

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

3 City Manager/Port Director

4 **ORDINANCE 24-09**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
7 ADOPTING THE REVISED PORT AND HARBOR TARIFF NO. 1

8
9 WHEREAS, The Port and Harbor Tariff No. 1 is reviewed and updated annually; and

10
11 WHEREAS, Staff has completed its annual review and submitted edits, changes, and
12 additions for review; and

13
14 WHEREAS, The proposed changes were reviewed by JDOLaw, the city's contracted law
15 firm; and

16
17 WHEREAS, The Port and Harbor Advisory Commission also reviewed the revised tariff
18 at their September, October, November, and December 2023 meetings and, at the December
19 13th meeting, recommended support for City Council to approve and adopt the revised Tariff
20 No1; and

21
22 WHEREAS, The revised Tariff No. 1 accurately represents the Homer Harbor's current
23 and planned operational and fiscal policies.

24
25 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

26
27 Section 1. The Homer City Council hereby amends the Port and Harbor Tariff No. 1 as
28 follows:

29
30 *Under Rule 10-SANITATION, HOT WORK AND VESSEL MAINTENANCE-*

31
32 10.06 USED OIL AND PETROLEUM PRODUCTS DISPOSAL – All used oil and petroleum products
33 must be properly disposed of by the vessel/owner. The City of Homer provides disposal for used
34 oil, antifreeze, oil filters, batteries, and oil absorbents at two locations at the harbor, Ramp 2 and
35 8. The disposal containers are for vessels that are currently moored in the small boat harbor and
36 for small quantities of fluids. Twenty five (25) gallons or less for oil and twenty five (25) gallons
37 or less for antifreeze. Vessels stored in any privately owned storage yards are not allowed to
38 dispose of their waste materials at the Homer harbor. Likewise for home owners, area
39 businesses or other related vessel industry.

40
41 Harbor patrons who have quantities larger than twenty five (25) gallons of used oil to dispose of
42 should contact the harbor office for options. Clean used oil (meaning not contaminated with
43 water, solvents, soaps, or other) is of value to local businesses that burn it for heating large

44 buildings. Contact the harbor office for a list of businesses that may be willing to accept the clean
45 oil for free.

46 Disposal of more than twenty five (25) gallons of used oil or antifreeze or any amount of oily water
47 in one calendar day may be done by appointment with Port Maintenance. **Used oil or antifreeze**
48 **in quantities more than twenty five (25) gallons must be contained in drums and delivered**
49 **by vessel owner to the Port Maintenance Building for disposal.** Fee for disposal is listed in
50 Appendix A fee schedule.

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

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

57

58 *Under Rule 28 SMALL BOAT HARBOR VESSEL MOORAGE-*

59

60 ~~28.01. APPLICATION OF RATES/WORK SKIFFS — All vessels in the Small Boat Harbor are~~
61 ~~subject to these moorage rates, except properly registered seine skiffs or work skiffs~~
62 ~~attached to the mother vessel. Work skiff is defined as a boat that is usually carried on the~~
63 ~~deck or super structure of the mother vessel and is regularly used in the commercial~~
64 ~~enterprise of the mother vessel. When work /seine skiffs are moored with the mothership,~~
65 ~~the combined length overall or beam may not exceed the allowed criteria for the size of stall.~~
66 ~~If it does exceed, the skiff must be moved to a transient area and moorage fees will apply.~~

67

68 *Under Rule 32- SMALL BOAT HARBOR ELECTRICITY-*

69

70 32.01. RESERVE STALL ELECTRICITY (per kilowatt) – Reserved stalls having a meter base at the
71 berth shall be charged a meter availability fee.

