.00	\$33.50	\$8.50	\$1.50														
Sales Tax Rate	7.50%	7.50%	7.50%	7.50%														
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
71	2925.50	219.41	3144.91	1960.44	147.03	2107.47	497.69	37.33	535.02	462.19	34.66	496.85	88.12	6.61	94.73	83.12	6.23	89.35
72	2966.00	222.45	3188.45	1987.58	149.07	2136.65	504.58	37.50	542.08	468.58	35.14	503.72	89.34	6.70	96.04	84.34	6.33	90.67
73	3006.50	225.49	3231.99	2014.72	151.10	2165.82	511.47	37.50	548.97	474.97	35.62	510.59	90.56	6.79	97.35	85.56	6.42	91.98
74	3047.00	228.53	3275.53	2041.86	153.14	2195.00	518.36	37.50	555.86	481.36	36.10	517.46	91.78	6.88	98.66	86.78	6.51	93.29
75	3087.50	231.56	3319.06	2069.00	155.18	2224.18	525.25	37.50	562.75	487.75	36.58	524.33	93.00	6.98	99.98	88.00	6.60	94.60
76	3128.00	234.60	3362.60	2096.14	157.21	2253.35	532.14	37.50	569.64	494.14	37.06	531.20	94.22	7.07	101.29	89.22	6.69	95.91
77	3168.50	237.64	3406.14	2123.28	159.25	2282.53	539.03	37.50	576.53	500.53	37.50	538.03	95.44	7.16	102.60	90.44	6.78	97.22
78	3209.00	240.68	3449.68	2150.42	161.28	2311.70	545.92	37.50	583.42	506.92	37.50	544.42	96.66	7.25	103.91	91.66	6.87	98.53
79	3249.50	243.71	3493.21	2177.56	163.32	2340.88	552.81	37.50	590.31	513.31	37.50	550.81	97.88	7.34	105.22	92.88	6.97	99.85
80	3290.00	246.75	3536.75	2204.70	165.35	2370.05	559.70	37.50	597.20	519.70	37.50	557.20	99.10	7.43	106.53	94.10	7.06	101.16
81	3330.50	249.79	3580.29	2231.84	167.39	2399.23	566.59	37.50	604.09	526.09	37.50	563.59	100.32	7.52	107.84	95.32	7.15	102.47
82	3371.00	252.83	3623.83	2258.98	169.42	2428.40	573.48	37.50	610.98	532.48	37.50	569.98	101.54	7.62	109.16	96.54	7.24	103.78
83	3411.50	255.86	3667.36	2286.12	171.46	2457.58	580.37	37.50	617.87	538.87	37.50	576.37	102.76	7.71	110.47	97.76	7.33	105.09
84	3452.00	258.90	3710.90	2313.26	173.49	2486.75	587.26	37.50	624.76	545.26	37.50	582.76	103.98	7.80	111.78	98.98	7.42	106.40
85	3492.50	261.94	3754.44	2340.40	175.53	2515.93	594.15	37.50	631.65	551.65	37.50	589.15	105.20	7.89	113.09	100.20	7.52	107.72
86	3533.00	264.98	3797.98	2367.54	177.57	2545.11	601.04	37.50	638.54	558.04	37.50	595.54	106.42	7.98	114.40	101.42	7.61	109.03
87	3573.50	268.01	3841.51	2394.68	179.60	2574.28	607.93	37.50	645.43	564.43	37.50	601.93	107.64	8.07	115.71	102.64	7.70	110.34
88	3614.00	271.05	3885.05	2421.82	181.64	2603.46	614.82	37.50	652.32	570.82	37.50	608.32	108.86	8.16	117.02	103.86	7.79	111.65
89	3654.50	274.09	3928.59	2448.96	183.67	2632.63	621.71	37.50	659.21	577.21	37.50	614.71	110.08	8.26	118.34	105.08	7.88	112.96
90	3695.00	277.13	3972.13	2476.10	185.71	2661.81	628.60	37.50	666.10	583.60	37.50	621.10	111.30	8.35	119.65	106.30	7.97	114.27
91	3735.50	280.16	4015.66	2503.24	187.74	2690.98	635.49	37.50	672.99	589.99	37.50	627.49	112.52	8.44	120.96	107.52	8.06	115.58
92	3776.00	283.20	4059.20	2530.38	189.78	2720.16	642.38	37.50	679.88	596.38	37.50	633.88	113.74	8.53	122.27	108.74	8.16	116.90
93	3816.50	286.24	4102.74	2557.52	191.81	2749.33	649.27	37.50	686.77	602.77	37.50	640.27	114.96	8.62	123.58	109.96	8.25	118.21
94	3857.00	289.28	4146.28	2584.66	193.85	2778.51	656.16	37.50	693.66	609.16	37.50	646.66	116.18	8.71	124.89	111.18	8.34	119.52
95	3897.50	292.31	4189.81	2611.80	195.89	2807.69	663.05	37.50	700.55	615.55	37.50	653.05	117.40	8.81	126.21	112.40	8.43	120.83
96	3938.00	295.35	4233.35	2638.94	197.92	2836.86	669.94	37.50	707.44	621.94	37.50	659.44	118.62	8.90	127.52	113.62	8.52	122.14
97	3978.50	298.39	4276.89	2666.08	199.96	2866.04	676.83	37.50	714.33	628.33	37.50	665.83	119.84	8.99	128.83	114.84	8.61	123.45
98	4019.00	301.43	4320.43	2693.22	201.99	2895.21	683.72	37.50	721.22	634.72	37.50	672.22	121.06	9.08	130.14	116.06	8.70	124.76
99	4059.50	304.46	4363.96	2720.36	204.03	2924.39	690.61	37.50	728.11	641.11	37.50	678.61	122.28	9.17	131.45	117.28	8.80	126.08
100	4100.00	307.50	4407.50	2747.50	206.06	2953.56	697.50	37.50	735.00	647.50	37.50	685.00	123.50	9.26	132.76	118.50	8.89	127.39
101	4140.50	310.54	4451.04	2774.64	208.10	2982.74	704.39	37.50	741.89	653.89	37.50	691.39	124.72	9.35	134.07	119.72	8.98	128.70
102	4181.00	313.58	4494.58	2801.78	210.13	3011.91	711.28	37.50	748.78	660.28	37.50	697.78	125.94	9.45	135.39	120.94	9.07	130.01
103	4221.50	316.61	4538.11	2828.92	212.17	3041.09	718.17	37.50	755.67	666.67	37.50	704.17	127.16	9.54	136.70	122.16	9.16	131.33

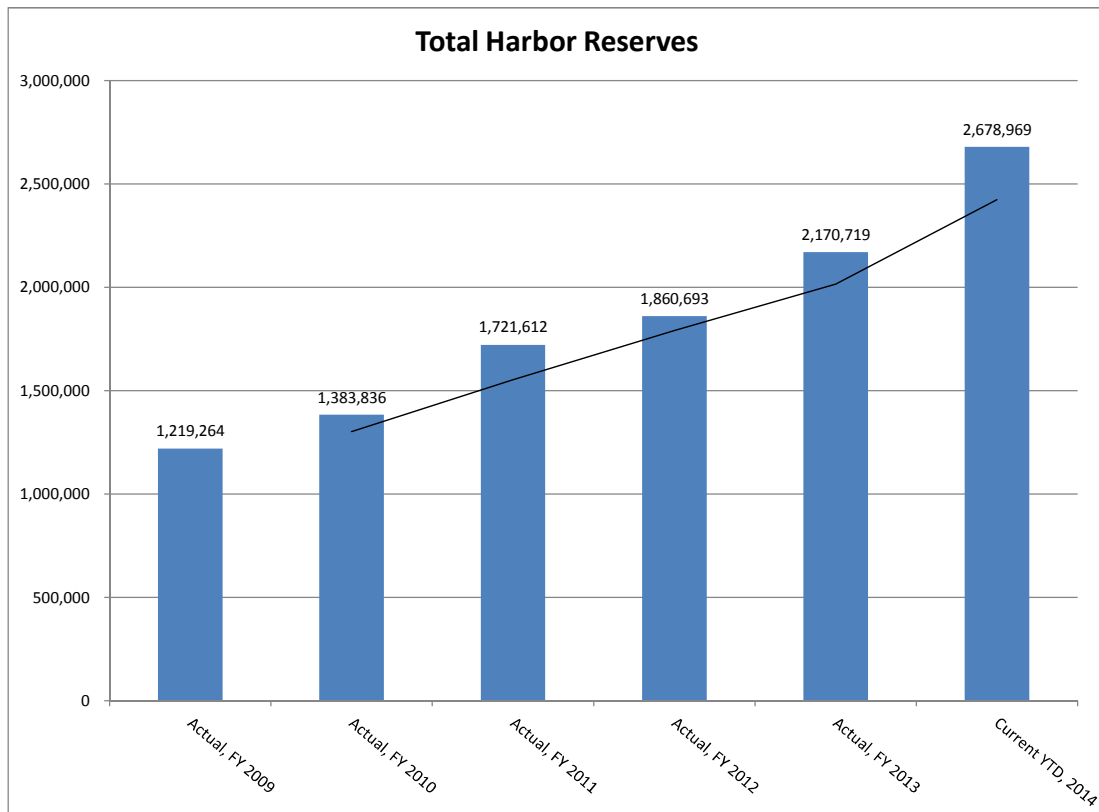
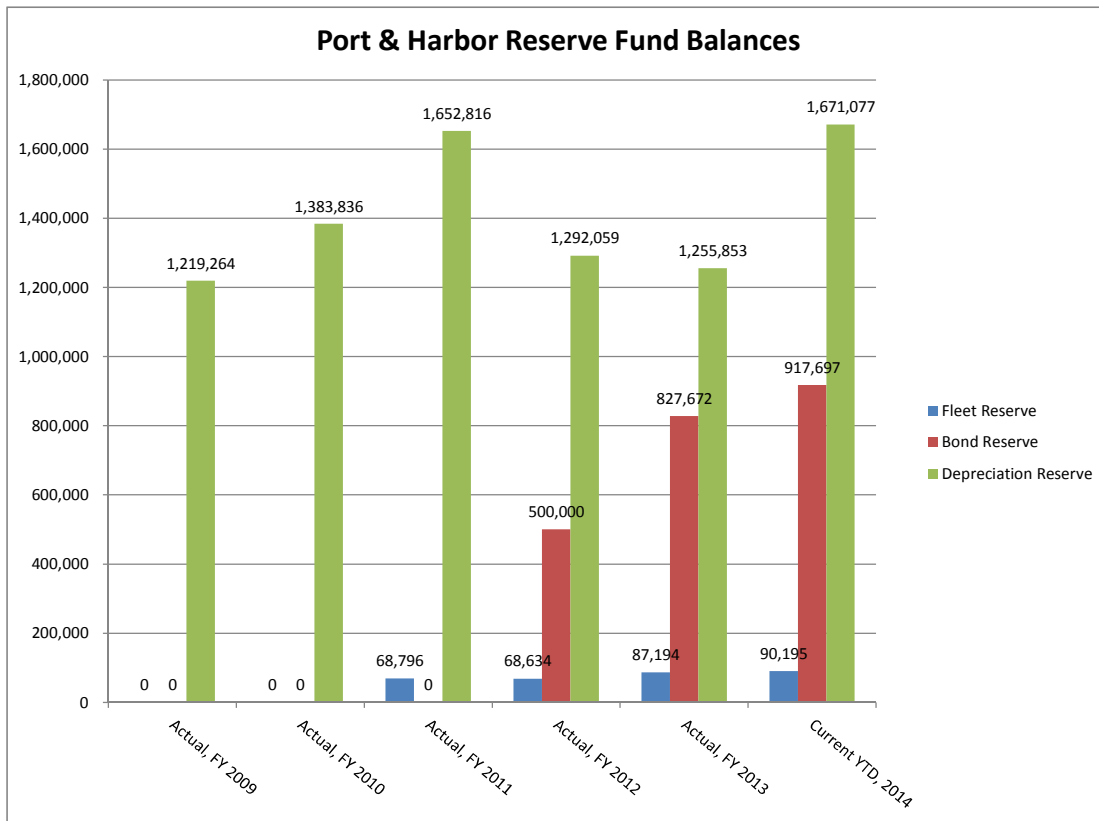
Commodity Rate		\$40.50	\$27.14	\$6.89	\$1.22		Effective 1/1/2013											
Admin. Rate		\$50.00	\$33.50	\$8.50	\$1.50													
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%													
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
104	4262.00	319.65	4581.65	2856.06	214.20	3070.26	725.06	37.50	762.56	673.06	37.50	710.56	128.38	9.63	138.01	123.38	9.25	132.63
105	4302.50	322.69	4625.19	2883.20	216.24	3099.44	731.95	37.50	769.45	679.45	37.50	716.95	129.60	9.72	139.32	124.60	9.35	133.95
106	4343.00	325.73	4668.73	2910.34	218.28	3128.62	738.84	37.50	776.34	685.84	37.50	723.34	130.82	9.81	140.63	125.82	9.44	135.26
107	4383.50	328.76	4712.26	2937.48	220.31	3157.79	745.73	37.50	783.23	692.23	37.50	729.73	132.04	9.90	141.94	127.04	9.53	136.57
108	4424.00	331.80	4755.80	2964.62	222.35	3186.97	752.62	37.50	790.12	698.62	37.50	736.12	133.26	9.99	143.25	128.26	9.62	137.88
109	4464.50	334.84	4799.34	2991.76	224.38	3216.14	759.51	37.50	797.01	705.01	37.50	742.51	134.48	10.09	144.57	129.48	9.71	139.19
110	4505.00	337.88	4842.88	3018.90	226.42	3245.32	766.40	37.50	803.90	711.40	37.50	748.90	135.70	10.18	145.88	130.70	9.80	140.50
111	4545.50	340.91	4886.41	3046.04	228.45	3274.49	773.29	37.50	810.79	717.79	37.50	755.29	136.92	10.27	147.19	131.92	9.89	141.81
112	4586.00	343.95	4929.95	3073.18	230.49	3303.67	780.18	37.50	817.68	724.18	37.50	761.68	138.14	10.36	148.50	133.14	9.99	143.13
113	4626.50	346.99	4973.49	3100.32	232.52	3332.84	787.07	37.50	824.57	730.57	37.50	768.07	139.36	10.45	149.81	134.36	10.08	144.44
114	4667.00	350.03	5017.03	3127.46	234.56	3362.02	793.96	37.50	831.46	736.96	37.50	774.46	140.58	10.54	151.12	135.58	10.17	145.75
115	4707.50	353.06	5060.56	3154.60	236.60	3391.20	800.85	37.50	838.35	743.35	37.50	780.85	141.80	10.64	152.44	136.80	10.26	147.06
116	4748.00	356.10	5104.10	3181.74	238.63	3420.37	807.74	37.50	845.24	749.74	37.50	787.24	143.02	10.73	153.75	138.02	10.35	148.37
117	4788.50	359.14	5147.64	3208.88	240.67	3449.55	814.63	37.50	852.13	756.13	37.50	793.63	144.24	10.82	155.06	139.24	10.44	149.68
118	4829.00	362.18	5191.18	3236.02	242.70	3478.72	821.52	37.50	859.02	762.52	37.50	800.02	145.46	10.91	156.37	140.46	10.53	150.99
119	4869.50	365.21	5234.71	3263.16	244.74	3507.90	828.41	37.50	865.91	768.91	37.50	806.41	146.68	11.00	157.68	141.68	10.63	152.31
120	4910.00	368.25	5278.25	3290.30	246.77	3537.07	835.30	37.50	872.80	775.30	37.50	812.80	147.90	11.09	158.99	142.90	10.72	153.62
121	4950.50	371.29	5321.79	3317.44	248.81	3566.25	842.19	37.50	879.69	781.69	37.50	819.19	149.12	11.18	160.30	144.12	10.81	154.93
122	4991.00	374.33	5365.33	3344.58	250.84	3595.42	849.08	37.50	886.58	788.08	37.50	825.58	150.34	11.28	161.62	145.34	10.90	156.24
123	5031.50	377.36	5408.86	3371.72	252.88	3624.60	855.97	37.50	893.47	794.47	37.50	831.97	151.56	11.37	162.93	146.56	10.99	157.55
124	5072.00	380.40	5452.40	3398.86	254.91	3653.77	862.86	37.50	900.36	800.86	37.50	838.36	152.78	11.46	164.24	147.78	11.08	158.86
125	5112.50	383.44	5495.94	3426.00	256.95	3682.95	869.75	37.50	907.25	807.25	37.50	844.75	154.00	11.55	165.55	149.00	11.18	160.18
126	5153.00	386.48	5539.48	3453.14	258.99	3712.13	876.64	37.50	914.14	813.64	37.50	851.14	155.22	11.64	166.86	150.22	11.27	161.49
127	5193.50	389.51	5583.01	3480.28	261.02	3741.30	883.53	37.50	921.03	820.03	37.50	857.53	156.44	11.73	168.17	151.44	11.36	162.80
128	5234.00	392.55	5626.55	3507.42	263.06	3770.48	890.42	37.50	927.92	826.42	37.50	863.92	157.66	11.82	169.48	152.66	11.45	164.11
129	5274.50	395.59	5670.09	3534.56	265.09	3799.65	897.31	37.50	934.81	832.81	37.50	870.31	158.88	11.92	170.80	153.88	11.54	165.42
130	5315.00	398.63	5713.63	3561.70	267.13	3828.83	904.20	37.50	941.70	839.20	37.50	876.70	160.10	12.01	172.11	155.10	11.63	166.73
131	5355.50	401.66	5757.16	3588.84	269.16	3858.00	911.09	37.50	948.59	845.59	37.50	883.09	161.32	12.10	173.42	156.32	11.72	168.04
132	5396.00	404.70	5800.70	3615.98	271.20	3887.18	917.98	37.50	955.48	851.98	37.50	889.48	162.54	12.19	174.73	157.54	11.82	169.36
133	5436.50	407.74	5844.24	3643.12	273.23	3916.35	924.87	37.50	962.37	858.37	37.50	895.87	163.76	12.28	176.04	158.76	11.91	170.67
134	5477.00	410.78	5887.78	3670.26	275.27	3945.53	931.76	37.50	969.26	864.76	37.50	902.26	164.98	12.37	177.35	159.98	12.00	171.98
135	5517.50	413.81	5931.31	3697.40	277.31	3974.71	938.65	37.50	976.15	871.15	37.50	908.65	166.20	12.47	178.67	161.20	12.09	173.29
136	5558.00	416.85	5974.85	3724.54	279.34	4003.88	945.54	37.50	983.04	877.54	37.50	915.04	167.42	12.56	179.98	162.42	12.18	174.60