72

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

81

82 *Under Rule 34 SMALL BOAT HARBOR PUBLIC LAUNCH RAMP-*

83

84

85 34.01. BOAT PUBLIC LAUNCH RAMP – The City owns and provides access to public launch
86 ramps. The principal intended use of the LAUNCH RAMP is the launch and recovery of small,
87 boats on trailers. An authorized subsidiary use is the incidental, commercial and noncommercial,
88 loading or unloading of goods, supplies or materials. Fueling vessels (either as a private vessel
89 owner or commercial fuel distribution company) at the Load and Launch Ramp is prohibited .
90 Rates for use of the load and launch ramp and season passes can be found in Appendix A Fee
91 Schedule. A season pass covers from April 1 to October 15. **Season passes are not available for**
92 **commercial vessels or commercial vessel transport companies.** The person who is obligated
93 to pay the fee for using the load and launch ramp must make the receipt verifying payment
94 available upon request, or display the seasonal permit on the port side of the permit holder's
95 vessel. There is a per hour fee for vessels that are left unattended on the Launch Ramp and are
96 blocking ramps (per hour fee located in Appendix A Fee Schedule). Reserved stall holders and
97 vessels paying transit annual moorage in the harbor are exempt from launch fees for the vessel
98 assigned to and registered to the stall or has a transit annual sticker displayed on the vessel only,
99 not for other boats owned by the same individual. At the Port Director's discretion, reasonable
100 restrictions may be placed on the use of the public launch ramp.

101
102 *Under Rule 38 MARINE REPAIR FACILITY-*

103
104 38.01. HOMER MARINE REPAIR FACILITY – Facility can be utilized by vessels after approval by
105 the Port Director. **This facility is dedicated to large shallow draft vessels that, because of**
106 **either overall size or displacement tonnage, are unable to utilize other local commercial**
107 **haul-out facilities. No small boats, trailered boats, or unauthorized vessels are allowed at**
108 **the Marine Repair facility.** A completed User Agreement, **Beach Use Agreement**, an approved
109 Work Plan, proof of insurance and proof of ownership are all required before facility use. **The**
110 **Port Director or their designee must approve all vessel haul-out and beach landings prior**
111 **to arrival. Failure to comply with the rules and best management practices or the vessel's**
112 **approved haul-out plan will constitute an immediate stop work order by the Port Director.**
113 **A Stop Work order means: all vessel and vendor personnel and all related work will cease**
114 **until the condition for the stop work order is remedied and the Port Director or their**
115 **designee has removed the Stop Work directive.**

116
117 The season for use of the Homer Marine Repair Facility is from September to May. Permission for
118 use in June, July, or August may be granted by the Port Director under special circumstances.
119 Complete information can be found in the City of Homer Marine Repair Facility Policies and Best
120 Management Practices document.

121
122 *Under APENDIX A- FEE SCHEDULE-*

123
124
125 **PORT & HARBOR FEES**

126 Effective 1/1/2024

127 Please add 7.85% sales tax to fees unless otherwise noted

128 **FISH DOCK**

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

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

0 - 15 minutes	\$22.66	<u>Crane Capacity:</u>
16 - 30 minutes	\$45.32	2½ ton #1, #3, #4, #5, #6, #8
31 - 45 minutes	\$67.98	5 ton #2, #7
46 - 60 minutes	\$90.64	
- 138 • Ice: **\$ 130.90 Per Ton**
Accumulated throughout year. Accounts reviewed each December for rate adjustment based on previous year's actual tons of ice purchased.)

0>100 tons	\$130.90 per ton	501>700 tons
	\$121.00 per ton	
101>300 tons	\$128.00 per ton	701>1000 tons
	\$118.00 per ton	
301>500 tons	\$124.00 per ton	Over 1001 tons
	\$115.00 per ton	
- 149 After hours call out for Ice delivery = \$250.00 fee per call out
- 151 • Seafood Wharfage: \$4.76 per ton of seafood/fish product across the dock, regardless of species
- 153 • Ice/Non Fish Wharfage: \$14.50/ton, Includes ice not purchased from City & transferred Freight NOS over Fish Dock
- 155 • Community Fish Grinder: \$5 per tub (approx. 100lbs), \$30 per tote (approx. 1,000lbs); processing plant connection fee to outfall line \$7,000 (can be in 5 annual installments plus 7.5% interest); Annual outfall connection maintenance fee \$2,400.
- 158 • Cold Storage:
 - Lockers #1 – 8 (8' x 10') \$334.75 per month
 - Locker #9 (10' x 22') \$920.90 per month
 - Inspections \$50.00 per hour
- 163 **HARBOR**
- 164 • Harbor Labor: ~~\$102.00~~ **\$200.00** per hour, plus equipment and direct costs (towing) ~~\$51.00~~ **\$100.00**/half hour minimum
- 166 • Pumps: \$40.79/day for electric pump
\$69.97/hour for gas pump, minimum charge of one hour. Includes
- 168 attendant time

- 169 • Tow: **Skiff with operator ½ hour ~~\$68.00~~; skiff with operator 1 hour ~~\$102.00~~**
170 **~~\$365.00~~**
- 171 • Load & Launch Ramp: (Fees are inclusive of sales tax)
172 **~~\$20~~ ~~\$25~~** per day - (\$13.00 launch fee plus a **~~\$7~~ ~~\$12~~** parking impact levy for
173 a total of **~~\$20~~ ~~\$25~~**)
174 **~~\$200~~ ~~250~~** per season (April 1 – Oct. 15) - (\$130.00 launch fee plus a **~~\$70~~**
175 **~~\$120~~ ~~\$250~~** parking impact levy = ~~\$200~~ **~~\$250~~**)
176 **~~\$20.00~~ ~~\$25.00~~** per hour for unattended vessel/blocking ramps
177 \$100 penalty for commercial loading @ L&L ramp during peak hours
178 between 6am-6pm
- 179 • **Insufficient Funds: ~~\$50 insufficient funds check fee~~**
- 180
181 GRIDS Required: moorage agreement, grid utilization form, schedule, & pay in
182 advance for first tide
- 183 • Wood: Max. 59 feet
184 0-59 feet **~~\$1.05~~ ~~\$2.10~~**/ft/tide
- 185 • Steel: Max. 200 displacement tons - vessels 60 ft. to 120 ft
186 60-80 feet **~~\$2.55~~ ~~\$5.10~~**/ft/tide 101-120 feet **~~\$3.82~~ ~~\$7.64~~**/ft/tide
187 81-100 feet **~~\$3.25~~ ~~\$6.50~~**/ft/tide 121-140 feet **~~\$4.24~~ ~~\$8.48~~**/ft/tide
188
- 189 STALL WAIT LIST Stalls are offered once a year, mid-October
190 • Stall Wait List: \$30.00 per year per listing; prorated fee to the May Stall Wait List due date
191 • Stall Swap Request: \$25.00 per request
192
- 193 ELECTRICITY Billing cycle is the 16th to the 15th of each month; Kilowatt cost determined
194 by public utility
- 195 • Daily/Flat Rate: 110v \$10.20/calendar day (monthly rate after 15 days)
196 208v/single phase \$20.12/calendar day (monthly rate after 17 days)
197 208v/3 phase \$45.20/calendar day (monthly rate after 7
198 consecutive days)
- 199 • Monthly Rate: 110v \$152.67
200 208v/single phase \$341.70
201 208v/3 phase & 480v \$28.80 + electrical usage charge per kilowatt
- 202 • Metered Reserved Stalls: \$23.95/month + electrical usage charge per kilowatt
203 Vacancy notification waiver available **~~w/\$28.80 connect/disconnect fee~~**
204
- 205 • Winter Power: \$28.80 connect/disconnect fee + \$28.80/month + electrical usage charge
206 per kilowatt
207 Available October 16 – April 15 with signed application
- 208 Note: A transient vessel connected to power April 16 - October 15 will be charged the daily rate. If a
209 transient vessel consumes more electricity than would be covered by these flat rates, then such

210 transient vessel shall be charged for the actual consumption. Charges for kilowatts may be adjusted
 211 without advance notice.