Commodity Rate		\$40.50	\$27.14	\$6.89	\$1.22			Effective 1/1/2013										
Admin. Rate		\$50.00	\$33.50	\$8.50	\$1.50													
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%													
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi- annual	Sales Tax	Total Semi- Annual	Billed MNTN	Sales Tax	Total Billed MN	Prepay MNTN	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
137	5598.50	419.89	6018.39	3751.68	281.38	4033.06	952.43	37.50	989.93	883.93	37.50	921.43	168.64	12.65	181.29	163.64	12.27	175.91
138	5639.00	422.93	6061.93	3778.82	283.41	4062.23	959.32	37.50	996.82	890.32	37.50	927.82	169.86	12.74	182.60	164.86	12.36	177.22
139	5679.50	425.96	6105.46	3805.96	285.45	4091.41	966.21	37.50	1003.71	896.71	37.50	934.21	171.08	12.83	183.91	166.08	12.46	178.54
140	5720.00	429.00	6149.00	3833.10	287.48	4120.58	973.10	37.50	1010.60	903.10	37.50	940.60	172.30	12.92	185.22	167.30	12.55	179.85
141	5760.50	432.04	6192.54	3860.24	289.52	4149.76	979.99	37.50	1017.49	909.49	37.50	946.99	173.52	13.01	186.53	168.52	12.64	181.16
142	5801.00	435.08	6236.08	3887.38	291.55	4178.93	986.88	37.50	1024.38	915.88	37.50	953.38	174.74	13.11	187.85	169.74	12.73	182.47
143	5841.50	438.11	6279.61	3914.52	293.59	4208.11	993.77	37.50	1031.27	922.27	37.50	959.77	175.96	13.20	189.16	170.96	12.82	183.78
144	5882.00	441.15	6323.15	3941.66	295.62	4237.28	1000.66	37.50	1038.16	928.66	37.50	966.16	177.18	13.29	190.47	172.18	12.91	185.09
145	5922.50	444.19	6366.69	3968.80	297.66	4266.46	1007.55	37.50	1045.05	935.05	37.50	972.55	178.40	13.38	191.78	173.40	13.01	186.41
146	5963.00	447.23	6410.23	3995.94	299.70	4295.64	1014.44	37.50	1051.94	941.44	37.50	978.94	179.62	13.47	193.09	174.62	13.10	187.72
147	6003.50	450.26	6453.76	4023.08	301.73	4324.81	1021.33	37.50	1058.83	947.83	37.50	985.33	180.84	13.56	194.40	175.84	13.19	189.03
148	6044.00	453.30	6497.30	4050.22	303.77	4353.99	1028.22	37.50	1065.72	954.22	37.50	991.72	182.06	13.65	195.71	177.06	13.28	190.34
149	6084.50	456.34	6540.84	4077.36	305.80	4383.16	1035.11	37.50	1072.61	960.61	37.50	998.11	183.28	13.75	197.03	178.28	13.37	191.65
150	6125.00	459.38	6584.38	4104.50	307.84	4412.34	1042.00	37.50	1079.50	967.00	37.50	1004.50	184.50	13.84	198.34	179.50	13.46	192.96
151	6165.50	462.41	6627.91	4131.64	309.87	4441.51	1048.89	37.50	1086.39	973.39	37.50	1010.89	185.72	13.93	199.65	180.72	13.55	194.27
152	6206.00	465.45	6671.45	4158.78	311.91	4470.69	1055.78	37.50	1093.28	979.78	37.50	1017.28	186.94	14.02	200.96	181.94	13.65	195.59
153	6246.50	468.49	6714.99	4185.92	313.94	4499.86	1062.67	37.50	1100.17	986.17	37.50	1023.67	188.16	14.11	202.27	183.16	13.74	196.90
154	6287.00	471.53	6758.53	4213.06	315.98	4529.04	1069.56	37.50	1107.06	992.56	37.50	1030.06	189.38	14.20	203.58	184.38	13.83	198.21
155	6327.50	474.56	6802.06	4240.20	318.02	4558.22	1076.45	37.50	1113.95	998.95	37.50	1036.45	190.60	14.30	204.90	185.60	13.92	199.52
156	6368.00	477.60	6845.60	4267.34	320.05	4587.39	1083.34	37.50	1120.84	1005.34	37.50	1042.84	191.82	14.39	206.21	186.82	14.01	200.83
157	6408.50	480.64	6889.14	4294.48	322.09	4616.57	1090.23	37.50	1127.73	1011.73	37.50	1049.23	193.04	14.48	207.52	188.04	14.10	202.14
158	6449.00	483.68	6932.68	4321.62	324.12	4645.74	1097.12	37.50	1134.62	1018.12	37.50	1055.62	194.26	14.57	208.83	189.26	14.19	203.45
159	6489.50	486.71	6976.21	4348.76	326.16	4674.92	1104.01	37.50	1141.51	1024.51	37.50	1062.01	195.48	14.66	210.14	190.48	14.29	204.77
160	6530.00	489.75	7019.75	4375.90	328.19	4704.09	1110.90	37.50	1148.40	1030.90	37.50	1068.40	196.70	14.75	211.45	191.70	14.38	206.08
161	6570.50	492.79	7063.29	4403.04	330.23	4733.27	1117.79	37.50	1155.29	1037.29	37.50	1074.79	197.92	14.84	212.76	192.92	14.47	207.39
162	6611.00	495.83	7106.83	4430.18	332.26	4762.44	1124.68	37.50	1162.18	1043.68	37.50	1081.18	199.14	14.94	214.08	194.14	14.56	208.70
163	6651.50	498.86	7150.36	4457.32	334.30	4791.62	1131.57	37.50	1169.07	1050.07	37.50	1087.57	200.36	15.03	215.39	195.36	14.65	210.01
164	6692.00	501.90	7193.90	4484.46	336.33	4820.79	1138.46	37.50	1175.96	1056.46	37.50	1093.96	201.58	15.12	216.70	196.58	14.74	211.32
165	6732.50	504.94	7237.44	4511.60	338.37	4849.97	1145.35	37.50	1182.85	1062.85	37.50	1100.35	202.80	15.21	218.01	197.80	14.84	212.64
166	6773.00	507.98	7280.98	4538.74	340.41	4879.15	1152.24	37.50	1189.74	1069.24	37.50	1106.74	204.02	15.30	219.32	199.02	14.93	213.95
167	6813.50	511.01	7324.51	4565.88	342.44	4908.32	1159.13	37.50	1196.63	1075.63	37.50	1113.13	205.24	15.39	220.63	200.24	15.02	215.26
168	6854.00	514.05	7368.05	4593.02	344.48	4937.50	1166.02	37.50	1203.52	1082.02	37.50	1119.52	206.46	15.48	221.94	201.46	15.11	216.57
169	6894.50	517.09	7411.59	4620.16	346.51	4966.67	1172.91	37.50	1210.41	1088.41	37.50	1125.91	207.68	15.58	223.26	202.68	15.20	217.88

Commodity Rate	\$40.50	\$27.14	\$6.89	\$1.22			Effective 1/1/2013											
Admin. Rate	\$50.00	\$33.50	\$8.50	\$1.50														
Sales Tax Rate	7.50%	7.50%	7.50%	7.50%														
				67%			17%						3.00%					
Boat length	Annual	Sales Tax	Total Yearly	Semi- annual	Sales Tax	Total Semi- Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
170	6935.00	520.13	7455.13	4647.30	348.55	4995.85	1179.80	37.50	1217.30	1094.80	37.50	1132.30	208.90	15.67	224.57	203.90	15.29	219.19
171	6975.50	523.16	7498.66	4674.44	350.58	5025.02	1186.69	37.50	1224.19	1101.19	37.50	1138.69	210.12	15.76	225.88	205.12	15.38	220.50
172	7016.00	526.20	7542.20	4701.58	352.62	5054.20	1193.58	37.50	1231.08	1107.58	37.50	1145.08	211.34	15.85	227.19	206.34	15.48	221.82
173	7056.50	529.24	7585.74	4728.72	354.65	5083.37	1200.47	37.50	1237.97	1113.97	37.50	1151.47	212.56	15.94	228.50	207.56	15.57	223.13
174	7097.00	532.28	7629.28	4755.86	356.69	5112.55	1207.36	37.50	1244.86	1120.36	37.50	1157.86	213.78	16.03	229.81	208.78	15.66	224.44
175	7137.50	535.31	7672.81	4783.00	358.73	5141.73	1214.25	37.50	1251.75	1126.75	37.50	1164.25	215.00	16.13	231.13	210.00	15.75	225.75
176	7178.00	538.35	7716.35	4810.14	360.76	5170.90	1221.14	37.50	1258.64	1133.14	37.50	1170.64	216.22	16.22	232.44	211.22	15.84	227.06
177	7218.50	541.39	7759.89	4837.28	362.80	5200.08	1228.03	37.50	1265.53	1139.53	37.50	1177.03	217.44	16.31	233.75	212.44	15.93	228.37
178	7259.00	544.43	7803.43	4864.42	364.83	5229.25	1234.92	37.50	1272.42	1145.92	37.50	1183.42	218.66	16.40	235.06	213.66	16.02	229.68
179	7299.50	547.46	7846.96	4891.56	366.87	5258.43	1241.81	37.50	1279.31	1152.31	37.50	1189.81	219.88	16.49	236.37	214.88	16.12	231.00
180	7340.00	550.50	7890.50	4918.70	368.90	5287.60	1248.70	37.50	1286.20	1158.70	37.50	1196.20	221.10	16.58	237.68	216.10	16.21	232.31
181	7380.50	553.54	7934.04	4945.84	370.94	5316.78	1255.59	37.50	1293.09	1165.09	37.50	1202.59	222.32	16.67	238.99	217.32	16.30	233.62
182	7421.00	556.58	7977.58	4972.98	372.97	5345.95	1262.48	37.50	1299.98	1171.48	37.50	1208.98	223.54	16.77	240.31	218.54	16.39	234.93
183	7461.50	559.61	8021.11	5000.12	375.01	5375.13	1269.37	37.50	1306.87	1177.87	37.50	1215.37	224.76	16.86	241.62	219.76	16.48	236.24
184	7502.00	562.65	8064.65	5027.26	377.04	5404.30	1276.26	37.50	1313.76	1184.26	37.50	1221.76	225.98	16.95	242.93	220.98	16.57	237.55
185	7542.50	565.69	8108.19	5054.40	379.08	5433.48	1283.15	37.50	1320.65	1190.65	37.50	1228.15	227.20	17.04	244.24	222.20	16.67	238.87
186	7583.00	568.73	8151.73	5081.54	381.12	5462.66	1290.04	37.50	1327.54	1197.04	37.50	1234.54	228.42	17.13	245.55	223.42	16.76	240.18
187	7623.50	571.76	8195.26	5108.68	383.15	5491.83	1296.93	37.50	1334.43	1203.43	37.50	1240.93	229.64	17.22	246.86	224.64	16.85	241.49
188	7664.00	574.80	8238.80	5135.82	385.19	5521.01	1303.82	37.50	1341.32	1209.82	37.50	1247.32	230.86	17.31	248.17	225.86	16.94	242.80
189	7704.50	577.84	8282.34	5162.96	387.22	5550.18	1310.71	37.50	1348.21	1216.21	37.50	1253.71	232.08	17.41	249.49	227.08	17.03	244.11
190	7745.00	580.88	8325.88	5190.10	389.26	5579.36	1317.60	37.50	1355.10	1222.60	37.50	1260.10	233.30	17.50	250.80	228.30	17.12	245.42
191	7785.50	583.91	8369.41	5217.24	391.29	5608.53	1324.49	37.50	1361.99	1228.99	37.50	1266.49	234.52	17.59	252.11	229.52	17.21	246.73
192	7826.00	586.95	8412.95	5244.38	393.33	5637.71	1331.38	37.50	1368.88	1235.38	37.50	1272.88	235.74	17.68	253.42	230.74	17.31	248.05
193	7866.50	589.99	8456.49	5271.52	395.36	5666.88	1338.27	37.50	1375.77	1241.77	37.50	1279.27	236.96	17.77	254.73	231.96	17.40	249.36
194	7907.00	593.03	8500.03	5298.66	397.40	5696.06	1345.16	37.50	1382.66	1248.16	37.50	1285.66	238.18	17.86	256.04	233.18	17.49	250.67
195	7947.50	596.06	8543.56	5325.80	399.44	5725.24	1352.05	37.50	1389.55	1254.55	37.50	1292.05	239.40	17.96	257.36	234.40	17.58	251.98

Port & Harbor Reserves:

	<u>Fleet Reserve</u>	<u>Bond Reserve</u>	<u>Depreciation Reserve</u>	<u>Total Reserves</u>
Actual, FY 2009	0	0	1,219,264	1,219,264
Actual, FY 2010	0	0	1,383,836	1,383,836
Actual, FY 2011	68,796	0	1,652,816	1,721,612
Actual, FY 2012	68,634	500,000	1,292,059	1,860,693
Actual, FY 2013	87,194	827,672	1,255,853	2,170,719
Current YTD, 2014	90,195	917,697	1,671,077	2,678,969



Port & Harbor, City of Homer

	<u>FY 2012</u>	<u>FY 2013</u>
Taxes Collected (COH)	130,146	143,681
Taxes Collected (KPB)	86,764	95,787
<u>Total Taxes Collected</u>	<u>216,910</u>	<u>239,468</u>
<u>Gross Sales</u>	<u>2,892,131</u>	<u>3,192,920</u>

**City of Homer
Overhead Allocation
2014 Operating Budget**

Overhead Allocation:

Department	Total to be Allocated	General Fund		HART		HAWSP		Water Fund		Sewer Fund		Port & Harbor		Total Allocated	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Cross Check	%
Mayor & Council	371,750	297,400	80.0%	5,205	1.4%	5,205	1.4%	11,153	3.0%	10,781	2.9%	42,008	11.3%	-	100.0%
City Clerk	411,317	205,658	50.0%	29,992	7.3%	-	0.0%	29,992	7.3%	38,561	9.4%	107,114	26.0%	-	100.0%
City Manager	250,859	125,430	50.0%	18,292	7.3%	-	0.0%	18,292	7.3%	23,518	9.4%	65,328	26.0%	-	100.0%
Economic Development	192,168	96,084	50.0%	14,012	7.3%	-	0.0%	14,012	7.3%	18,016	9.4%	50,044	26.0%	-	100.0%
Personnel	177,213	120,505	68.0%					14,177	8.0%	14,177	8.0%	28,354	16.0%	-	100.0%
Information Technology	342,466	232,877	68.0%					27,397	8.0%	27,397	8.0%	54,795	16.0%	-	100.0%
Finance	848,034	347,694	41.0%	16,961	2.0%	67,843	8.0%	169,607	20.0%	161,126	19.0%	84,803	10.0%	-	100.0%
Planning Zoning	466,849	350,136	75.0%	9,337	2.0%	9,337	2.0%	14,005	3.0%	14,005	3.0%	70,027	15.0%	-	100.0%
City Hall Complex	138,021	69,011	50.0%	10,064	7.3%	-	0.0%	10,064	7.3%	12,939	9.4%	35,943	26.0%	-	100.0%
Janitorial (Labor)	133,709	113,653	85.0%									20,056	15.0%	-	100.0%
Janitorial (Maint. & Op)	37,000	27,750	75.0%									5,550	15.0%	-	100.0%
PW Eng-Insp. (Maint. & Op)	14,750	10,900	73.9%	-	0.0%	44	0.3%	1,932	13.1%	1,873	12.7%	-	0.0%	-	100.0%
Public Works Admin. (Labor only)	358,869	308,628	86.0%	-	0.0%	17,943	5.0%					32,298	9.0%	-	100.0%
Public Works Admin. (Maint. & Op)	86,499	38,060	44.0%	-	0.0%	4,325	5.0%					7,785	9.0%	-	100.0%
Total - FY 2014 Budget	3,829,505	2,346,778	61.3%	103,862	2.7%	104,697	2.7%	330,646	8.6%	342,409	8.9%	601,112	15.7%	3,829,505	100%
FY 2013 Actual	3,341,450	1,929,787	57.8%	84,152	2.5%	143,012	4.3%	332,964	10.0%	319,102	9.5%	532,436	15.9%	3,341,453	100%
FY 2012 Actual	3,405,233	1,934,438	56.8%	179,545	5.3%	277,595	8.2%	310,086	9.1%	310,086	9.1%	393,483	11.6%	3,405,233	100%

City of Homer, Alaska



Comprehensive Annual Financial Report

Year Ended
December 31, 2013

Enterprise Fund

Enterprise Funds account for operations that are financed and operated in a manner similar to private business operations. The City of Homer utilizes one Enterprise Fund.

Port of Homer - This fund accounts for the operations of the port and harbor.

City of Homer, Alaska
Port of Homer Enterprise Fund
Statement of Net Position

December 31,	2013	2012
Assets		
Current Assets		
Cash and investments	\$ 1,779,297	\$ 1,550,237
Receivables:		
Accounts, net of allowance for doubtful accounts		
of \$40,652 (\$36,073 in 2012)	211,923	345,545
State and federal grants	1,109,211	779,990
Inventory	15,647	14,712
Prepaid items	48,607	47,981
Total Current Assets	3,164,685	2,738,465
Restricted Cash and Investments		
Unspent bond proceeds	4,039,656	-
Bond reserves	293,697	-
Total Restricted Cash	4,333,353	-
Property, Plant and Equipment		
Property, plant and equipment in service	53,906,678	53,677,485
Land and land improvements	15,254,041	15,254,041
Construction work in progress	4,639,411	852,243
Less accumulated depreciation	(30,909,925)	(29,523,872)
Net Property, Plant and Equipment	42,890,205	40,259,897
Total Assets	\$ 50,388,243	\$ 42,998,362
Liabilities		
Current Liabilities		
Accounts payable	\$ 644,931	\$ 592,682
Accrued payroll and related liabilities	36,303	36,103
Accrued leave	14,398	17,751
General obligation bonds payable	130,000	-
Prepaid berth rentals and deposits	786,897	736,958
Unearned lease revenue	18,000	18,000
Interfund loan	3,291	3,291
Total Current Liabilities	1,633,820	1,404,785
Noncurrent Liabilities, net of current portion:		
Unearned lease revenue	252,000	270,000
Unearned grant revenue	21,710	-
Accrued leave	171,617	137,289
Interfund loan	19,421	22,712
General obligation bonds payable including bond premium	4,074,780	-
Total Noncurrent Liabilities	4,539,528	430,001
Total Liabilities	6,173,348	1,834,786
Net Position		
Net investment in capital assets	42,725,081	40,259,897
Restricted for bond retirement	293,697	-
Unrestricted	1,196,117	903,679
Total Net Position	44,214,895	41,163,576
Total Liabilities and Net Position	\$ 50,388,243	\$ 42,998,362

City of Homer, Alaska
Port of Homer Enterprise Fund
Statement of Revenues, Expenses and Changes in Net Position

<i>Year Ended December 31,</i>	2013	2012
Operating Revenues		
Harbor	\$ 2,235,358	\$ 2,151,063
Main dock	398,581	242,442
Fish dock	731,751	676,351
Deep water dock	652,166	430,201
Rents, leases and storage	425,168	407,027
Fish grinder	8,815	10,515
Total Operating Revenues	4,451,839	3,917,599
Operating Expenses		
Harbor	1,448,251	1,311,272
Main dock	74,159	67,750
Fish dock	628,882	595,308
Deep water dock	136,225	84,155
Fish grinder	12,226	21,792
Administration	1,345,200	1,191,671
Depreciation	1,386,053	1,369,668
Total Operating Expenses	5,030,996	4,641,616
Operating Loss	(579,157)	(724,017)
Nonoperating Revenues (Expenses)		
Investment income	-	16,181
State PERS relief	134,811	118,644
Other income	299,564	216,430
FEMA repairs grant	-	131,335
Miscellaneous repairs	(161,394)	(124,797)
Bond issuance costs	(37,807)	-
Harbormaster conference expense	-	(13,337)
Net Nonoperating Revenues	235,174	344,456
Loss before Capital Contributions and Transfers	(343,983)	(379,561)
Capital contributions	3,523,302	883,031
Transfers out	(128,000)	-
Change in Net Position	3,051,319	503,470
Net Position, beginning	41,163,576	40,660,106
Net Position, ending	\$ 44,214,895	\$ 41,163,576

City of Homer, Alaska
Port of Homer Enterprise Fund
Statement of Cash Flows

<i>Year Ended December 31,</i>	2013	2012
Cash Flows from Operating Activities		
Receipts from customers and users	\$ 4,880,427	\$ 4,010,933
Payments to suppliers	(2,076,537)	(1,082,926)
Payments to employees	(1,454,879)	(1,772,535)
Net cash flows from operating activities	1,349,011	1,155,472
Cash Flows from Noncapital Financing Activities		
Transfer out	(128,000)	-
Nonoperating grants and cruise ship tax received	117,149	82,386
Net cash flows from noncapital financing activities	(10,851)	82,386
Cash Flows from Capital and Related Financing Activities		
Proceeds from bond issuance	4,166,973	-
Capital contributions received	3,076,932	269,671
Acquisition of property, plant and equipment	(4,016,361)	(1,032,199)
(Decrease) increase in interfund loan	(3,291)	(3,291)
Net cash flows from capital and related financing activities	3,224,253	(765,819)
Cash Flows from Investing Activities		
Investment income received	-	16,181
Net Increase in Cash and Investments	4,562,413	488,220
Cash and Investments, beginning	1,550,237	1,062,017
Cash and Investments, ending	\$ 6,112,650	\$ 1,550,237
Reconciliation of Operating Loss to Net Cash		
Provided (Used) by Operating Activities		
Operating loss	\$ (579,157)	\$ (724,017)
Adjustments to reconcile operating loss to net cash flows from operating activities:		
Depreciation	1,386,053	1,369,668
Noncash expense - PERS relief	134,811	118,644
Increase (decrease) in allowance for doubtful accounts	4,579	(21,836)
Amortization of deferred lease revenue	(18,000)	(18,000)
Miscellaneous nonoperating revenues and expense, net	138,170	78,296
(Increase) decrease in assets:		
Accounts receivable	129,043	(113,671)
Inventory	(935)	878
Prepaid items	(626)	(14,011)
Increase (decrease) in liabilities:		
Accounts payable	52,249	448,370
Accrued payroll and related liabilities	200	(14,731)
Unearned grant revenue	21,710	-
Accrued leave	30,975	15,471
Prepaid berth rentals and deposits	49,939	30,411
Net Cash Flows from Operating Activities	\$ 1,349,011	\$ 1,155,472



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Independent Auditor's Report

Honorable Mayor and Members of the City Council
City of Homer, Alaska

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of City of Homer, Alaska, as of and for the year ended December 31, 2013 and the related notes to the financial statements, which collectively comprise City of Homer's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of City of Homer, Alaska, as of December 31, 2013, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis and the budgetary comparison schedules be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit for the year ended December 31, 2013 was conducted for the purpose of forming opinions on the financial statements that collectively comprise City of Homer's basic financial statements. The accompanying Schedule of Expenditures of Federal Awards, the Schedule of State Financial Assistance, and the combining and individual fund financial statements and schedules listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. The Schedule of Expenditures of Federal Awards and the Schedule of State Financial Assistance are required by OMB Circular A-133 and the *State of Alaska Audit Guide and Compliance Supplement for State Single Audits*, respectively.

The accompanying Schedule of Expenditures of Federal Awards, the Schedule of State Financial Assistance, and the combining and individual fund financial statements and schedules listed in the table of contents, are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements for the year ended December 31, 2013 and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole for the year ended December 31, 2013.

City of Homer's basic financial statements for the year ended December 31, 2012 (not presented herein) were audited by other auditors whose report thereon dated May 7, 2013, expressed unmodified opinions on the respective financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information. The report of the other auditors dated May 7, 2013, stated that the individual fund financial statements and schedules for the year ended December 31, 2012 were subjected to the auditing procedures applied in the audit of the 2012 basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those basic financial statements or to those basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and, in their opinion, were fairly stated in all material respects in relation to the basic financial statements as a whole for the year ended December 31, 2012.

The accompanying introductory and statistical sections, as listed in the table of contents, has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 19, 2014 on our consideration of City of Homer's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of Homer's internal control over financial reporting and compliance.

BDO USA, LLP

Anchorage, Alaska
May 19, 2014



City of Homer

www.cityofhomer-ak.gov

Administration

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Homer, Alaska 99603

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Memorandum

TO: Homer Advisory Port and Harbor Commission
THROUGH: Bryan Hawkins, Harbormaster and Port and Harbor Director
FROM: Katie Koester, Community and Economic Development Coordinator
DATE: July 17, 2014
SUBJECT: City of Homer 2015-2020 Capital Improvement Plan

The purpose of this memo is to provide information on the 2015-2010 City of Homer Capital Improvement Plan and solicit the Homer Port and Harbor Commission's participation in the process.

The Capital Improvement Plan goes before City commissions to collect input on City of Homer capital priorities annually. Traditionally commissions have prioritized their top 2-5 priorities out of the full CIP. Those recommendations are forwarded to Council and considered when the Council selects the projects for the Legislative Request. The Legislative Request represents the City's top five priority projects that are advocated for with the State Legislature. Though three of the projects on the FY15 Legislative Request have received partial funding, it is insufficient to complete the projects.

Please take the time to make the following recommendations:

- 1) Two projects you would like to see on the Legislative Request (either from the draft CIP, including the Legislative Request from last year, or the proposed new projects)
- 2) Any new projects the Commission would like to propose
- 3) Feedback on any of the projects

To assist the Commission in the CIP review process, I have included the following materials:

- 1) Everything you Always Wanted to Know About the City of Homer Capital Improvement Plan
- 2) Draft 2015-2010 City of Homer Capital Improvement Plan
- 3) Proposed new Projects to the CIP (these are projects from department heads, area non-profits or Commissions that are new this year)

I will be at the Port and Harbor Commission meeting on the 23rd to answer any questions you have.

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER

CAPITAL IMPROVEMENT PLAN

by Anne Marie Holen, City of Homer Special Projects Coordinator
(Updated by Katie Koester)

Q: What is a CIP?

A: CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

NOTE: A Capital Improvement Plan is not a funding request. From the City's standpoint, it is a plan. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP should not be thought of as a request for City funding.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least two years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT or Kachemak Bay Research Reserve). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Newspaper articles often refer to the CIP as a "wish list." Is that accurate? If so, what's the point of writing up a "wish list"?

A: That's not entirely accurate. In 2007 and 2012, the Homer City Council reviewed the CIP to eliminate projects that were unlikely to be undertaken in the next six years. This makes the CIP less of a "wish list" and more of an actual plan, at least for City projects.

There are several reasons to maintain a CIP, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically a project must be included in the CIP to be eligible for a state legislative appropriation.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in October.

Step 1 is to develop the schedule. The schedule must be approved by the City Council.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Understanding the Capital Improvement Plan
Updated March 2014

Page 1 of 3

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, or changes to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

During this time, work begins on a new draft CIP, to be constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of October. The CIP is also put on the City website.

Q: Are the “legislative priorities” the same as the CIP?

A: No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which the City will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

The City’s “short list” may have only 5 projects on it. An attempt is made to include some less expensive projects along with big expensive ones. All of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Project descriptions are put in special “packets” tailored specifically to legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.

Q: Does the City seek federal funding for CIP projects also?

A: Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has advocated for Deep Water Dock

expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

Q: What advice do you have for a community member who wants to see a particular project included in the CIP?

A: • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and it is passed on to staff, a draft project description will be written to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council or Commission meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

Q: Once a project is approved for inclusion in the CIP, what can I do to make sure it doesn’t just languish there?

A: • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan, then focused implementation of that plan.

- Finally, If you think the City should be providing more programs, services, facilities, etc. for the people of Homer and providing more support to non-profit organizations, remember that almost all the money at the City’s disposal comes from sales and property tax revenues.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds.

Comment was made that this gives the Harbormaster the flexibility to make decisions on what happens this season.

Fish Pumps
on Homer
Dock

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

Motion carried.

C. 2014-2019 Capital Improvement Plan

2014-19
CIP

At the request of the Chair, Harbormaster Hawkins reviewed the harbor projects that are listed in the Capital Improvement Plan and let the group know what his priority is regarding each project.

The Commissions individual rankings were as follows:

Ulmer: Deep Water Dock Expansion, East Boat Harbor, Sheet Pile Loading Dock, HH Float Improvements, System 4 Vessel Mooring Float System

Zimmerman: HH Float Improvements, Sheet Pile Loading Dock, Ramp 8 Restroom, Deep Water Dock, Fire Cart Replacement

Hartley: Deep Water Dock, Sheet Pile Loading Dock, Ramp 8 Restroom, HH Float Improvements, System 4 Vessel Mooring Float System

Carroll: Deep Water Dock, East Boat Harbor, Sheet Pile Loading Dock, Dredge Material Beneficial Use Project, Truck Loading Facility

Stockburger: Deep Water Dock, East Boat Harbor, Sheet Pile Loading Dock, HH Float Improvements, Restrooms

Howard: Deep Water Dock, East Boat Harbor, Sheet Pile Loading Dock, System 4 Vessel Mooring Float System, HH Float Improvements

Deputy City Clerk Jacobsen tallied their rankings and the top five projects include:

1. Deep Water Dock
2. East Boat Harbor
3. Sheet Pile Loading Dock
4. HH Float Improvements
5. System 4 Vessel Mooring Float System

There was consensus of the Commission to forward these recommendations to City Council.

INFORMATIONAL ITEMS

INFO ITEMS

- A. Monthly Statistical & Performance Report May 2013
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report



Proposed New Projects Table of Contents

City Projects

1. Replacement Ambulance
2. Backup Generator for Homer Public Library
3. Homer Education and Recreation Center Upgrades
4. Seafarers Memorial Parking Expansion
5. Storm Water Plan
6. Bayview Park Restoration Project

Projects Submitted by Other Organizations

7. Homer Council on the Arts: Re-configuration and Facility Upgrade
8. Haven House: Safety/Security Improvements



Replacement Ambulance

PROPOSED NEW PROJECT - DRAFT

Project Description & Benefit: The Homer Volunteer Fire Department needs a new ambulance to replace the 1997 Ford Type 1 ambulance that is well beyond its standard life span. Due to its age and condition, the ambulance is primarily used for transports and as a second-out ambulance. A new ambulance would increase the fleet to 3 and allow the department to store an ambulance at the Skyline satellite fire station for quick response times on the ridge.

Plans & Progress: A replacement ambulance for the Homer Volunteer Fire Department has been approved by Alaska Code Blue for funding. The review process for Code Blue is rigorous and includes multiple review steps including Southern Region staff, Board of Directors Equipment Review Committee, the Southern Region Board of Directors, the Statewide Code Blue Steering Committee and USDA/Rural Development. During these steps, the ambulance was considered based on many established criteria, including its status as essential EMS equipment, reasonableness of request, application to the community setting, documentation of need, cost, how it fits into regional and statewide priorities, and a host of others. Because of funding shortfalls, code Blue can only partially fund the City of Homer replacement ambulance at \$60,000. If the City cannot come up with funding for the remaining \$110,000 in the near future, it may lose the Code Blue grant opportunity.

Total Project Cost: \$170,000

Funding Secured:

City of Homer 10% Match: \$17,000

State of Alaska Code Blue: \$35,000

USDA through Code Blue: \$25,000

Priority Level: 1

Schedule: 2015



The 1997 ambulance has been well used by the HVFD and deserves to retire to parades after 17 years. A more modern and reliable vehicle will better be able to serve the growing emergency management demands of Homer.

Proposed by Fire Chief



Backup Generator for Homer Public Library

Project Description & Benefit: This project would install a backup generator and automatic transfer switch at the Homer Public Library. Currently there is no backup power at the library. Any outage lasting more than 15 minutes results in a minimum of 20 staff hours for shut-down and recovery of 30-plus computers (staff and public), servers, printers, database connections, and software systems. In addition, remote services to patrons are lost. Health and safety issues include poor lighting, especially in winter, loss of phone functionality, and shut-down of police and fire alarms. Outages that occur when the Library is closed may result in damage to equipment if staff is unaware of the outage or unable to respond in time to execute proper shut-down procedures.

If the Library had back up power, it would be able to serve a critical role in an emergency. It was built in 2006 and has conference rooms, a large open space, office spaces, and state of the art communication systems including video teleconferencing capability. If City Hall were to lose power or become compromised, the Library is the only other facility capable of hosting the internet and phone communications for all City buildings. The Library is centrally located between the two main roads in Homer, Pioneer Avenue and the Sterling Highway, and is only a few blocks from City Hall. The Homer Public Library has been identified in the City of Homer Emergency Operations Plan as critical infrastructure and would be a good fit as an alternate Emergency Operations Center, Joint Information Center, or Public Information Center. The main drawback of the Library as any one of these sites is it currently does not have back up power.

Total Project Cost: \$114,400

Engineering: \$14,300

Purchase Generator: \$54,600

Installation: \$41,600

Inspection: \$ 3,900

Priority Level: 2

Schedule: 2016



Homer Public Library at Dusk. Photo Chirs Arend.

**Proposed by
Library
Director**



Homer Education and Recreation Center Upgrades

Project Description & Benefit: The Homer Education and Recreation Center (HERC) is a City owned two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. The lower story of the HERC has a large gym, locker rooms, kitchen and classrooms that housed the Homer Boys and Girls Club before they closed in 2012. Originally used as a school, due to age and disrepair, the building is an expensive facility to heat and maintain and lacks some of the basic safety and accessibility features common in public facilities today.

There is great demand for indoor recreation space in Homer, especially during the long, cold, dark winter months. The City has been able to maintain public access to the gym for activities such as pickle ball, wrestling and toddler playgroup. However, improvements are needed to be able to use this open indoor space to its full potential.

This project would renovate the bathrooms, make the gym and locker room ADA accessible and focus on upgrades to make the gym/ locker room portion of the building more energy efficient including installing a new roof and converting to natural gas.

Total Project Cost: \$350,000

Design: \$35,000

ADA Accessibility: \$15,000

Upgrade Bathrooms: \$80,000

New Roof: \$180,000

Convert to Natural Gas: \$20,000

Inspection: \$20,000

Schedule: 2017

Priority: 2



The downstairs of the “old middle school,” known as the HERC building, houses a gymnasium that is used by the community for indoor recreation.

**Proposed by
Parks and Rec**



Seafarers Memorial Parking Expansion

Project Description & Benefit: This project would use materials from dredging the harbor to build up a parking lot between Seafarers Memorial and the east end of the nearby boardwalk complex. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on this section of the Spit. The project has the added benefit of replenishing the beaches on the east side of the Spit and protecting infrastructure from erosion. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Funding is needed to supplement hauling costs, compact material, cap with gravel and pave the lot. A Corps permit will be needed to accomplish this work.

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for engineering and permitting of this project completed in 2014. The dredged materials are scheduled to be placed in the lot by fall of 2014.

Total Project Cost: \$635,000

Schedule:

2014 (Design and Permitting): \$8,000

2014 (Dredged Material Placement by Corps): In kind

2015 (Construction): \$627,000

Priority Level: 1



This project would fill in, level and pave the grassy area pictured above between the Seafarer's Memorial and the nearby boardwalk.

**Proposed By: P&H
Director**



Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 80's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

- Identify current and future storm runoff flows from individual drainage basins within the community - identify infrastructure needed to effectively collect, transmit, treat, and discharge surface water runoff to Kachemak Bay.
- Provide a staged approach to constructing needed infrastructure to serve an expanding/developing community - establish pipe sizing, detention basin volumes, and cost estimates.
- Mitigate storm water runoff through the use of a wide variety of gray and green infrastructure practices and technologies that improve the quality and reduce the quantity of runoff discharging directly to receiving waters.
- Develop public education programs targeting specific stream degradation from storm water runoff.
- Provide storm water management systems and practices including collection, storage, conveyance and treatment structures that are components of a comprehensive plan to preserve or restore natural/stable in-stream hydrology.
- Identify projects that incorporate green infrastructure to manage, treat or reduce storm water discharges and urban non-point source runoff to the critical wildlife habitat of Kachemak Bay.

Total Project Cost: \$340,000



A master plan is needed to address storm water management issues. On a small scale, this picture of the Homer library parking lot is an example of flooding and overflows that occur community wide during rain storm events.

**Proposed by Planning
Director and Public
Works Director.**



Bayview Park Restoration

Project Description & Benefit:

The goal of this project is to improve the accessibility and safety of Bayview Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

- **Stage 1, Summer 2014:** Improve the ADA parking space and create an ADA trail from parking area, inside the fence and over to the existing playground equipment.
- **Stage 2, Summer 2015:** Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents/caregivers appreciate having fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- **Stage 3, Summer 2016-17:** Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Best Beginnings Homer raised money and funded a new slide and boulders that were installed by the City. Several parents built and installed stepping logs and 2 small “bridges”. In 2013 Best Beginnings Homer coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to purchase and install elements and pay for design costs.

During the summer of 2014 \$5,118 and additional in-kind donations (equipment and labor) were spent to complete the ADA parking/trail improvements.

Best Beginnings Playspaces Work Group (Kate Crowley, Cheryl Ilg, Angie Otteson-City of Homer, Jenny Martin, and Rick Malley- ADA specialist from ILP.) have developed a fundraising plan to raise additional funds through grant writing, community donations and in-kind donations of supplies, equipment, and labor. The group meets regularly to discuss design plans and fundraising.

Total Project Cost: \$189,974



Though charming, the white picket fence that surrounds Bayview Park is in need of constant repair. A more practical chain length fence is needed to keep young children out of roads and ditches.

**Proposed by
Best Begin-
nings Homer
& Rec. Want
to make it a
City project.
Administra-
tion is favor-
able.**



Homer Council on the Arts Re-configuration & Facility Upgrade

Project Description & Benefit: Reconfiguring the building that Homer Council on the Arts presently owns and resides, will provide an ADA accessible, energy efficient venue for HCOA programming, as well as facility use options for the public with 1) a larger and more accessible space to use for classes, events, meetings, exhibits and performances 2) a conference room for smaller exhibits, meetings and classes, 3) a larger art room for classes and workshops which will also function as a backstage for the performance space 4) two ADA accessible bathrooms, 5) one business rental space for additional revenue.

HCOA is currently participating in the Foraker Group Pre-Development Program, sponsored by Rasmuson Foundation. The project manager and architect have met with the HCOA Board several times to discuss programmatic needs and how to accommodate these needs with building improvements. They are guiding our process to ensure our project is right-sized and feasible. Specifically, the building remodel will include 1) the replacement of the heating and ventilation systems with natural gas, 2) energy efficient windows and doors, and new rear entry 3) repair of water issues in the basement, 4) ADA approved handicapped accessible bathrooms, 5) re-configuration of the current floor plan to accommodate programming and public use of space.

Plans & Progress: HCOA currently has a preliminary architectural design and narrative for the interior re-model. The cost estimate is currently in progress. HCOA will continue to work through Foraker's Pre-Development Program through the next stages of the project.

Phase 1: Replace heating and ventilation systems and address water issues in basement.

Phase 2: Reconfigure floor plan including back entrance, and new windows.

Total Project Cost: \$500,000

Schedule:

Preconstruction: 2014

Construction: 2019



**Pro-
posed by
HCOA**

PROPOSED NEW PROJECT - DRAFT



Haven House Safety/Security Improvements

Project Description & Benefit: Haven House provides protection through our emergency shelter and program services to adults and children who are victims of domestic violence and sexual assault. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and shelters like ours warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$30,000 to improve the security of our facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in our building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

Plans & Progress: Haven House is currently (July 2014) in the process of completing phase 1 of improving the security of our building. Phase 1 consisted of building in an arctic entry with a locked interior door that provides an additional entrance and layer of security to our building. Prior to this addition, there was free access into the Haven House administrative floor without authorization granted. This was not best practice for domestic violence shelters and was addressed to keep staff, clients, and community members safe. \$25,000 was secured for phase 1, from the Rasmuson Foundation.

We are seeking funding support to move into the next phase of security improvements. Phase 2 entails the addition and updating of security cameras, improving monitoring surveillance systems, replacing a number of existing doors and windows with more secure models, improving communications systems within the building that improve security, and making improvements to the Haven House fence.

Total Project Cost: \$55,000

Funding Already Secured: \$25,000

Schedule: 2014-2015



**Proposed
by: Haven
House.**

PROPOSED NEW PROJECT - DRAFT

City of Homer Capital Improvement Plan 2015-2020



Daniel D Takak being hauled out of the harbor for repairs. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2015-2010 City of Homer CIP.



City of Homer
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City of Homer

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September 8, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2015 through 2020 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2105-2020 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

It is the City of Homer's intent to update the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Walt Wrede
City Manager



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Update

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Update



Funded Projects from 2014-2019 CIP List

The City of Homer is pleased to note that partial funding to complete the following projects has been identified or procured. Though these projects are significantly advanced with partial funding, they will be included in the CIP until funding is identified to complete the project:

- Harbor Sheet Pile Loading Dock
- Fire Department Equipment Upgrades: (Refurbish Fire Engine 4 and Tanker 2 funded)
- East to West Transportation Corridor

The City of Homer is pleased funding has been identified for the following state projects:

- Pioneer Avenue Upgrade
- Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

The City of Homer would like to congratulate area non-profits on securing funding for the below mentioned projects formerly listed in the City of Homer CIP under 'Projects Submitted by Other Organizations:'

- Kachemak Bay Equestrian Association: Cottonwood Horse Park
- Haven House: Sustainability/Energy Efficiency Projects
- Homer Chamber of Commerce: Visitor Information Center Parking Lot
- Kenai Peninsula Borough: Homer High School Turf Field
- Kachemak Ski Club Ohlson Mountain Rope Tow Safety Equipment Upgrades

**Updated with funded
project information.**



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects a community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The program identifies ways projects will benefit the community. The CIP also indicates the priorities assigned to different projects and presents a target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before projects not as urgently needed.
- Plan for maintenance and operating costs so expenses are budgeted in advance, and projects communities cannot afford to operate are avoided.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor, and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least two years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, since only some of the projects are funded and completed each year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including the nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. Though the CIP is a product of the City Council, the administration provides important technical support and ideas and suggestions from the public are incorporated through the entire process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, the Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.