212 PORT

213 • Barge Ramp/Beach Use: 01' - 36' = \$1.50 per ft based on length overall of vessel + 1 ton wharfage
 214 (\$5.14)

215 37' - 49' = \$1.50 per ft based on length overall of vessel + 2 tons wharfage
 216 (\$10.28)

217 50'± = \$1.50 per ft based on length overall of vessel (+ wharfage as

0' to 100'	\$338.00	451' to 475'	\$1,604.00	651' to 675'	\$3,917.00
101' to 200'	\$506.00	476' to 500'	\$1,762.00	676' to 700'	\$4,420.00
201' to 300'	\$788.00	501' to 525'	\$1,996.00	701' to 725'	\$5,119.00
301' to 350'	\$1,005.00	526' to 550'	\$2,154.00	726' to 750'	\$5,858.00
351' to 375'	\$1,098.00	551' to 575'	\$2,334.00	751' to 775'	\$6,644.00
376' to 400'	\$1,206.00	576' to 600'	\$2,582.00	776' to 800'	\$7,459.00
401' to 425'	\$1,337.00	601' to 625'	\$2,957.00		
426' to 450'	\$1,490.00	626' to 650'	\$3,443.00		

218 reported)

219 Annual Pass (Jan 1-Dec 31) for vessels ≤ 36' = (landing + 1 ton wharfage) x
 220 10

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

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

225 • Dockage:

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

227

228 - \$ 963.06 Cruise Ship Service Charge

229 - \$52.00 Dockage Service Charge

230 - Lightering Fee \$1,500, plus \$6.00 per passenger

231 - Passenger wharfage fee (non-regulated) \$0.00 per passenger

232 -Passenger wharfage fee (regulated) \$0.00 per passenger

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

235

236 • Storage: Open areas, fishing gear \$.12 per square foot/month

237 Open areas, non-fishing gear \$.17 square foot/month

238 Fenced storage yard \$0.22/sq ft/month

239 Deck Shelter Storage- prearranged \$35/per month

240 Demurrage - \$.09 per sq ft per day

241 *(Haul- Out Facility)*

- 242 Upland Dry Dockage for vessel w/annual moorage=\$.17 per sq ft/month
- 243 Upland Dry Dockage for vessel w/transient moorage = \$.20 per sq ft/month
- 244 Upland Dry Dockage for vessel w/ no moorage= \$.25 per sq ft/month
- 245 Dry Dockage admin fee \$50
- 246 Haul Out facility Vendor Fee \$150
- 247
- 248 • Water: \$38.81 per 1,000 gal. – minimum 5,000 gals
- 249 Scheduled delivery – \$102.00 connect/disconnect
- 250 Unscheduled delivery – \$139.32 connect/disconnect
- 251
- 252 • Wharfage: \$5.14/ton wharfage on N.O.S. Freight (Not Otherwise Specified) for the Barge
- 253 Ramp & Beach
- 254 \$7.96/ton wharfage on N.O.S. Freight for the Deep Water Dock & Pioneer
- 255 Dock
- 256 *Except as otherwise specifically provided, rates are in*
- 257 *U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Short ton =0.907185*
- 258 *metric tons (mt)*

COMMODITY	WHARFAGE RATE (\$USD)
Aggregate (Gravel, stone, minerals)	\$1.00 per short ton/\$1.10 per mt
Agricultural Products (Grains, corn, legumes, etc.)	\$3.50 per short ton/\$3.86 per mt
Containerized Cargo	\$8.00 per short ton/\$8.82 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1 ≥100 Short tons	\$7.96 per short ton/\$8.77 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 101 ≥ 1,000 Short Tons	\$6.00 per short ton/\$6.61 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1,001 ≥ 10,000 Short Tons 10,000 + Short Tons	\$5.00 per short ton/\$5.51 per mt \$4.50 per short ton/\$4.96 per mt
Freight N.O.S. (Barge Ramp and Beach)	\$5.14 per short ton/ \$5.67 per mt
Freight N.O.S. (Fish Dock) ICE Fish Dock	\$14.50 per short ton/ 15.98 per mt \$14.50 per short ton/ 15.98 per mt