Integration of the CIP with Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics, and aesthetics, and increase community connectivity for vehicles, pedestrians, and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.

City of Homer State Legislative Request FY2016 Capital Budget



Homer Volunteer Fire Department is joining forces with the Homer Police Department to replace the Fire Hall and Police Department with a new Public Safety building. The new facility will meet both department's current and future needs so they can continue to save lives, protect property, and keep the peace. Photo by Josephine Ryan.

**City of Homer
491 E. Pioneer Avenue
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Legislative Request FY2015

**City of Homer FY2015 State Legislative Priorities list
approved by the Homer City Council
via Resolution 13-087(A)**

- 1. Water Storage/Distribution Improvements - \$3,510,000**
- 2. Public Safety Building - \$1,231,904**
- 3. Harbor Sheet Pile Loading Dock- \$955,000**
- 4. Fire Department Equipment Upgrades -\$1,035,000**
- 5. East to West Transportation Corridor - \$4,744,250**

Update



1. Water Storage/Distribution Improvements

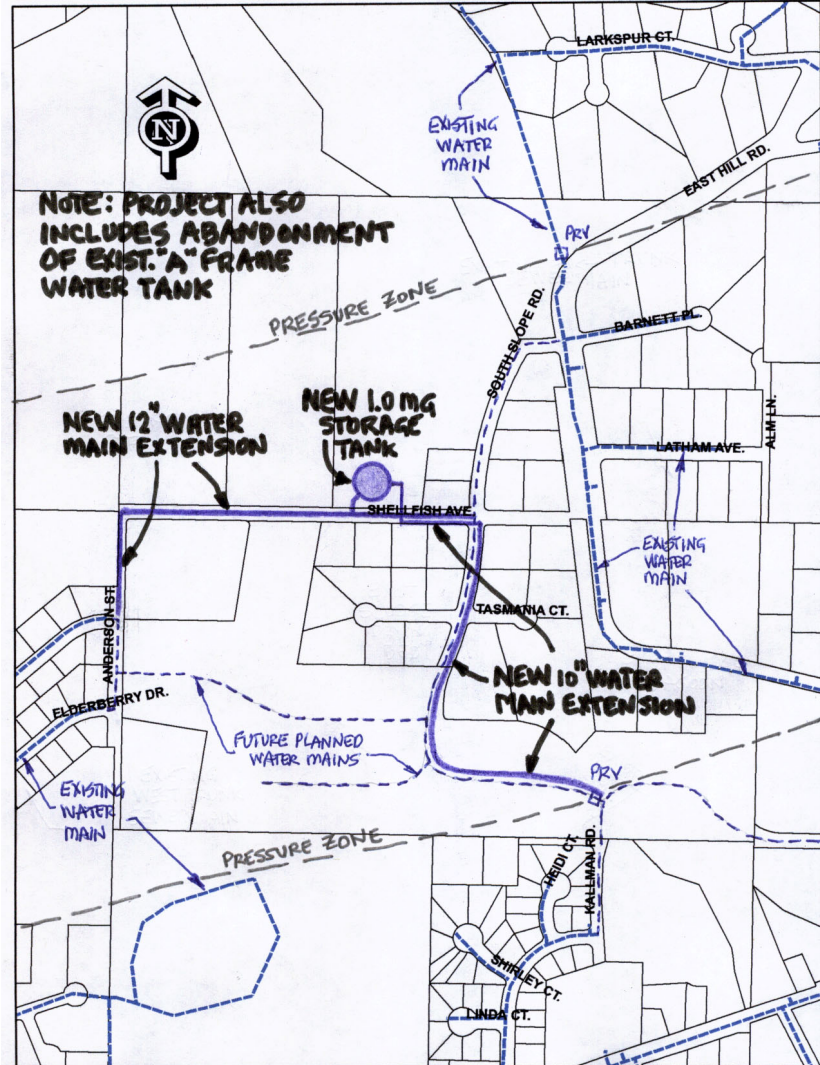
Project Description & Benefit: This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/ public health, and treatment plant and water transmission effectiveness.

The project consists of the installation of an underground 1.0 MG water storage tank; 2,000 linear feet of 12-inch distribution main (connecting two isolated parts of town); the installation of 2,000 linear feet of water main between the new tank and the water system; and the abandonment of an existing, functionally obsolete (+50 years old), steel water tank.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City received a \$390,000 Special Appropriation Project grant for the design phase of the project in 2012 from the Environmental Protection Agency. Design is underway and will be complete in 2014.

Total Project Cost: \$3,900,000
2014 (Design, funding secured): \$390,000
2016-2017 (Construction): \$3,510,000

FY2015 State Request: \$3,510,000
(10% Match: \$390,000)



This needs to be the number one priority to score well on grant.



2. Public Safety Building

Project Description & Benefit: New Fire and Police Stations have been on the City of Homer Capital Improvement Plan independently for over 10 years. Both buildings are from the early 80s and suffer from a series of inadequacies such as lack of office, storage and training space and health and safety violations from inadequate ventilation.

The current fire hall does not have adequate equipment storage bays. Expensive equipment has to be stored outside and exposed to the elements. In the winter, equipment has to be winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It also lacks adequate space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.

The current police station has no area for evidence processing of large items, a crisis cell for special needs prisoners, or a proper juvenile holding area. Existing dispatch facilities are too small. The jail entry area, booking room, and jail offices are poorly designed. Both facilities are inefficient and require electric heat despite the availability of natural gas. A new building will take advantage of efficient building practices and be plumbed for natural gas.

A joint public safety building will create a central location for emergency response and benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces. A new building will allow the departments to work better together for the safety of the Homer residents and take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room, an entry with public restrooms, and a vehicle bay for washing city vehicles.

Plans & Progress: The City has fully funded preliminary concept design (\$300,000) and formed a Public Safety Building Review Committee to oversee the design and construction process. The City has initiated the first phase, a collaborative effort to explore the options and costs for an up-to-date combined facility specifically tailored to local needs and resources. To achieve a more cost-effective facility, Homer is using a General Contractor Construction Manager approach and has hired a consultant team including USKH, Loren Berry Architect and Cornerstone General Contractors. That work will produce a space needs analysis, siting criteria, concept design, and cost projections for a new Homer Public Safety Building.

Total Project Cost: \$15,319,040

2014-2015 Design: \$1,531,904

2014 (to 10% Design): \$306,381

2015 (to 100% Design): \$1,225,523

2016-2017 (Construction): \$13,021,184

2018 (Inspection): \$765,952

FY2016 State Request: \$1,231,904

(City of Homer 25% Match: \$300,000)



Homer Fire Hall in winter



Homer Police Department in winter

Preliminary concept design work will be complete by fall. Will have more updates then for CIP.



3. Harbor Sheet Pile Loading Dock

Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. During peak fishing time it can be used for delivering fish when the Fish Dock is at capacity. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations. A sheet pile loading dock is a cost effective way to increase docking facilities available at the Homer Port and Harbor.

Plans and Progress: This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility. The Alaska State Legislature awarded \$350,000 in FY2015 that will be used to design the facility.

Total Project Cost: \$1,450,000

2015 (Design Funding Secured): \$350,000

2015 (Construction): \$1,100,000

FY2016 State Request: \$955,000

(City of Homer 10% Match: \$145,000)



Sheet Pile
Bulkhead
Location





4. Fire Department Equipment Upgrades

Project Description & Benefit: The Homer Volunteer Fire Department is in need of a number of vehicle upgrades to be able to safely and efficiently protect the lives and property of Homer residents.

Quint (Ladder Truck): An Aerial truck will greatly enhance the City of Homer's firefighting capability. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders (the Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. An aerial truck will increase fighting capability for large public buildings recently built (West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion), potentially lowering insurance rates for the community. Cost: \$800,000

Brush/Wildland Firefighting Truck: The Department's existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up. Cost: \$120,000

Harbor Fire Cart Replacement: The Homer Harbor is outfitted with nine custom motorized fire carts that on multiple occasions have saved vessels and prevented the spreading of fire in the small boat harbor. These full response fire carts act as mini mobile fire hydrants and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups, many are failing due to the harsh marine environment. This project would purchase the pieces necessary to assemble nine new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will assemble the fire carts using pieces that can be salvaged from the existing fire carts. Cost: \$230,000

Total Project Cost: \$1,150,000

State Request FY2016: \$1,035,000

(City of Homer 10% Match: \$115,000)



A ladder truck like the one shown here will increase firefighting capability, firefighter safety, and potentially reduce insurance rates for homeowners.

First 2 pieces of equipment: fire engine refurb and tanker refub funded in FY15 Capital Budget (\$350,000).



5. East to West Transportation Corridor

Project Description & Benefit: Currently the only way for drivers to get through town is via Pioneer Avenue or the Sterling Highway. Extending Bartlett Street, putting in a road through Town Center, and acquiring and upgrading Waddell Way will provide an alternate east - west route for traffic, easing congestion and allowing drivers to more quickly and efficiently get to their desired destination. This project fulfills a major objective of the City's 2005 Transportation Plan.

Building a road through Town Center, 30 acres of undeveloped land in the heart of Homer, is the first step in opening up this prime real estate. The Homer Comprehensive Plan, Town Center Development Plan and Comprehensive Economic Development Strategy all call for careful development of Town Center. The roads will be built to urban road standards and include such amenities as sidewalks, storm drains, and street lighting. Development on newly opened lots will help grow Homer's downtown business sector.

Plans & Progress: The City has purchased a lot for the Bartlett Street extension. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over 2.1 million dollars from the fund as a match for this project. The Alaska State Legislature funded \$1.6 million in the FY2015 Capital Budget to initiate the first leg of the east to west transportation corridor, Waddell Way.

Total Project Cost: \$8,459,000

2014 (Land Acquisition): \$1,400,000

2015 (Design): \$543,000

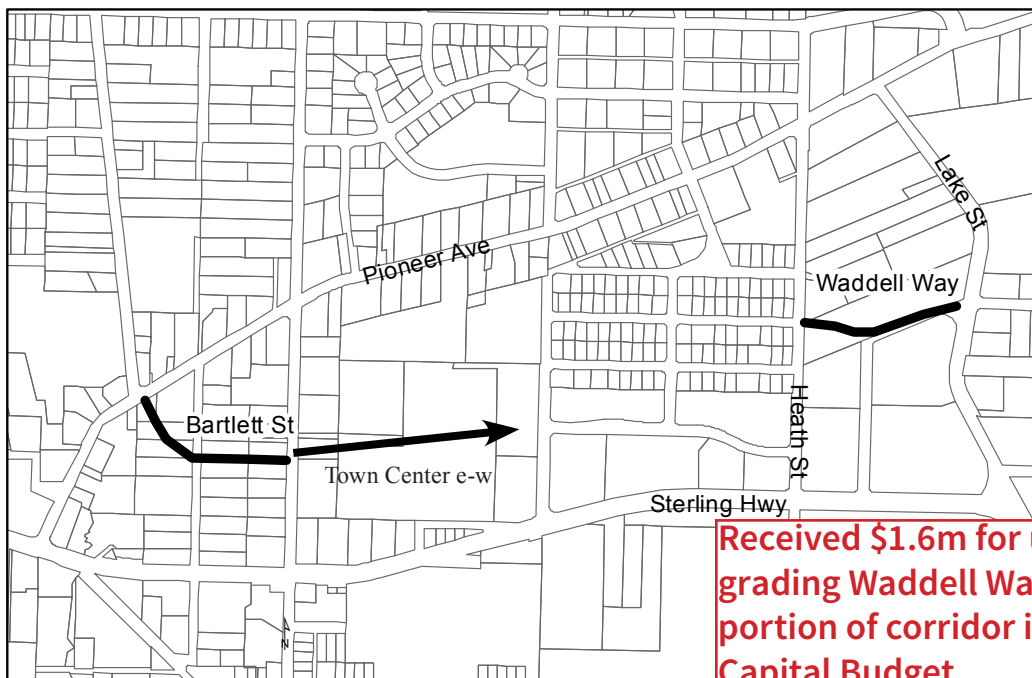
2016 (Construction): \$5,430,000

2017 (Inspection & Contingency): \$1,086,000

State Request FY2016: \$4,744,250

(City of Homer 25% Match: \$2,114,750)

(Waddell Way FY15 State Grant: \$1,600,000)





Mid-Range Projects

Part 2: Mid-Range Projects

- **Local Roads**
- **Parks and Recreation**
- **Port and Harbor**
- **Public Safety**



Local Roads

- **Heath Street - Pioneer to Anderson**
- **Land Acquisition for New Roads**
- **Town Center Infrastructure**



Heath Street - Pioneer to Anderson

Project Description & Benefit: This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT&PF engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

Plans & Progress: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has agreed to fund 50% of the project.

Total Project Cost: \$4,500,000

Schedule:

2018 (Design): \$500,000

2020 (Construction): \$4,000,000

Priority Level: 3





Land Acquisition for New Roads

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend five local roads: It will improve traffic flow in Homer by providing an alternative east to west corridor.

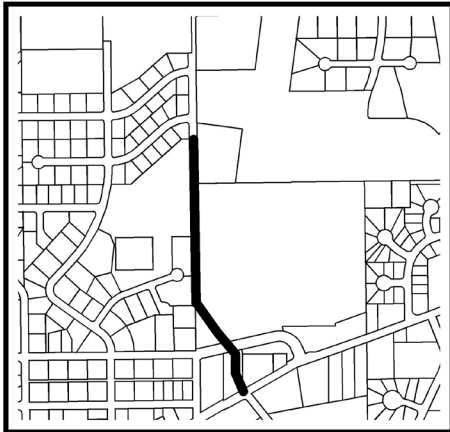
- **Lake/Heath Street to Anderson Avenue**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

Plans & Progress: All three road projects are recommended in the 2005 Homer Area Transportation Plan.

Total Project Cost: \$1,000,000

Schedule: 2015-2017

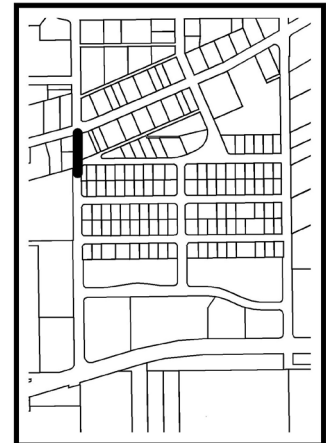
Priority Level: 1



Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.



Town Center Infrastructure

Project Description & Benefit: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. The Homer Comprehensive Plan, Town Center Development Plan, and Comprehensive Economic Development Strategy all call for careful development of Town Center. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. This planning should be carried out in conjunction with an overall master plan for Town Center that will also identify areas for commercial development, public space, and parks. It could coincide with the Farmers Market project proposed for Town Center.

Specifically, the project will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

Plans & Progress: The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal “to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life.” The Town Center Development Plan was adopted by the City Council in 2006 as part of Homer’s Comprehensive Plan.

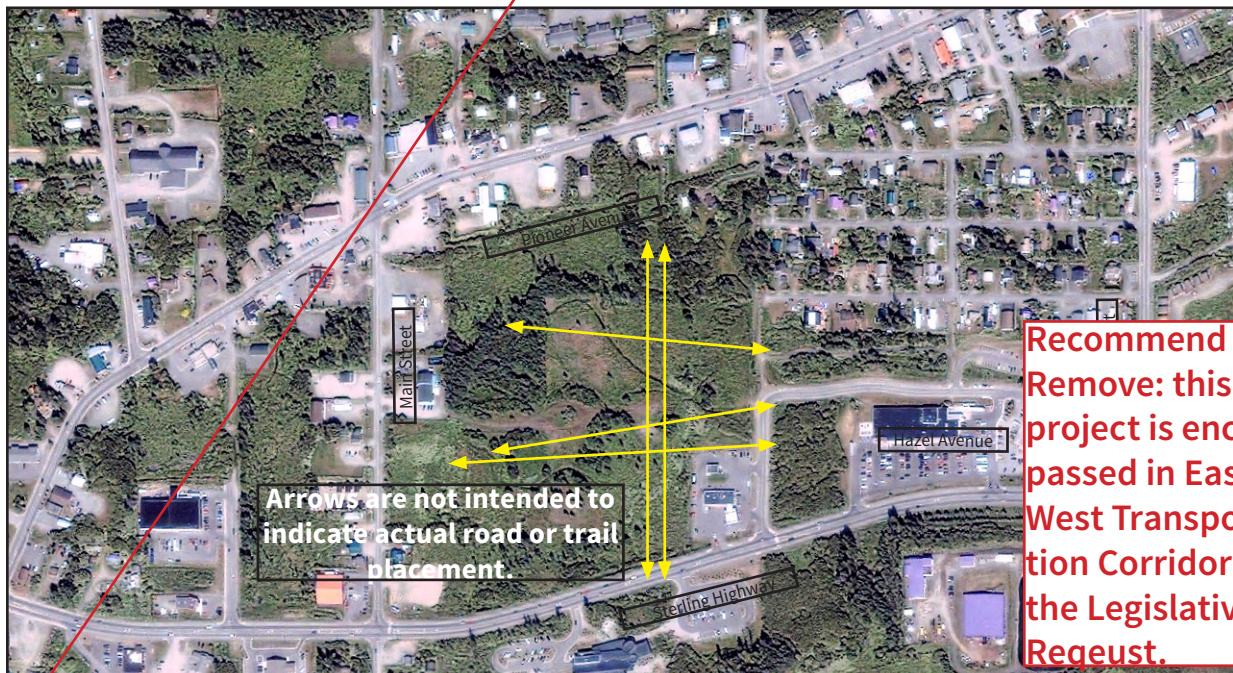
Total Project Cost: \$2,250,000

Schedule:

2016 (Design): \$250,000

2017 Construction: \$2,000,000

Priority Level: 1



East-west and north-south road connections combined with trails, sidewalks, and parking in Town Center will set the stage for development of an economically vibrant and attractive downtown district in the heart of Homer.



Parks and Recreation

- **Ben Walters Park Improvements, Phase 2**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**
- **Baycrest Overlook Gateway Project**



Ben Walters Park Improvements, Phase 2

Project Description & Benefit: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks. Phase 2 will enlarge the parking area and renovate the picnic shelter that has become worn with heavy use over the years.

Plans & Progress: Phase 1 of the park improvement project, to replace the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer's Adopt-a-Park Program. They have made improvements such as painting the restrooms, installing a bench, resetting the posts and tending flower beds in the summer months.

Total Project Cost: \$250,000

Schedule: 2015

Priority Level: 2



Improvements are needed at Ben Walters Park including enlarging the parking lot and renovating the shelter.



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The proposed project will complete Phase 1 of Jack Gist Park by improving drainage, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, three infields were resurfaced. In 2010, with volunteer help, topsoil was spread and seeded on two fields and the parking area was improved and expanded. In 2011, drainage work was completed on the outside perimeter (right and left field lines) of the third ball field, material was imported to improve the infield, and the outfield was improved with topsoil and seeding.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2015

Priority Level: 2



Project description and budget was updated to include drainage improvements at \$50,000.



Karen Hornaday Park Improvements, Phase 2

Project Description & Benefit: Homer's popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It is also used to host community events such as the Highland Games and KBBi's Concert on the Lawn. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek and a restroom. The road to access the park runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park's attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. Woodard creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the city's only creek. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

Plans & Progress: The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fundraising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and the development of a new day use area between the two ball fields which was completed in 2014. The City spent \$25,000 on preliminary engineering for moving the road in Phase 2.

Total Project Cost: \$1,978,750

Schedule: 2015 - 2017

Priority Level: 2



Karen Hornaday Park was a construction site for one week during the Summer of 2012 when the community came together to build a state of the art play ground.



Mariner Park Restroom

Project Description & Benefit: As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kiteflyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Plans & Progress: Mariner Park is in a flood plain and any structure built there will require unique design to address flooding issues.

Total Project Cost: \$330,000

Schedule: 2016

Priority Level: 2



The outhouses at Mariner Park campground get heavy use during the summer season.



Baycrest Overlook Gateway Project

Project Description & Benefit: The Homer Public Arts Committee has designated the Baycrest Hill Overlook as one of the major elements of the Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other Gateways are the Homer Airport and the Homer Port.

Everyone who has driven to Homer remembers the first time they came around the corner on the Sterling Highway and saw the breathtaking panorama of Kachemak Bay. For many that was the same moment they made the decision to become part of this diverse, eclectic, and energetic community. In the 1990s visionaries at Alaska Department of Transportation and Public Facilities constructed the current pullout during the Sterling Highway reconstruction effort. However, the current site does not adequately meet the goals of the Gateway Program.

Improving the landscaping and comfort of Baycrest Overlook will inspire locals and visitors and enhance this phenomenal setting. Interpretive signage will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will spur economic development, welcoming everyone and encouraging commerce and trade in a community dedicated to unique and natural quality of life experiences.

Plans & Progress: The first Gateway Project was undertaken in 2009. A collaborative effort with the City of Homer Public Arts Committee, City of Homer Airport Manager, City of Homer Public Works Director, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife created a beautiful diorama highlighting the wealth of public and private resources available to everyone who comes to Kachemak Bay.

This group plus representatives from Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have come together to work on the Baycrest Overlook Gateway Project.

The State and the City of Homer spent \$6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included design, development, and locations for welcome and interpretive signage and was officially adopted by Homer City Council in 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

The project will consist of three phases:

1. Interpretive signage, benches and picnic areas
2. Enhanced landscaping
3. New restrooms and paving upgrades.

Total Project Cost: \$262,000

2013 (Preliminary Design): \$6,000

2015 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000



Updated cost estimate.



Port and Harbor

- **Deep Water/Cruise Ship Dock Expansion, Phase 1**
- **East Boat Harbor**
- **Barge Mooring Facility**
- **HH Float Improvements - delete?**
- **Marine Ways Large Vessel Haulout Facility**
- **Homer Spit Dredged Material Beneficial Use Project**
- **Ice Plant Upgrade**
- **System 4 Vessel Mooring Float System**
- **Truck Loading Facility Upgrades at Fish Dock**
- **Ramp 5 Restroom**
- **Ramp 8 Restroom**

Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: To provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area, upgrades to the Deep Water/Cruise Ship Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet, increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

Resource Development Capabilities: The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the existing dock to accommodate long term mooring of large resource development vessels such as timber, mining and oil and gas barges.

Cargo Capabilities: The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, Aleutians, and Bristol Bay.

Visitor Industry Capabilities: The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

Improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the port of Homer would become even more important as an unloading, staging, and transshipping port. The dock will also be able handle icebreakers, of particular importance given Alaska's strategic arctic location.

Plans & Progress:

In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds was appropriated for the project for FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City has initiated the feasibility study and preliminary design for this project.

Total Project Cost: \$35,000,000

Feasibility: \$1,250,000

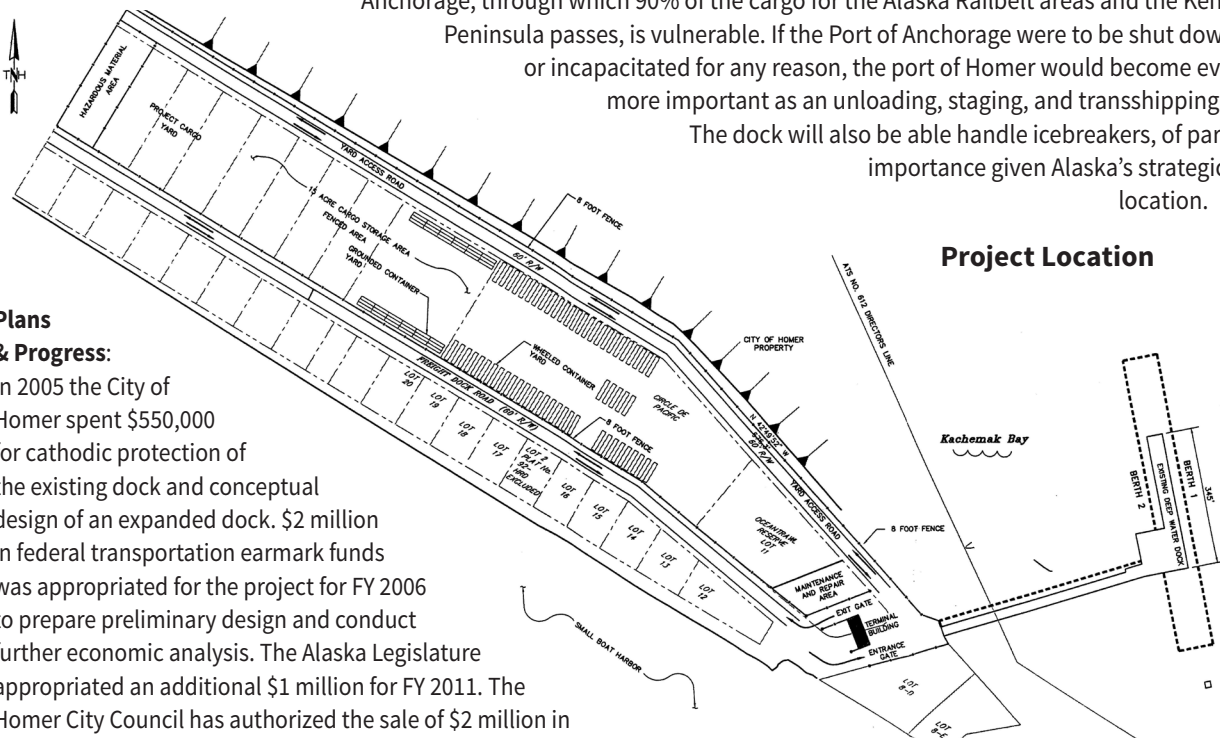
Design: \$1,750,000

Construction: \$26,000,000

Priority: 1

20

Contact Mayor Beth Wythe or City Manager Walt Wrede at 235-8121



Feasibility should be underway by Sept. Eliminated schedule dates due to size of project.



East Boat Harbor

Project Description & Benefit: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- Accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- Enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- Providing a long-term solution to mooring problems the USCGC Hickory experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC Roanoke Island) and on the Pioneer Dock west trestle (USCGC Hickory).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a “place of refuge” for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

Plans & Progress: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Total Project Cost: \$115,725,000

Design and Permitting: \$1,750,000

Breakwater Construction and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

Priority Level: 1

Cost estimate was increased by 15% to reflect inflation since preliminary cost estimate was done. Schedule detail was eliminated due to size of project.



Barge Mooring Facility

Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. Phase 1 of the mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. Phase 2 includes uplands support facilities such as a wash down pad and stormwater pollution prevention plan (SWPPP). The project is a response to requests from vessel owners and managers seeking safe moorage and uplands haulout area for large shallow draft vessels.

Total Project Cost (2014): \$1,850,000

Phase 1 - Pilings and Bollards

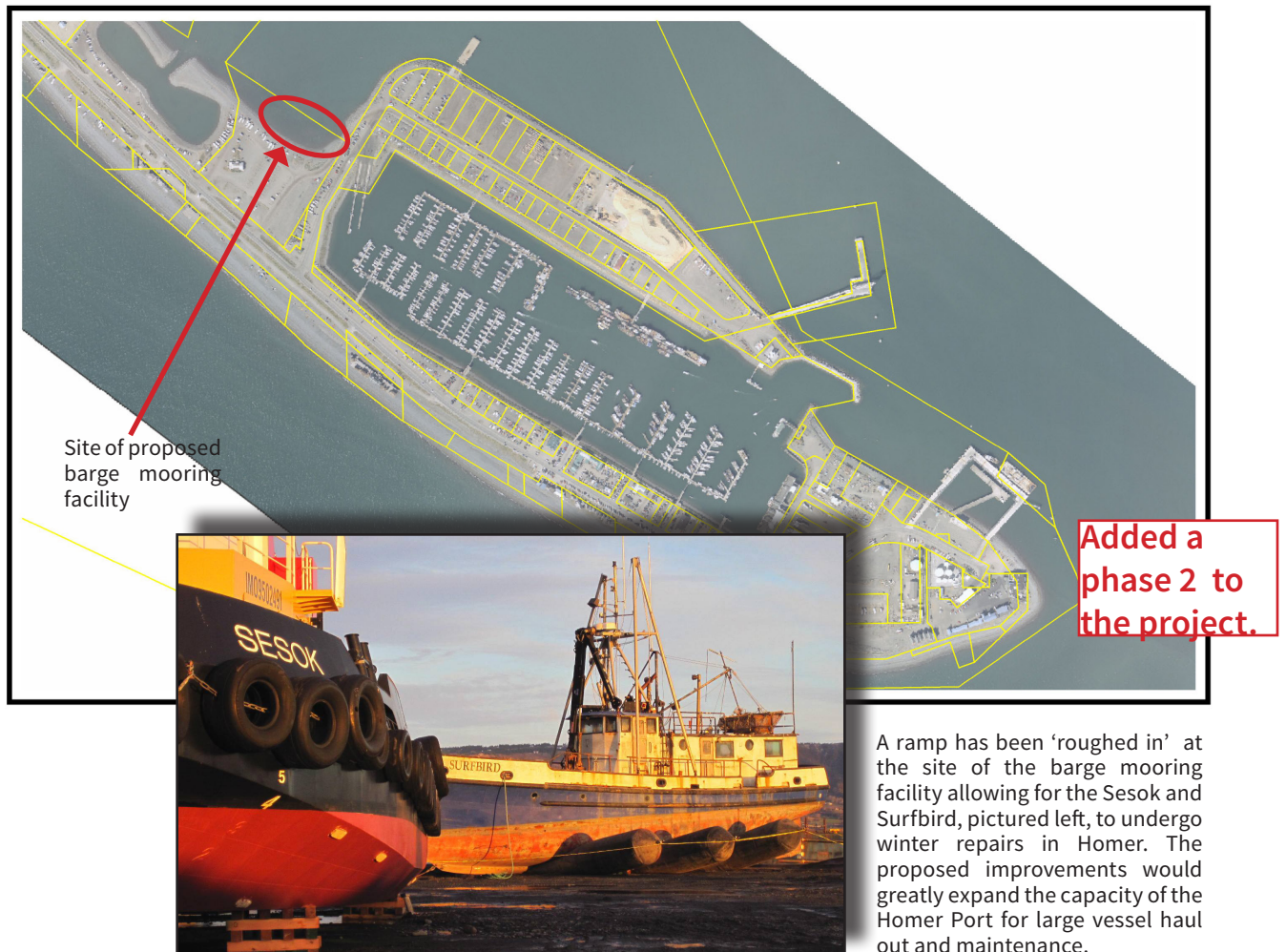
Design/Engineering/Permitting/Geotechnical (2015): \$250,000

Construction - (2016): \$1,000,000

Phase 2 - Uplands Improvements

Design/Engineering/Permitting (2018): \$105,000

Construction - (2019): \$495,000





HH Float Improvements

Project Description & Benefit: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would be extra wide to accommodate wider specialty fishing vessels (e.g., 58-foot super longliners) and pleasure craft that are appearing with increased frequency in the harbor. Deeper dredging will likely be required to accommodate the deeper-draft vessels.

It can be expected that the larger stalls will help attract additional boats and encourage them to home-port in Homer, thus increasing Port & Harbor revenues. The new float will be equipped with modern amenities such as: shore power and water. Stall fees for the wide-berth stalls will reflect the increased size and amenities.

Total Project Cost: \$3,000,000

Schedule: 2017

Priority: 2



May be able to remove
as a funded project.
Will know by August.



Marine Ways Large Vessel Haulout Facility

Project Description & Benefit: This project will construct a “marine ways” facility for hauling out large vessels (over 70 tons) for dry-dock, maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been under utilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Plans & Progress: A Large Vessel Haulout Task Force has been established to discuss how best to meet the need of this class of vessels. Different haulout options are being considered to serve our large vessel fleet, such as a travel lift, cylindrical air bags, a large vessel boat trailer, or possibly creating long ramp and marine ways to the East of the Chip pad that would allow operators to pull these vessels from the bay on rails up onto the chip pad for repair.

Total Project Cost: \$6,000,000 - \$10,000,000
(Project cost is dependent on method of haulout chosen)

Schedule: 2016

Priority Level: 2





Homer Spit Dredged Material Beneficial Use Project

Project Description & Benefit: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches and create additional parking on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). A new parking pad would be created between the boardwalks across from Ramp 3 and Mariner Park parking lot would be improved. Armor rock will be installed across from Ramp 3 to protect against erosion.

Dredged material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Hauling costs will be supplemented by Harbor Funds when hauling to Mariner Park and the City will spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Total Project Cost: \$738,000

Schedule:

2015 (Design and Inspection): \$50,000

2015: \$10,000 (Spread available material in upland parking pad areas)

2016-17: \$678,000

(Compact material: 20,000; Instal riprap: \$350,000; Gravel cap: \$95,000; Paving: \$100,000 Contingency \$63,000)

Priority Level: 2



The Homer Spit has been shaped over the years by nature as well as human intervention. (2008 NOAA photo)

Project & cost updated to remove seafarers memorial parking (created new proposed project for that) and reflect paving.



Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Total Project Cost: \$500,000

Schedule: 2015

Priority: 2



Four of the Ice Plant's aging compressors are shown here.



System 4 Vessel Mooring Float System

Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor of 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. System 4 floats are over 20 years beyond their engineered life expectancy and are showing their age. This project can be done in phases.

Plans & Progress: Floats HH, JJ and headwalk float AA between those floats is scheduled to be replaced in fall of 2014. Power and water will be extended from ramp 6 to JJ as part of the same project. A new landing float was installed for Ramp 7 Spring of 2014.

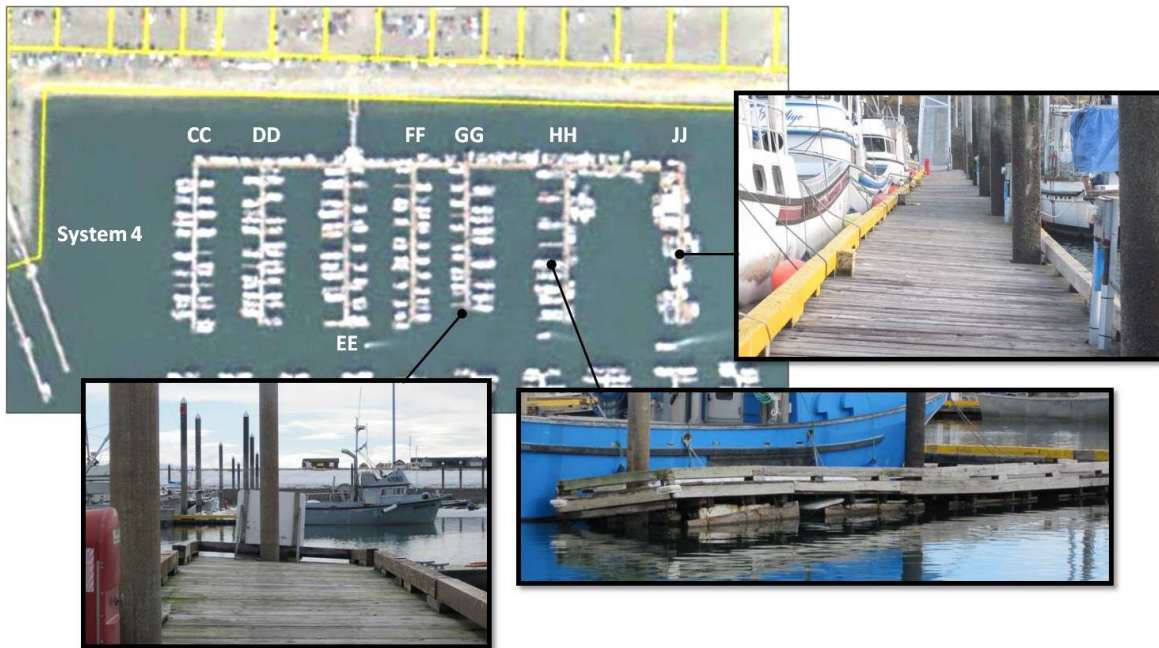
Total Project Cost: \$6,600,000

Schedule:

2015 (Design): \$600,000

2016-2019 (Construction): \$6,000,000

Priority Level: 2



Plans and progress were updated to reflect work that will be done this fall b/c of ability to stretch grant/bond dollars and include additional float replacement (will confirm by Aug 1)



Truck Loading Facility Upgrades at Fish Dock

Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area now.

Total Project Cost: \$300,000

Schedule: 2017

Priority: 1



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.



Ramp 5 Restroom

Project Description & Benefit: Ramp 5 is located at the southwest corner of the harbor at Freight Dock and Homer Spit Road and serves float System 2. This system provides moorage space for as much as 3,951 linear feet of moorage, including 81 reserved stall lessees. Currently, restroom service for these vessels and the City-maintained campground across the highway is an outhouse facility capable of occupying only two people at a time.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$295,000

Schedule: 2016

Priority Level: 2



The outhouse at Ramp 5 is often the first time out of state visitors use an outhouse.



Ramp 8 Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as the Homer Small Boat Harbor.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$295,000

Schedule: 2015

Priority Level: 3



This outhouse sees heavy use from crews of large vessels moored at Ramp 8.



Public Safety

- **South Peninsula Fire Arms Training Facility**



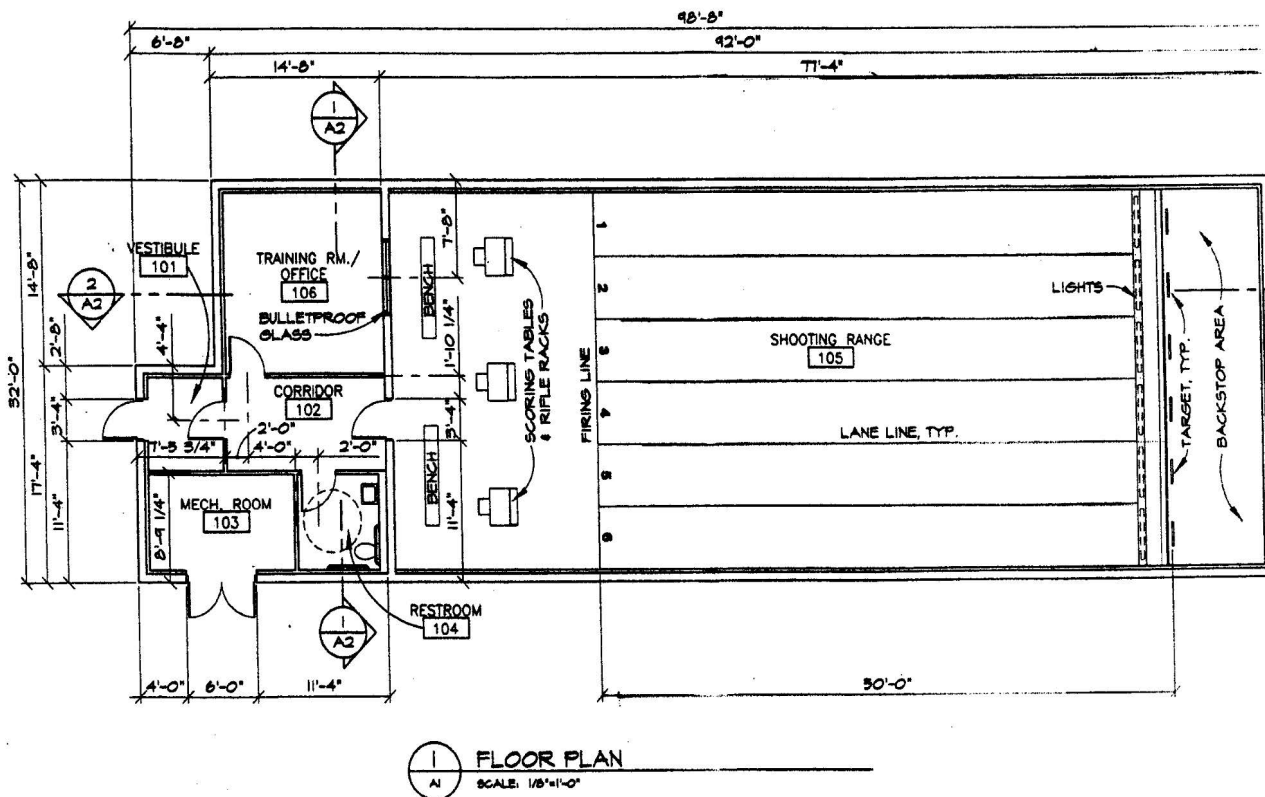
South Peninsula Fire Arms Training Facility

Project Description & Benefit: This project will construct a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

Total Project Cost: \$1,500,000

Schedule: 2017

Priority Level: 2



Cost estimate
updated.