Hazardous materials, as established by Dept of Transportation materials commodity List. At location designated for loading, unloading or staging by USCG permit	\$8.00 per ton /Min. 1 ton
Livestock (horses, mules, cattle, hogs, sheep, goats, fowl)	\$10.12 per head
Petroleum	\$0.84 per barrel/\$0.02 per gallon
Poles, Logs, cant or cut	\$3.95 per thousand board feet
Seafood/Fish Products (regardless of species) (all docks)	\$4.76 per short ton/\$5.24 per mt

259

260

• Disposal

Oil

\$3.35/gallon \$50/drum

261

Used Antifreeze

\$8.00/gallon

262

Oily Water/Bilge Slop

\$5.00 /gal delivered in drums

263

PARKING

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265

• Fee pay day use parking:

Day Use Fee Parking

\$10 per calendar day

266

Seasonal permits for day use parking

\$250. \$150

267

Monthly permits for day use parking

\$100.

268

• Long term parking:

Annual parking permit

\$200 \$150

269

Monthly parking permit >20ft

\$70

270

Monthly parking permit <20ft

\$85

271

Weekly parking permit >20ft

\$25

272

Weekly parking permit <20ft

\$35

273

Trailer parking (no boat)

\$7 per linear ft./month

274

Parking Citation

\$25 per citation

275

Failure to pay parking citation

\$25 for each month past due

276

* Parking permits refer to vehicles unless otherwise specified as "trailer". Citations specific to long term parking overstay shall be limited to \$250 per calendar year, with **\$200 \$150** of the fine credited toward an annual permit if applicable

279

280

MOORAGE

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

283

• Reserved:

[\$63.41 + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps

284

at 86')

285

• Annual Transient:

[\$63.41 + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps

286

at 86')

287

• Semi-Annual Transient: [\$42.48 + (LOA x \$.05)] x LOA, plus \$33.50 administrative fee (\$.05/ft caps at

288

86')

- 289 • Monthly Transient: [\$10.78 + (LOA x \$.05)] x LOA, plus \$8.50 administrative fee (\$.05/ft caps at
290 86')
- 291 *Vessels that properly register and prepay moorage may deduct
292 \$0.50/foot/month
- 293 • Daily: [\$1.90 + (LOA x \$05)] x LOA, plus \$1.50 administrative fee (\$.05/ft caps at 86')
- 294 *Vessels that properly register and prepay moorage may deduct \$5.00/day

295
296

297 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 12 day of February,
298 2024.

299
300

CITY OF HOMER



KEN CASTNER, MAYOR

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302

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304

ATTEST:

305
306



307 MELISSA JACOBSEN, MMC, CITY CLERK

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309

YES: 5

310
311

NO: 0

ABSTAIN: 0

312
313

ABSENT: 1

314
315

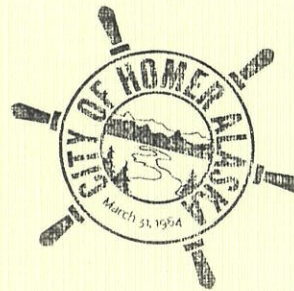
First Reading: 1-22-24

Public Hearing: 2-12-24

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317

Second Reading: 2-12-24

Effective Date: 2-13-24





MEMORANDUM

Ordinance 24-09, An Ordinance of the City Council of Homer, Alaska Adopting the Revised Port and Harbor Tariff No. 1. City Manager/Port Director.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: December 19, 2023
From: Bryan Hawkins, Port Director
Through: Rob Dumouchel, City Manager

Staff conduct an annual review of our Port of Homer Tariff No. 1 to make sure it reflects our current polices and rates, submitting any prospective changes to the City for review and approval. The following information listed below pertains to this year's proposed edits/changes.