State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents

Transportation projects within City limits:

- **Homer Intersection Improvements**
- **Main Street Reconstruction/Intersection**
- **Pioneer Avenue Upgrade**
- **Kachemak Drive Rehabilitation/Pathway**

Transportation projects outside City limits:

- **Sterling Highway Realignment, MP 150-157**
- **Sterling Highway Reconstruction, Anchor Point to Baycrest Hill**

Non-transportation projects:

- **Alaska Maritime Academy**



Homer Intersection Improvements

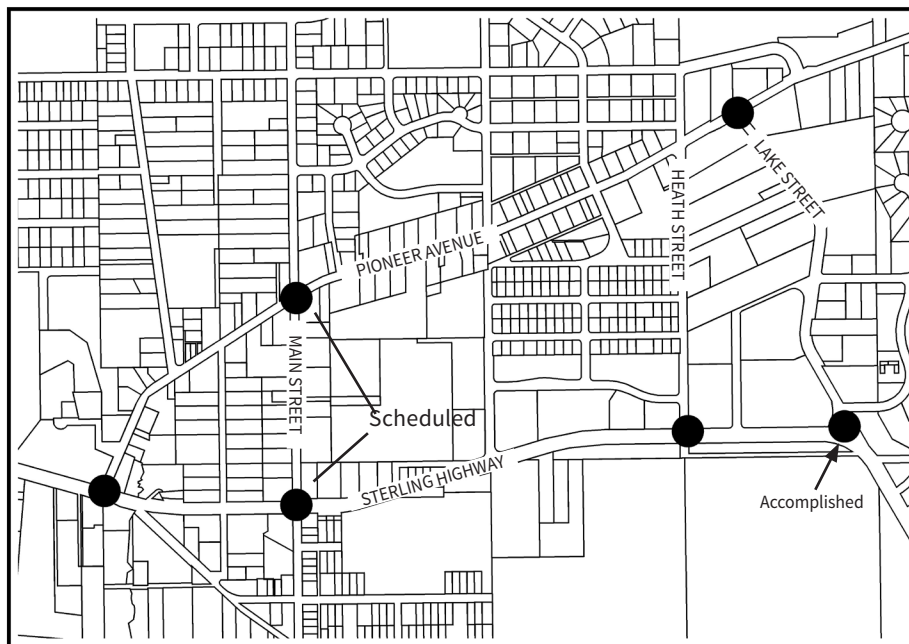
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

The study notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, “the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance.”

Problem intersections and recommended improvements noted in the study but not yet funded are as follows:

- Sterling Highway and Heath Street - Roundabout or traffic signal
- Sterling Highway and Main Street - Roundabout or traffic signal (This project has been partially funded.)
- Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal
- Pioneer Avenue and Main Street - Roundabout or traffic signal

Plans & Progress: State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.)



Alaska DOT/PF has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005 and improvements to the intersections on either side of Main Street are scheduled over the next few years.

**Updated with
the preferred
alternative
improvements
to Main Street
intersection.**



Main Street Reconstruction

Project Description & Benefit: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). In the process, it connects Homer's primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer's undeveloped Town Center district.

Despite its proximity to the hospital, businesses, and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that Alaska Department of Transportation and Public Facilities (DOT/PF) "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.) However, there remains much work to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.

Updated with
the preferred
alternative
improvements
to Main Street
intersection.



Pioneer Avenue Upgrade

Project Description & Benefit: "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer typically thought of as "downtown." However, in its current form, Pioneer Avenue does not function well as a downtown street. While the posted speed limit is 25 mph, wide lanes and lack of traffic calming features encourage drivers to go much faster. Using a bicycle on a sidewalk in a business district is against state law, but the practice is tolerated on Pioneer Avenue because it is generally acknowledged that the street is unsafe for cyclists. Crosswalks are few and far between (five total) and many drivers fail to notice pedestrians in time to stop when pedestrians are waiting to cross. Some east-west crossings are particularly long and intimidating (e.g., at Main Street and Heath Street). For all these reasons, walking is not very popular along Pioneer Avenue, to the detriment of downtown businesses.

The Pioneer Avenue Complete Street Project will encourage non-motorized transportation by narrowing the driving lanes, adding distinct bicycle lanes and additional well-marked crosswalks, and incorporating other traffic calming features to further slow traffic and improve pedestrian and bicycle safety. Landscaping and appropriate "downtown" lighting will also be included in the project. It will be most cost effective to complete this work in conjunction with Pioneer Avenue Intersection safety improvements recommended in the 2005 Homer Intersections Planning Study (ADOT).

Plans & Progress: The project Pioneer Avenue Rehabilitation is included in the 2012-2015 Alaska Statewide Transportation Improvement Program.



Recommend remove. State has chosen an alternative and City has passed a reso supporting it.

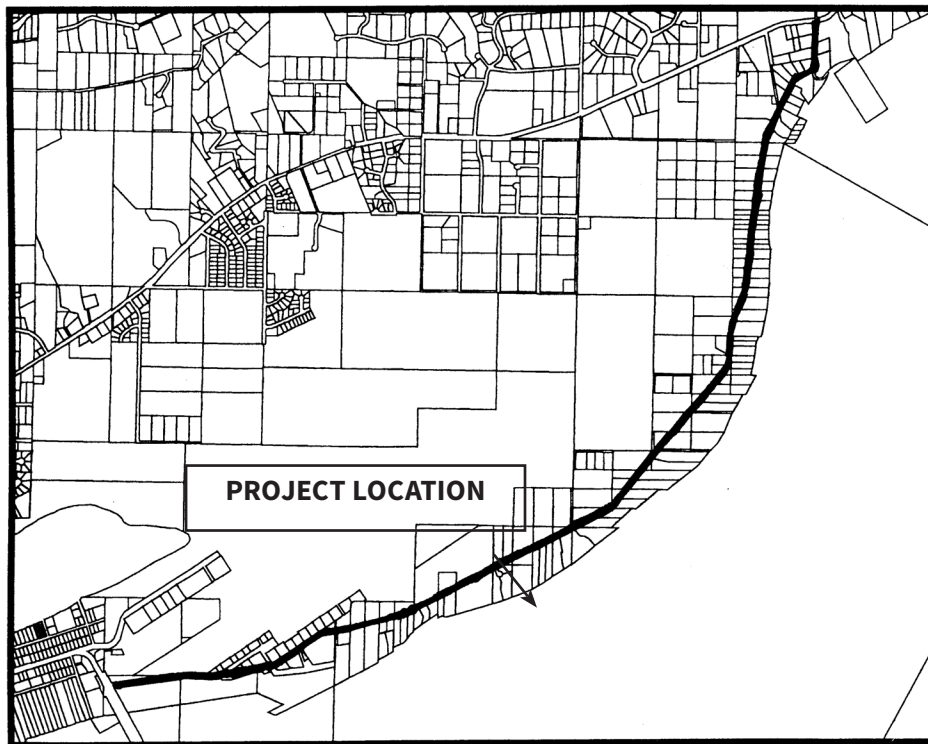


Kachemak Drive Rehabilitation/Pathway

Project Description & Benefit: Kachemak Drive connects Homer Harbor with Homer's industrial boat yards, serves drivers as a connector from the Homer Spit to East End Road, has a residential community, and serves as an alternate route to the airport. Truck, boat trailer, residential and commuter traffic are often heavy, with an approximate daily traffic of 1,500 vehicles. The road needs rehabilitation including raising the embankment, resurfacing, widening the road, and drainage improvements.

Bicyclists, pedestrians and occasional moms with strollers use Kachemak Drive to connect to the Spit, Ocean Drive, and East End Road bike paths. Kachemak Drive has narrow to non-existent shoulders, forcing cyclists to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This procedure is dangerous to motorists and cyclists, especially on the hill leading up from the base of the Spit to the airport, where visibility is low. Bicycle traffic has increased in the past couple of years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle friendly town. Construction of a separated pathway along East End Road will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, this project will likely take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked with the City of Homer Advisory Parks and Recreation Commission and Transportation Advisory Committee to explore potential alternatives. The City performed preliminary engineering in 2012 on a portion of the trail and found significant grade and easement challenges to the project.





Sterling Highway Realignment MP 150-157

Project Description & Benefit: The Sterling Highway is a vital transportation corridor serving most of the communities on the Kenai Peninsula, including Homer at the southern terminus, and is the only road connecting these communities to the larger North American road system. The vast majority of people and goods routed in and out of Homer utilize the Sterling Highway as compared to air or water transportation.

This project will protect the Sterling Highway from erosion that is threatening the highway north of Anchor Point. Completion of the project will involve re-routing the highway away from areas that are eroding, utilizing existing road right-of-way as much as possible. The Alaska Department of Transportation has noted that the first effort needed is for reconnaissance study to evaluate alternatives and quantify costs.

Plans & Progress: The project “Sterling Highway Erosion Response MP 150-157” is included in the 2012-2015 Statewide Transportation Improvement Program (STIP).



As seen in this aerial image, the eroding edge of the bluff is now only 30 feet away from the Sterling Highway at a section just north of Anchor Point.



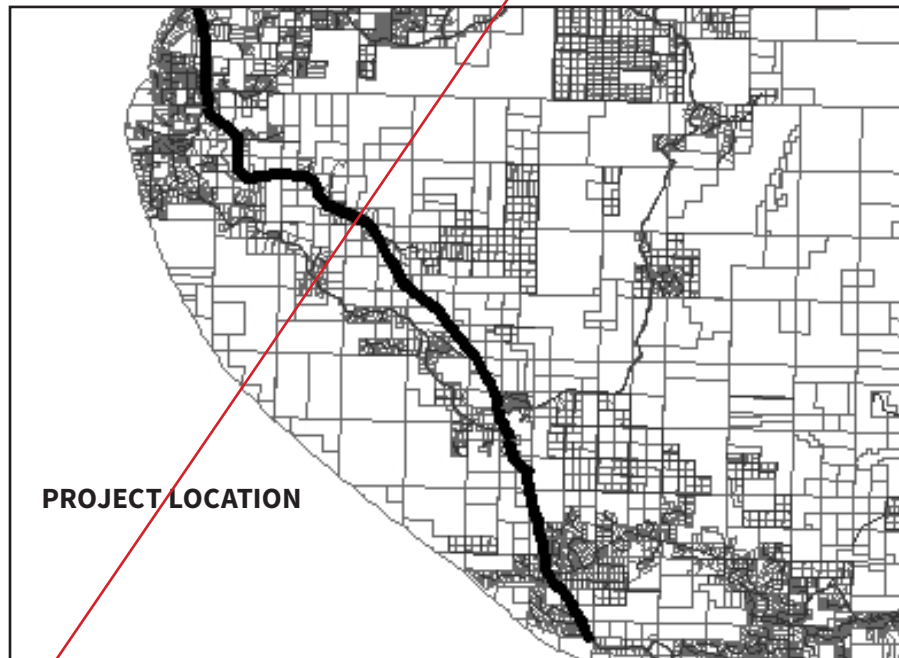
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

Project Description & Benefit: This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots on the existing road. The project has been identified as a high priority of the Kenai Peninsula Borough.

Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more subdivisions with intersecting roads and more traffic on the highway, exacerbating the problem. School buses must stop in some locations with blind corners and hills.

The project calls for construction of an improved two-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

Plans & Progress: This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.



**Recommend Re-
move. This section
of road was im-
proved recently.**



Alaska Maritime Academy

Project Description & Benefit: This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer's existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

Plans And Progress: The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A maritime academy is also included as a potential economic development opportunity in the City of Homer Comprehensive Economic Development Strategy.



Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.



Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- **Pratt Museum: New Facility and Site Redesign**
- **Kachemak Bay Equestrian Association: Cottonwood Horse Park: REMOVE**
- **Haven House: Sustainability/Energy Efficiency Projects: REMOVE**
- **Kachemak Nordic Ski Club: Rogers Loop Trailhead Land Acquisition: MOVE TO CITY PROJECT P&R**
- **Homer Chamber of Commerce: Visitor Information Center Parking Lot: REMOVE**
- **Homer Senior Citizens: Natural Gas Conversion**
- **South Peninsula Hospital: Site Evaluation and Planning for Hillside Reinforcement**
- **Kenai Peninsula Borough: New Turf Field: REMOVE**
- **Kachemak Ski Club: Ohlson Mountain Rope Tow Safety Equipment Upgrades: REMOVE**
- **Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery**



Pratt Museum

New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 30,000 visitors, with more than 4,000 young and adult learners participating in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 45 years old, and the building's galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.8 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility. The Planning Phase spanned the Fall of 2007 to December 2010. The Design Phase started in January 2011 and will be complete in the Spring of 2015. Construction will begin as early as the Fall of 2015, with the new facility opening in 2017. The total budget is \$9.5 million.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 35% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input throughout the Design Phase;
- With leadership from the Patrons of the Pratt Society, 9.8 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free;
- The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities;
- The Pratt is working on Phase II community input planning and research for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.3 million (35% of the project total) in cash, grants, and pledges;
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012; and
- Schematic designs are complete, and the balance of the Design Phase will be completed in early 2015.

Total Project Cost: \$9,500,000
(FY16 State Request: \$1,650,000)

Preconstruction: \$1,000,000

Construction: \$8,500,000

Schedule:

Planning: 2010

Design/Preconstruction: 2015

Construction: 2017

**\$900,000 in
FY15 Capital
Budget**





Kachemak Bay Equestrian Association Cottonwood Horse Park

Project Description And Benefit: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

Development of Cottonwood Horse Park began in 2006, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first five summer seasons events at the horse park drew more than 1,200 participants and 2,000 spectators.

The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

In 2006 the City of Homer acquired, through donation, .89 acres of land adjacent to the proposed horse park and has stipulated that the property be used for parks/recreation or green space. City of Homer Resolution 06-116 expresses the intent of the City to donate the property to KBEA. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property.

Plans and Progress: As of June 2013, KBEA has raised \$180,00 towards land purchase and approximately \$175,000 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, two cabins, and a place for children to play. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, Homer Foundation and the 2012 Alaska State Legislature that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

KBEA has sponsored numerous revenue-generating events including cowboy cabarets, chili cook-offs, garage sales, horse shows, pony club camps, lessons, clinics, and cowboy races.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Funding already secured: \$297,000

Amount needed to complete land purchase: \$20,000

**Land paid off! Re-
move project. Con-
grats KBEA!**



A rider negotiates an obstacle in the Cowboy Race 2010.



Haven House

Sustainability/ Energy Efficiency Improvements

Project Description & Benefit: South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy center and has responded to community crisis needs by expanding services. This increased service demand has occurred while the shelter faces dramatic increases in the cost of fuel and utilities.

The proposed project seeks to enhance sustainability and reduce costs at Haven House through replacement/repair of the existing roof, including updated attic insulation; and modification of the current entry way, including replacement of entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures and windows, and the addition of a greenhouse.

Total Project Cost: \$26,000

Roof Replacement/Repair and Attic Insulation: \$18,000

Entry Way Modifications: \$8,000



Project funded in FY15 budget (\$20,000). Haven House would like to replace with Security Improvement project under 'proposed new projects.'



Rogers Loop Trailhead Land Acquisition

Project Description and Benefit: This project will provide a parking/staging area at the Roger's Loop trailhead. This parking lot will provide year round access to the Baycrest Ski Trails, the Demonstration Forest, and the City of Homer Diamond Creek properties. The City hopes to purchase the land by leveraging City trail funds and matching grant funds.

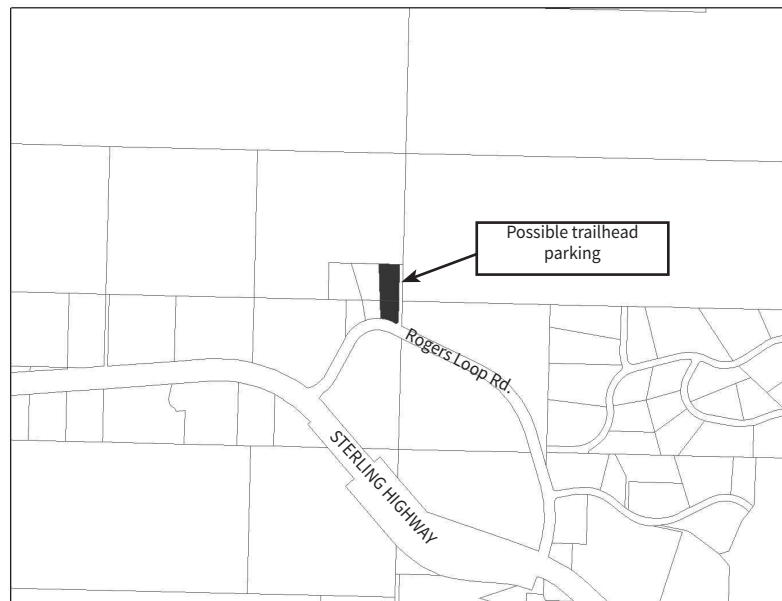
Currently the only parking for this large recreational area is on the shoulder of Rogers' Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

In addition to winter use, the property would provide summer parking for the Homestead hiking trail, the nature trail boardwalk, and arboretum trails maintained by the Homer Soil and Water Conservation District. Community members of all ages and abilities use the Baycrest/Homestead Trail system, as do visitors to Homer.

In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area, ultimately transferring ownership of these parcels to the City for the benefit of the entire community. Phase one of the project would purchase the land. Later phases would develop the parking lot and construct amenities such as a restroom.

Plans and Progress: The City of Homer adopted the Diamond Creek Master Plan in May of 2013 that includes developing a parking lot at Rogers Loop.

Total Project Cost: \$70,000



Kachemak Nordic Ski Club and P&R would like to make this a City project. As a City Project, write up was rewritten as separate phases, only asking for land purchase now. Also increased price estimate of land. Administration is ok with making it a City project.



Visitor Information Center Beautification Phase 1: Parking Lot

Project Description & Benefit: The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project.

This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season, and year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, it will help address health and safety issues related to poor air quality, speeding vehicles, and pebbles kicked up by cars cutting through the parking lot between the Sterling Highway and Bunnell Street.

One of the first places visitors come to when they drive into Homer is the Homer Chamber of Commerce Visitor Information Center. Approximately

150,000 people visit Homer every year. First impressions are what visitors to a community use to judge that area. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.

Other phases of the Visitor Information Center Beautification Project include adding a deck and rest area. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

Plans & Progress: The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project. In 2012 the landscaping and gardens were installed at the very low cost of approximately \$10,000! We were able to do this only because of literally hundreds of hours of community volunteers!

Total Project Cost: \$200,000

Funding Requested for Paving Parking Lot: \$85,000



At various times of year, the Visitor Information Center parking lot is plagued by dirt, dust, mud, and potholes – sometimes all at once.

**\$60,000 funded
in FY15 budget.
Remove.**



Homer Senior Citizens Natural Gas Conversion

Project Description & Benefit: This project would convert the Homer Senior Center (HSC) facilities to natural gas. The project budget includes City of Homer Special Assessment costs, service line and meter costs from Enstar, converting boilers on six structures, as well as gas ranges and dryers in senior housing units.

HSC has been the sole non-profit senior services provider for Homer for the past 39 years. HSC relies upon grants, private donations and fees for service for funding. With budgets tight and the economy still in recovery, private donations are not at the same level. Expenditures increase annually, while revenue continues to remain at the same level, and in some cases declines.

Converting to natural gas as a supplemental energy source will reduce our cost for heating oil. This will save the Center as well as the 85 seniors who pay for electric heat at this time. Currently HSC expends over \$100,000 in fuel oil. With natural gas HSC will save \$37,000 annually, according to projections. HSC will save approximately \$10,000 annually due to the replaced appliances. The combined savings represents approximately \$35,000 annually, equating to one full-time employee.

Plans & Progress: The Alaska State Legislature awarded Homer Senior Citizens Inc. \$100,000 in FY2015 towards this project.

Total Project Cost: \$504,898

Funding Already Secured: \$100,000

Schedule:

Preconstruction: 2014

Construction: 2015



Homer Senior Citizen's main building.

HSC received \$100,000 in FY15 budget. However, it is not sufficient to initiate the project.



South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement

Plans and Progress: South Peninsula Hospital sits on a very steep hillside, with all parking lots and outbuildings being terraced down from the main hospital building. Both the lot the hospital sits on and the lot behind it continue with a very steep elevation incline. The buffer is only 12 feet behind the building cut into the hillside before the terrain continues with the steep incline for as far as 300 yards. The remaining hillside has thick vegetation and is not utilized or developed in any way at this time.

The facility has had numerous additions and structural work completed in the last 10 years which may have impacted and affected the stability of the hillside. The hillside runs continuous from the entrance of parking the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

A site evaluation is necessary to establish the current condition of the hillside, and make any recommendations to secure it from further erosion and sloughing. Such evaluation would include a survey, soils testing, geologic hazard assessment and mitigation report, landslide evaluation, earthquake assessment, and recommendations for options to minimize risk to the facility. The recommended options would include cost estimates.

Plans and Progress: The estimated cost of such a study, evaluation, and report is \$100,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

Total Project Cost: \$100,000

Schedule: 2014





Kenai Peninsula Borough Homer High School Turf Field

Project Description & Benefit: The competitive athletic field at Homer High School would benefit greatly by being upgraded to artificial turf. An artificial turf field would enable the school district community to use the facility for a greater portion of the year by allowing use earlier in the spring, and later in the fall than is currently possible. Additionally, artificial turf fields are able to handle a significantly greater amount of use than natural turf fields without risking damage. Upgrading the existing grass field with synthetic field entails removing the existing sod, excavating and back-filling with structural fill, installing a membrane and drainage tile, and installing the turf field with sand and rubber infill.

The project will provide broad community benefit and address a safety hazard. An artificial turf field would protract the playing season for school and community soccer and football teams, as well as other user groups. It allows gym classes to get outdoors and provides an earlier start to outdoors play for our school sports teams. Homer has a very popular summer program for youth soccer, with 180 participating youths. Currently, the summer community soccer season is shortened by field closures that are required to allow the soil to dry. Closure is also required for field maintenance, including protection of newly planted grass seed. Artificial turf would not only afford earlier and later season use of the field, it will also create a community economic development opportunity by increasing the number of visiting summer soccer teams and the revenue they bring to Homer. There are also potential community health benefits offered by a turf field. Allowing field use between games by students and community addresses current data from DHSS that 36% of students in the KPBSD are overweight or obese. Additionally, depending on the type of artificial turf, there is evidence that impact absorption may be greater than for natural turf (grass), and it is certainly greater than gym floors where pre-season practices currently occur, thus reducing injury. The muddy and uneven field conditions are major safety hazards during the spring sports season, causing sprained ankles, often serious enough to keep players out of the game for weeks.

Plans & Progress: A related project, the Homer High School Track Renovation, was included in the 2012-2017 Homer CIP and was funded through a legislative appropriation of \$1,100,000 in FY 2013. Approximately \$150,000 from the track renovation project was expended to address field drainage in anticipation of the turf field project. With the drainage already in place for a turf field, a significant cost driver for the current project is eliminated. In addition to this major cost savings for the project, there is already a completed design study report, field application, and cost estimate in place. The Kenai Peninsula Borough Capital Projects Director has expended considerable time and effort in preparing detailed study, design, and engineering materials to support the project. The Borough has applied to the Department of Education and Early Development for bond reimbursement (70%), should the measure pass in Fall 2013. The City of Homer has also supported fundraising efforts through resolution 13-025. No project funds have been secured to date.

Total Project Cost: \$ \$1,991,737

Preconstruction: \$95,851

Construction: \$1,895,886

Schedule: 2014

**Funded through
bonds/state. Remove.**



Kachemak Ski Club

Ohlson Mountain Rope Tow Safety Equipment Upgrade

Project Description & Benefit: The Kachemak Ski Club (non-profit operators of the Ohlson Mountain Rope Tow) needs winter safety equipment for the continued safe operation of its ski hill. The KSC ski tow is located over a quarter mile off the Ohlson Mountain Road. All skiers and volunteers must currently walk a snow covered right of way to access the base of the ski hill.

This project would purchase snow machine capable of evacuating an injured skier uphill to the parking lot (where local club first aid responders would transfer care to local EMS providers), as well as for use packing both the access right of way and the tow path of the rope tow itself. Both of the latter are weekly maintenance tasks that must be done to open the hill to the skiing public. A covered, open sled capable of being towed by a snowmachine to evacuate an injured skier would be part of this initial purchase.

A four-wheel drive ATV is the second major capital item in this request, which would be used for pre-season maintenance of the right-of-way path, and brush clearing on the hill for hauling firewood to maintain the heating needs of the woodstove-equipped ski lodge.

The final phase of the project would include construction or purchase of secure, covered storage to protect the purchased equipment from the elements, as well as a grooming device to break up icy or rutted conditions on the access trail or ski hill itself.

Total Project Cost: \$30,000

Schedule: 2015



Map depicts the location of the Ohlson Mountain Rope Tow in relation to Ohlson Mountain Road.

**Funded in FY15
capital budget. Rec-
ommend remove.**



Kachemak Shellfish Growers Association Kachemak Shellfish Hatchery

Project Description and Benefit: For over twenty years Kachemak Shellfish Mariculture Association (KSMA), a 501-c3 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its partnership with the Kachemak Shellfish Growers Cooperative (KSGC), a co-op formed to market and distribute mussels and oysters, there are 14 farms in the Bay and a sorting, marketing and shipping facility on the Homer Spit supplying shellfish and mariculture related goods to local restaurants, residents and tourists while shipping oysters all over Alaska and the nation.

Five years ago the industry identified an oyster seed shortage affecting the shellfish industry on the entire Pacific Coast. Local leaders developed a small proof of concept experiential oyster hatchery/setting facility at the KSGC building to address this issue. Over the past two years, on a thin budget, with the assistance of industry professionals, and with the support of State of Alaska, the co-op raised over 7.5 million oyster seed. KSMA supports this highly technical hatchery and laboratory with two employees who oversee the 24-hour a day, five-month process culturing oysters and propagating algae (oyster food) in conjunction with their other duties. Please note that this should not be understated; others have invested more with lesser success. Some experts gave this experimental nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of staff the oysters thrived at the Homer Spit facility and into the upweller (a nursery for the young oysters) in Halibut Cove. With the commitment of KSMA's employees and the Bay's farmers this proof of concept is ready to mature to the next step—a third year of production and expanding the hatchery to a financially sustainable operation through the scale of production. By supplying oyster seed to shellfish farmers throughout the state of Alaska, it will reduce cost to farms and the impact of seed shortage through another seed source for Alaska and the west coast farmers.

Over the past two years KSMA produced 7.5 million seed and has purchased or developed much of the expertise and equipment necessary for the hatchery expansion including technician training, the expensive salt water well, and algae production. However a larger lab, natural gas heat and storm damage prevention are needed to mature the proof of concept to a production facility supporting the greater Bay and its residents. The Kachemak Mariculture building on the Spit needs professional engineering, design, and planning to transition its available space from an experimental, small hatchery to the next phase of a permanent hatchery enabling KSMA to commercially produce oyster seed.

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22nd year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Oysters clearly benefit the community and economy.

A local hatchery and nursery can also provide a great learning lab for high school and university students, who currently have to travel to the hatchery in Seward for their studies. (The Seward hatchery hatches opilio crab; however the waters of Resurrection Bay are less conducive to oyster seed.) A course in mariculture could easily be developed in conjunction with aspects of oyster seed development, culturing and marketing.

Plans and Progress: The design and expansion of the shellfish hatchery is in process. Successful seed will be sold first to growers in Kachemak Bay. Excess seed can easily be sold to other farmers in the state who are eager for a reliable supplier.

KSMA's Hatchery consultant has many designs from hatcheries where he has assisted. Final design for the Homer Spit Facility would occur in conjunction with permitting.

Total Project Cost: \$400,000

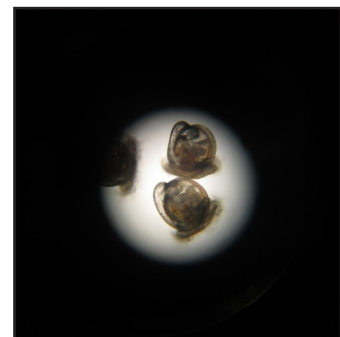
Preconstruction: \$75,000

Funding Already Secured: \$50,000

Construction: \$325,000

Schedule: 2014

**\$50,000 in
FY15 Capital
Budget**



Microscopic view of two tiny oysters.



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: \$1.75 million **Priority Level** 3

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. Along with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Cost: \$3 million **Priority Level** 3

Parks And Recreation

Beach Access from Main: This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that beachgoers can walk onto the beach at one point and off at another, on a loop through Old Town, Town Center, etc. For those not physically able to walk all the way to the beach, platforms near the roads will provide nice views and benches on which to relax. Interpretive signage could provide information on Homer history, beach formation, and other topics.

The Main Street beach access point is envisioned to have a small parking area, a viewing platform with a bench, and stairs with landings.

Cost: \$250,000 **Priority Level** 3

Deleted access from Crittenden from project since basic access was developed with LID last summer.



Capital Improvement Long-Range Projects

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

The Beluga Lake Trail and a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M Priority Level 3

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields. Phase 3 development will construct a plumbed restroom at the park. Phase 3 will be to develop soccer fields.

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3: Phase 3 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

Mariner Park Improvements: This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$725,000 Priority Level 3

Deleted moving entrance from project since that has been accomplished. Re-visit bike path once work DOT is doing this year is accomplished (may fill that need).



Capital Improvement Long-Range Projects

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2013. Restrooms for Mariner Park, Ramp 5 & 8 and End of the Road Park are addressed elsewhere).

- The restroom at Ramp 2 is in poor condition and needs to be replaced.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails.

Cost: \$295,000 each; \$590,000

Priority Level 2 for Ramp 2; Level 3 for Spit trailhead

PUBLIC FACILITIES

Homer Conference Center: Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer's reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer's developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer's ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million

Priority Level 3

Public Works Complex: The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer's population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2



Capital Improvement Long-Range Projects

Homer Greenhouse: Homer's growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The library grounds and Town Center development will further increase the need for summer annuals planting. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

Cost: \$400,000

Priority Level 3

Public Market Design and Financing Plan: This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. In conjunction with Town Center infrastructure development (a separate capital improvement project aimed at providing initial road/trail access and utilities), the project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Cost: \$60,000

Priority Level 3

UTILITIES

Spit Water Line – Phase 4: The existing Homer Spit water line is 40 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. Phase 4 of this project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. The City received a grant for the EPA for design of the project which was completed in fall of 2014.

Cost: \$400,000

Priority Level 3

updated with design
work from EPA grant.

Bridge Creek Watershed Acquisition: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Priority Level 3

Alternative Water Source: Currently Homer's sole water source is the Bridge Creek Reservoir. Population growth within the city, increased demands for City water from residents outside city limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir.

Cost: \$16,750,000

Priority Level 3



Capital Improvement Long-Range Projects

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water planning documents for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M Priority Level 2

State Projects

Ocean Drive Reconstruction with Turn Lane: Ocean Drive, which is a segment of the Sterling Highway (a state road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators. This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane. In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.

Recommend reassessing this project after DOT work on Ocean Drive is complete. Project goals may be accomplished.



Capital Improvement Appendices

- **Part 4: Capital Improvement Appendices**
- **CIP Development Schedule**
- **Resolution CORRECT NUMBER**
- **City of Homer Financing Assumptions**



Capital Improvement Appendices

CITY OF HOMER 2015-2020 CAPITAL IMPROVEMENT PLANNING PROCESS FY 2016 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council approval of schedule	May 27, 2014
Solicit new/revised project information from City departments, local agencies and non-profits	May 27
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 9)	(Meeting dates): Planning Commission July 16, August 6
	Parks and Recreation Commission August 21
	Port and Harbor Commission July 23
	Library Advisory Board August 5
	Economic Development Commission July 8, August 12
	Public Arts Committee August 14
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 25
Public Hearing on CIP/Legislative request	September 8
Adoption of resolutions by City Council	September 22
Administration compilation of CIP	September 23 – September 30
Administration forwards requests for Governor's Budget (Local Election)	October 1
Distribution of CIP and State Legislative Request	October 2014 & January 2015
Compilation/distribution of Federal Request	February 2015



Capital Improvement Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 13-087(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE
2014-2019 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING
CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR
2015.

WHEREAS, Duly published hearings were held on August 26 and September 9, 2013 in
order to obtain public comments on capital improvement projects and legislative priorities;
and

WHEREAS, The Council received comments from all of the Commissions and held an
all day Worksession on August 17, 2013; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State
Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding
sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that the
"City of Homer Capital Improvement Plan 2014-2019" is hereby adopted as the official 6-year
capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are
identified as priorities for the FY 2015 State Legislative Request:

1. Water Storage/Distribution Improvements
2. Public Safety Building
3. Harbor Sheet Pile Loading Dock
4. Fire Department Equipment Upgrades
5. East to West Transportation Corridor

replace w cur-
rent reso.

BE IT FURTHER RESOLVED that projects for the FY 2015 Federal Legislative Request
will be:

1. Deep Water/Cruise Ship Dock Expansion, Phase 1
2. East Boat Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise the
appropriate State and Federal representatives and personnel of the City's FY 2015 capital
project priorities and take appropriate steps to provide necessary background information.

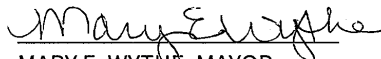


Capital Improvement Appendices

Page 2 of 2
RESOLUTION 13-087(A)
CITY OF HOMER

45 PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of
46 Homer on this 9th day of September, 2013.

47 CITY OF HOMER

48
49
50 
51 MARY E. WYTHE, MAYOR

52
53 ATTEST:

54 
55
56
57 JO JOHNSON, MMC, CITY CLERK

58
59 Fiscal Note: N/A
60

replace w cur-
rent reso.



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease–purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **June 2014**

<u>Moorage Sales</u>	<u>2014</u>	<u>2013</u>	<u>Stall Wait List</u>		
Daily Transient	605	410	No. on list at Month's End	<u>2014</u>	<u>2013</u>
Monthly Transient	307	269	18' Stall	0	2
Semi-Annual Transient	6	5	20' Stall	5	2
Annual Transient	8	3	24' Stall	22	21
Annual Reserved	5	5	32' Stall	41	36
			40' Stall	27	26
			50' Stall	21	18
			75' Stall	8	8
<u>Grid Usage</u>			Total:	124	113
1 Unit = 1 Grid Tide Use	<u>2014</u>	<u>2013</u>			
Wood Grid	67	42			
Steel Grid	9	5			
			<u>Docking & Beach/Barge Use</u>		
<u>Services & Incidents</u>	<u>2014</u>	<u>2013</u>	1 Unit = 1 or 1/2 Day Use	<u>2014</u>	<u>2013</u>
Vessels Towed	5	4	Deep Water Dock	42	53
Vessels Moved	19	16	Pioneer Dock	35	21
Vessels Pumped	4	2	Beach Landings	9	57
Vessels Sunk	1	0	Barge Ramp	18	34
Vessel Accidents	0	1			
Vessel Impounds	0	0	<u>Wharfage (in short tons)</u>		
Equipment Impounds	10	8	In Tons, Converted from Lb./Gal.	<u>2014</u>	<u>2013</u>
Vehicle Impounds	0	0	Seafood	150*	2,677
Property Damage	0	4	Cargo/Other	1,369	2,180
Pollution Incident	6	4	Fuel	80,860	45,729
Fires Reported/Assists	0	0			
EMT Assists	7	3	<u>Crane Hours</u>	<u>2014</u>	<u>2013</u>
Police Assists	7	4		303.4	397.9
Public Assists	25	37			
Thefts Reported	1	1			
			<u>Ice Sales</u>	<u>2014</u>	<u>2013</u>
<u>Parking Passes</u>	<u>2014</u>	<u>2013</u>	For the Month of June	301	416
Long-term Pass	12	9			
Monthly Long-term Pass	16	1	Year to Date Total	955	1,049
Seasonal Pass	3	1			
			<u>Difference between</u>		
			<u>2013 YTD and 2014 YTD:</u>	94 tons less	

WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2014

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
12/30/2013	1/5/2014	6.8	6.8	shut down for maintenance	
1/6/2014	1/12/2014	9.5	16.3	shut down for maintenance	
1/13/2014	1/19/2014	9.4	25.7	shut down for maintenance	
1/20/2014	1/26/2014	11.2	36.9	shut down for maintenance	
1/27/2014	2/2/2014	14.9	51.8	shut down for maintenance	
2/3/2014	2/9/2014	14.5	66.3	shut down for maintenance	
2/10/2014	2/16/2014	13.4	79.7	shut down for maintenance	
2/17/2014	2/23/2014	11.9	91.6	shut down for maintenance	
2/24/2014	3/2/2014	44.9	136.5	shut down for maintenance	
3/3/2014	3/9/2014	45.4	181.9	14	14
3/10/2014	3/16/2014	24.2	206.1	5	19
3/17/2014	3/23/2014	29.4	235.5	33	52
3/24/2014	3/30/2014	57.2	292.7	38	90
3/31/2014	4/6/2014	68.4	361.1	58	148
4/7/2014	4/13/2014	31.1	392.2	52	200
4/14/2014	4/20/2014	48.8	441	18	218
4/21/2014	4/27/2014	45.3	486.3	27	245
4/28/2014	5/4/2014	24.9	511.2	42	287
5/5/2014	5/11/2014	60.9	572.1	130	417
5/12/2014	5/18/2014	77.9	650	80	497
5/19/2014	5/25/2014	40	690	61	558
5/26/2014	6/1/2014	70	760	96	654
6/2/2014	6/8/2014	66.8	826.8	93	747
6/9/2014	6/15/2014	67.2	894	29	776
6/16/2014	6/22/2014	80.2	974.2	89	865
6/23/2014	6/29/2014	89.2	1063.4	90	955
6/30/2014	7/6/2014	97.6	1161	107	1062
7/7/2014	7/13/2014	92.1	1253.1	93	1155
7/14/2014	7/20/2014				
7/21/2014	7/27/2014				
7/28/2014	8/3/2014				
8/4/2014	8/10/2014				
8/11/2014	8/17/2014				
8/18/2014	8/24/2014				
8/25/2014	8/31/2014				
9/1/2014	9/7/2014				
9/8/2014	9/14/2014				
9/15/2014	9/21/2014				
9/22/2014	9/28/2014				
9/29/2014	10/5/2014				
10/6/2014	10/12/2014				
10/13/2014	10/19/2014				
10/20/2014	10/26/2014				
10/27/2014	11/2/2014				
11/3/2014	11/9/2014				
11/10/2014	11/16/2014				
11/17/2014	11/23/2014			shut down for maintenance	
11/24/2014	11/30/2014			shut down for maintenance	
12/1/2014	12/7/2014			shut down for maintenance	
12/8/2014	12/14/2014			shut down for maintenance	
12/15/2014	12/21/2014			shut down for maintenance	
12/22/2014	12/28/2014			shut down for maintenance	

Deep Water Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/2	Red Dog	98	1000/1400	Buccaneer	\$338.00	\$52.00
1/2	Endeavor	181	1520/1830	Cispri	\$506.00	\$52.00
1/3	Sovereign	180	0800/1235	Ocean Marine	\$253.00	na
1/3	Red Dog INSIDE rate	98	0930/1000 1015/1520	Buccaneer	\$56.31	na
1/3	Endeavor INSIDE rate	181	1030/1755	Cispri	\$253.00	na
1/8	Red Dog	98	0930/12(19)00	Buccaneer	\$338.00	\$52.00
1/9	Pacific Challenger	114	0930/1000	Kirby Offshore	\$506.00	\$52.00
1/9	Sovereign INSIDE rate	180	0515/0800	Ocean Marine	\$84.30	na
1/9	Sovereign INSIDE rate	180	1300/1345	Ocean Marine	\$84.30	na
1/9	Red Dog	98	1245/1515	Buccaneer	\$56.31	na
1/10	Sovereign INSIDE rate	180	0755/1215	Ocean Marine	\$253.00	na
1/13	Red Dog INSIDE	98	1145/1300	Buccaneer	\$56.31	na
1/15	Red Dog INSIDE	98	1345/1440	Buccaneer	\$56.31	na
1/16	Endeavor	181	1945/2240	CISPRI	\$506.00	\$52.00
1/17	Sovereign INSIDE RATE	180	1000/1445	Ocean Mar	\$253.00	na
1/17	Red Dog	98	1200/	Buccaneer	\$338.00	\$52.00
1/21	Pacific Chall&DBL 54	300	0510/2045	Kirby	\$788.00	\$52.00
1/22	Red Dog	98	1140/	Buccaneer	\$338.00	\$52.00
1/23	Sovereign INSIDE RATE	180	0645/0815	Ocean Mar	\$84.30	na
1/24	Sovereign INSIDE RATE	180	0740/1200	Ocean Mar	\$253.00	na
1/30	Endeavor	181	1430/2045	CISPRI	\$506.00	\$52.00
1/31	Sovereign INSIDE RATE	180	0545/1145	Ocean Mar	\$253.00	na
1/31	Red Dog INSIDE RATE	98	1145/1430	Buccaneer	\$56.31	na
2/1	Sovereign	180	0900/1100	Ocean Mar	\$506.00	\$52.00
2/3	Red Dog	98	0640/0730	Buccaneer	\$338.00	\$52.00
2/6	Sovereign	180	0715/1100	Ocean Mar	\$506.00	\$52.00
2/6	Discovery	183	1115/1600	Ocean Mar	\$506.00	\$52.00
2/8	Sovereign	180	0800/1230	Ocean Mar	\$506.00	\$52.00
2/8	Discovery	183	0930/1415	Ocean Mar	\$506.00	\$52.00
2/8	Red Dog INSIDE	98	1100/1430	Buccaneer	\$56.31	na
2/9	Tustumena	296	0725/1145	St Of Ak	\$788.00	\$52.00
2/9	Tustumena	296	1830/2200	St Of Ak	\$788.00	\$52.00
2/11	Red Dog INSIDE	98	1130/1500	Buccaneer	\$56.31	na
2/11	Pacific Chall&DBL 54	300	0830/	Kirby	\$788.00	\$52.00
2/12	Pacific Chall&DBL 54	300	/1100	Kirby	\$788.00	
2/12	Red Dog	98	1300/1400	Buccaneer	\$338.00	\$52.00
2/13	Pacific Chall&DBL 54	300	0830/1300	Kirby	\$788.00	\$52.00
2/14	Discovery INSIDE RATE	183	0745/1225	Ocean Mar	\$253.00	na
2/14	Red Dog INSIDE RATE	98	0945/1300	Buccaneer	\$56.31	na
2/18	Endeavor INSIDE	181	1200/1320	Cispri	\$84.30	na
2/20	Red Dog INSIDE	98	1645/1800	Buccaneer	\$56.31	na
2/20	Discovery	183	0745/0900	Ocean Marine	\$506.00	\$52.00
2/20	Discovery	183	1510/1915	Ocean Marine	chrgd above	
2/21	Discovery	183	0830/1215	Ocean Marine	\$506.00	\$52.00
2/21	Red Dog INSIDE	98	1000/1400	Buccaneer	\$56.31	na
2/25	Tustumena	296	1900/2315	St of AK	\$788.00	\$52.00
2/27	Discovery	183	1200/1910	Ocean Marine	\$506.00	\$52.00
2/27	Red Dog INSIDE	98	1245/1400	Buccaneer	\$56.31	na

Deep Water Dock 2014

2/28	Discovery	183	0730/1400	Ocean Marine	\$506.00	\$52.00
2/28	Red Dog	98	1200/1500	Buccaneer	\$338.00	\$52.00
3/3	Red Dog	98	1315/1430	Buccaneer	\$338.00	\$52.00
3/3	Harry M & Andrew barge	112	2100/	Manson Cons	\$506.00	\$52.00
3/4	Barge Andrew	112		Manson Cons	\$506.00	
3/5	Barge Andrew	112		Manson Cons	\$506.00	
3/6	Barge Andrew	112	/0800	Manson Cons	\$506.00	
3/6	Discovery INSIDE	183	0620/0830	Ocean Marine	\$84.30	na
3/7	Discovery INSIDE	183	0845/1700	Ocean Marine	\$253.00	na
3/7	Red Dog INSIDE	98	0845/1330	Buccaneer	\$169.00	na
3/7	Perseverance	189	1945/	Cispri	\$253.00	na
3/8	Perseverance	189	/1500	Cispri	\$506.00	
3/12	Discovery	189	1300/1450	Ocean Marine	\$506.00	\$52.00
3/14	Discovery	189	0615/1245	Ocean Marine	\$506.00	\$52.00
3/18	Endeavor INSIDE	181	1000/	Cispri	\$506.00	na
3/19	Red Dog	98	1230/1300	Buccaneer	\$338.00	\$52.00
3/19	Endeavor INSIDE	181		Cispri	\$506.00	
3/20	Discovery	183	0700/0745	Ocean Marine	\$84.30	na
3/20	Discovery	183	1300/1900	Ocean Marine	\$253.00	na
3/20	Endeavor INSIDE	181	/1300	Cispri	\$506.00	
3/21	Red Dog	98	0930/1430	Buccaneer	\$338.00	\$52.00
3/21	Discovery INSIDE	183	0700/	Ocean Marine	\$506.00	na
3/24	Red Dog	98	1130/1300	Buccaneer	\$338.00	\$52.00
3/26	Red Dog	98	1100/1230	Buccaneer	\$338.00	\$52.00
3/27	Red Dog	98	1300/1340	Buccaneer	\$338.00	\$52.00
3/27	Sovereign	180	1200/1530	Ocean Marine	\$84.30	na
3/28	Discovery	183	0745/1300	Ocean Marine	\$506.00	\$52.00
4/1	Endeavor	181	1330/	Cispri	\$506.00	\$52.00
4/2	Endeavor	181		Cispri	\$506.00	
4/2	Red Dog	98	0900/1700	Buccaneer	\$338.00	\$52.00
4/3	Endeavor	181	/1300	Cispri	\$506.00	
4/3	Discovery	183	0830/0900	Ocean Marine	\$84.30	na
4/4	Discovery	183	0745/1145	Ocean Marine	\$506.00	\$52.00
4/4	Endurance	207	1430/	Alyeska Pipe	\$788.00	\$52.00
4/5	Endurance	207		Alyeska Pipe	\$788.00	
4/6	Endurance	207	/1045	Alyeska Pipe	\$788.00	
4/8	Endurance	207	1430/	Alyeska Pipe	\$788.00	\$52.00
4/9	Endurance	207	/0730	Alyeska Pipe	\$788.00	
4/10	Endurance	207	1300/1955	Alyeska Pipe	\$788.00	\$52.00
4/11	Discovery	183	0745/1345	Ocean Marine	\$506.00	\$52.00
4/11	Masco Endeavor	166	1845/	Metson Blue	\$506.00	\$52.00
4/12	Masco Endeavor	166		Metson Blue	\$506.00	
4/12	Red Dog	98	1000/1030	Buccaneer	\$338.00	\$52.00
4/13	Masco Endeavor	166		Metson Blue	\$506.00	
4/14	Masco Endeavor	166		Metson Blue	\$506.00	
4/15	Masco Endeavor	166		Metson Blue	\$506.00	
4/16	Masco Endeavor	166	/2340	Metson Blue	\$506.00	
4/17	Pac Chall & DBL 54	300	0045/1100	Kirby Offshore	\$788.00	\$52.00
4/17	Pacific Wolf	121	0730/1330	Kirby Offshore	\$506.00	\$52.00

Deep Water Dock 2014

4/17	Discovery INSIDE	183	0820/1000	Ocean Marine	\$84.30	na
4/18	Discovery	183	0800/1345	Ocean Marine	\$506.00	\$52.00
4/21	Discovery	183	1100/1400	Ocean Marine	\$84.30	na
4/25	Discovery	183	0745/1515	Ocean Marine	\$506.00	\$52.00
4/25	Perseverance	189	1950/2010	Cispri	\$506.00	\$52.00
4/29	Paragon & Kays Point	328	2100/	Kirby Offshore1005	\$1,005.00	\$52.00
4/30	Paragon & Kays Point	328		Kirby Offshore	\$1,005.00	
5/1	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/1	Discovery INSIDE	183	0645/0815	Ocean Marine	\$84.30	na
5/2	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/2	Discovery INSIDE	183	0710/1245	Ocean Marine	\$253.00	na
5/3	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/4	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/4	Perseverance	189	1810/	Cispri	\$253.00	na
5/5	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/5	Perseverance	189		Cispri	\$506.00	
5/6	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/6	Perseverance	189		Cispri	\$506.00	
5/7	Paragon/Kayes Pt	328	/1735&2145	Kirby	\$1,005.00	
5/7	Perseverance	189		Cispri	\$506.00	
5/8	Perseverance	189		Cispri	\$506.00	
5/9	Discovery	183	0730/1430	Ocean Marine	\$253.00	na
5/9	Perseverance	189		Cispri	\$506.00	
5/10	Perseverance	189	/0740	Cispri	\$506.00	
5/12	Paragon tug only	105	1400/	Kirby	\$253.00	na
5/13	Paragon tug only	105		Kirby	\$506.00	
5/14	Paragon tug only	105		Kirby	\$506.00	
5/14	Silver Shadow	610	0730/1745	AK Maritime	\$2,957.00	\$481.53
5/15	Discovery	183	0730/	Ocean Marine	\$506.00	\$52.00
5/15	Paragon tug only	105		Kirby	\$506.00	
5/16	Discovery	183	0845/1230	Ocean Marine	\$84.30	na
5/16	Paragon tug only	105		Kirby	\$506.00	
5/17	Perseverance	189	0245/1900	Cispri	\$506.00	\$52.00
5/17	Paragon tug only	105		Kirby	\$506.00	
5/18	Paragon tug only	105		Kirby	\$506.00	
5/19	Paragon tug only	105		Kirby	\$506.00	
5/20	Paragon tug only	105		Kirby	\$506.00	
5/21	Paragon tug only	105		Kirby	\$506.00	
5/22	Paragon tug only	105		Kirby	\$506.00	
5/23	Paragon tug only	105	/2215	Kirby	\$506.00	
5/23	Discovery	183	0700/1430	Ocean Marine	\$253.00	na
5/23	NOAA Fairweather	231	1045/	US Dpt Comm	\$788.00	not charged
5/23	Ramblin Rose	96	1430/1600	Diamond Back	\$56.31	na
5/24	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/25	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/26	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/26	Amsterdam	781	0900/1800	Holland Am	\$7,459.00	\$481.53
5/27	NOAA Fairweather	231	/1320	US Dpt Comm	\$788.00	
5/29	Discovery	183	0700/0800	Ocean Marine	\$84.30	na

Deep Water Dock 2014

5/29	Westward Wind	160	0445/	SA Explorati	\$506.00	\$52.00
5/30	Discovery	183	0800/1925	Ocean Marine	\$253.00	na
5/30	Westward Wind	160		SA Explorati	\$506.00	
5/31	Westward Wind	160		SA Explorati	\$506.00	
6/1	Westward Wind	160	/1530	SA Exploration	\$506.00	
6/2	Westward Wind INSIDE	160	/1100	SA Exploration	\$253.00	
6/5	Arctic Wolf INSIDE	129	0900/1945	Si Vun Mun	\$253.00	n/a
6/6	Discovery	183	0800/1315	Ocean Marine	\$506.00	\$52.00
6/7	Westward Wind	160	0530/	SA Exploration	\$506.00	\$52.00
6/8	Westward Wind	160	/0615	SA Exploration	\$506.00	
6/8	Arctic Wolf	129	1130/1600	Si Vun Mun	\$506.00	\$52.00
6/12	Discovery	183	0800/0900	Ocean Marine	\$506.00	\$52.00
6/12	Alaska Mariner INSIDE	120	0900/	Western Twbt	\$84.34	
6/13	Discovery	183	0745/1315	Ocean Marine	\$506.00	\$52.00
6/17	Ocean Mariner&Western7	280	0615/	AK Scrap	\$788.00	\$52.00
6/17	Clean Oceans INSIDE	146	1200/1300	Metson Blue	\$84.30	NA
6/18	Ocean Mariner&Western7	280	/1720	AK Scrap	\$788.00	\$52.00
6/18	Rainier INSIDE	231	0730/	NOAA	\$788.00	n/a
6/19	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/20	Discovery	183	0730/1400	Ocean Marine	\$506.00	\$52.00
6/20	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/21	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/22	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/23	Rainier INSIDE	231	/1300	NOAA	\$788.00	n/a
6/24	Jovalon Barge/Perseverance	300	0830/1200	CISPRI	\$788.00	\$52.00
6/25	Perseverance	189	0730/1230	CISPRI	\$506.00	\$52.00
6/25	Barge 141/Perseverance	300	1730/2030	CISPRI	\$788.00	\$52.00
6/25	Clean Oceans INSIDE	146	0100/	Metson Blue	\$506.00	na
6/26	Discovery	183	0710/0755	Ocean Marine	\$506.00	\$52.00
6/27	Discovery	183	0700/1600	Ocean Marine	\$506.00	\$52.00
6/27	Pacific Wolf & 54	395	1870/	Kirby Offshore	\$1,206.00	\$52.00
6/28	Milleninum Star INSIDE	105	1730/	Olympic	\$253.00	na
6/29	Milleninum Star INSIDE	105		Olympic	\$506.00	
6/30	Amsterdam	781	0900/1755	Holland Am	\$7,459.00	\$481.53
6/30	Milleninum Star INSIDE	105	/1430	Olympic	\$506.00	

Pioneer Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Bob Franco	120	1015/1345	Olympic Tug	\$506.00	\$52.00
1/9	Pacific Challenger&54	300	0815/1600	Kirby Offshore	\$788.00	\$52.00
1/18	Endeavor	181	0830/1430	CISPRI	\$506.00	\$52.00
1/21-22/14	Pacific Challenger & DBL 54	300	2145/ 0200	Kirby	\$788.00	\$52.00
1/22	Perseverance	189	0900/1200	Cispri	\$506.00	\$52.00
1/24	Sovereign	180	1200/1445	Ocean Mar	\$506.00	\$52.00
1/30	Bob Franco	120	1200/1515	Olympic Tug	\$506.00	\$52.00
2/3	Pacific Challenger & DBL 54	300	1120/	Kirby	\$788.00	\$52.00
2/11	Discovery	183	1300/1800	Ocean Mar	\$506.00	\$52.00
2/11	Sovereign	180	1445/1815	Ocean Mar	\$506.00	\$52.00
2/12	Discovery	183	0930/1100	Ocean Mar	\$506.00	\$52.00
2/12	Pacific Challenger & DBL 54	300	1130/1500	Kirby	\$788.00	\$52.00
2/14	Discovery	183	1235/1630	Ocean Mar	\$506.00	\$52.00
2/25	Pacific Challenger&54	300	1315/1730	Kirby	\$788.00	\$52.00
3/5	Harry M	93	0830/1245	Manson Cons	\$338.00	\$52.00
3/7	Pacific Challenger& 54	300	0815/1700	Kirby Offshore	\$788.00	\$52.00
3/7	Perseverance	189	1715/1930	Cispri	\$506.00	\$52.00
3/13	Bob Franco	120	0900/1200	Olympic Tug	\$506.00	\$52.00
3/13	Endeavor	181	1330/1800	Cispri	\$506.00	\$52.00
3/26/14	Discovery	183	1630/2000	Ocean Mar	\$506.00	\$52.00
3/27/14	Pacific Challenger & DBL 54	300	0800/1530	Kirby	\$788.00	\$52.00
4/9	Pacific Challenger & DBL54	300	0830/	Kirby Offshore	\$788.00	\$52.00
4/10	Pacific Challenger & DBL54	300	/0345	Kirby Offshore	\$788.00	\$52.00
4/10	Bob Franco	120	1030/1315	Olympic Tug	\$506.00	\$52.00
4/10	water 5392000/5394000		2,000g	Olympic Tug	\$194.05	\$102.00
4/23	Va Va II	300	0830/1200	Lighthouse	\$788.00	\$52.00
4/24	Discovery	183	1500/1630	Ocean Marine	\$506.00	\$52.00
4/25	Pacific Challenger & DBL54	300	0415/1430	Kirby Offshore	\$788.00	\$52.00
5/1	Sam M Taalak	147	0300/0700	Lynden	\$506.00	\$52.00
5/4	Bob Franco	120	1810/	Olympic	\$506.00	\$52.00
5/5	Bob Franco	120		Olympic	\$506.00	
5/6	Bob Franco	120	/1215	Olympic	\$506.00	
5/7	Bob Franco	120	0800/1800	Olympic	\$506.00	\$52.00
5/10	Masco Endeavor	165	1200/1800	Metson Mar	\$506.00	\$52.00
5/14	Pacific Wolf & DBL 54	395	0900/1915	Kirby	\$1,206.00	\$52.00
5/23	Millie Cruz & Barge Inniko	150	0645/1100	Cruz Marine	\$506.00	\$52.00
5/29	Discovery	183	1515/1845	Ocean Marine	\$506.00	\$52.00
6/1	Pac Wolf&54	395		Kirby Offsho	\$1,206.00	\$52.00
6/4	Pac Wolf&54	395	0815/1945	Kirby Offsho	\$1,206.00	\$52.00
6/9	Bob Franco	120	0745/1145	Olympic	\$506.00	\$52.00
6/13	Pacific Wolf&54	395	1330/1900	Kirby Offshore	\$1,206.00	\$52.00
6/17	Westward Wind	160	0900/1230	SA Explore	\$506.00	\$52.00
6/26	Westward Wind	160	0030/	SA Explore	\$506.00	\$52.00
6/28	Pacific Wolf&54	395	0245/0900	Kirby Offsho	\$1,206.00	\$52.00
6/30/14	Pacific Wolf&54	395	0245/1115	Kirby Offshore	\$1,206.00	\$52.00
			Year to Date Totals:		\$29,592.05	\$2,286.00
07/17/14						

Pioneer Dock 2014

Ferry Landings 2014

	Pioneer Dock	Deep Water Dock
January	13	
February	21	
March	14	
April	12	
May	24	
June	26	
July		
August		
September		
October		
November		
December		

Water Usage 2014

Pioneer Dock							Deep Water Dock						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
				174,980	\$ 7,033.33	\$ 1,836.00					1,327,435	\$52,697.59	\$ 6,834.00
Notes:							Notes:						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

Port and Harbor Advisory Commission Strategic Plan - 2014

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. Provide timely, relevant comment to the City Council on Port and Harbor issues.
2. Have a better understanding of the budget process
3. Establish committees when needed to work on specific tasks

Short Term Goals - less than 6 months or by the end of 2014(not prioritized)

1. Create additional Harbor recycling station and improve current station
2. Address completion of improvements to the parking between the Seafarers Memorial and the Boardwalk.
3. 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.
4. Improvements to Barge Ramp - facilities need to be repaired and replaced due to increased usage.
5. Lobby for restroom access on Fish Dock Road
6. Improvements to Barge Mooring Facility
7. Prepare to seek Deep Water Dock Improvements funding with State and Federal entities.

Midterm Goals 1-3 years (2014-2016)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby Council for funds to create a port marketing plan
4. Container Freight System - Support Staff in research and market analysis regarding interest, cost effectiveness and benefits to the Kenai Peninsula
5. Build New Harbormasters Office.
6. Haul Out and Repair Facility

Long Term 5 or more years (2019-??)

1. 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
- Ask questions about the budget process. Request information from the Harbormaster.
- Invite Council members to visit the Port & harbor to view projects progress, have ribbon cutting ceremonies on projects.

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)

2014 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 13, 27	<u>Ulmer</u>
February 10, 24	<u>Stockburger</u>
March 10, 24	<u>Zimmerman</u>
April 14, 28	<u>Hartley</u>
May 12, 27 (Tuesday)	<u>Zimmerman</u>
June 9, 23	<u>Ulmer</u>
July 28	<u>Carroll</u>
August 11, 25	<u>Howard</u>
September 8, 22	<u>Howard</u>
October 13, 27	<u>Hartley</u>
November 24	<u>Donich</u>
December 8	<u>Stockburger</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.