Policies

- Work Skiffs [RULE 28.2]- removal- Currently there is an exception regarding seine skiffs that results in an unfair application of our rate structure which, as a public entity, we need to correct. Additionally, it actually costs us money not to charge them money, because it's extra staff time and work to track and remove the standard automatically generated billing charges that are part of our built in moorage rate structure. We provide the same services to all boats moored within the harbor, including seine skiffs, and we need to be charging use within the harbor equably for all users.
- Marine Haul Out Facility [RULE 38]- additional wording- To operate a facility like the large vessel marine haul out facility the City must hold several permits and follow DEC and safety regulations or risk getting shut down. Staff have noticed an increase in the need for compliance enforcement/assurance in regards to facility users. The added language to the tariff reiterate current best management practices for the facility. Moving forward, if a vessel/user of the facility is found to be out of compliance (i.e. not filing/having an approved work plan ahead of time, or not following the required environmental or safety best management practices needed, etc.) it will mean a full work stoppage, enforced by port staff, with no one allowed to access the vessel until the deficiency has been corrected.
- Load & Launch Ramp-additional wording- During discussion at their meeting, the port and harbor advisory commission recommended that seasonal launch passes be designated as for recreational users, and not available for commercial vessels and vessel transport companies that are running a business while utilizing the L&L facility to do so.

Fees

- Insufficient funds check fee \$50- adding fee- A bounced check causes a significant amount of city finance and port finance staff time to reconcile. We do not currently have a penalty fee for an insufficient funds check.
- Electric metered connect/disconnect fee for Reserved stalls- removal of fee- For reserved stalls with electric meters, currently the rate for electric use is \$23.95/month + electrical usage charge per kilowatt. If a reserved stall holder is going to be gone from the harbor for extended periods of time they can freeze the \$23.95 flat rate monthly charge by putting in a notice of vacancy and paying a \$28.80 connect/disconnect fee. This fee is often confusing for customers, but also makes it not worth it to file a notice of vacancy unless a tenant boat is going to be gone for more than 2 months. In our currently crowded harbor conditions we would like to promote an easy, high level of communication on when stalls might be vacant to best utilize limited resources. Removing the fee for putting in a notice of vacancy encourages, by financial incentive, a stall lessee to let us know when they plan to not use their reserved stall for even just 30 days.
- Ice Rates- standardize fee- Currently we have a discounted rate scale for companies that purchase large volumes of ice with discounts starting at 101 tons in a single season. In practice, this only applies to one to two customers per year. Our software for managing ice and crane had to be updated this year, and with that update we lost the ability to track graduated ice rates. In addition, ice rates haven't been raised or adjusted since 2009. Even at the standard rate, it is most likely set too low for the current inflation adjustment and market. A detailed review of ice production costs and rates is on the staff's winter task list with changes to the ice rate possible for the 24/25 season in about a year based on today's market.
- Ice Rates increase- The Port Advisory commission recommended a 5% increase to ice rates in addition to the proposal above. Staff supports this, but need to explore the ice plant tracking and port billing software systems to see if there is a compatible way to apply the increase. If a software programming solution is found, staff tentatively plans to implement the increase with the next tariff edit (winter of 2024/2025)
- Tow/ Harbor Labor- increase fee - The fee for harbor labor has not been increased in about a decade. Updated payroll numbers provided from City Hall lead staff to recommend an increase to \$200 per hour to better represent what it truly costs the port to provide those services.
- Rate for hazardous material/oil disposal- \$50/per drum- decrease fee- Providing safe disposal options for these materials is part of our clean harbor initiative. Our current rate scale allows for disposal of small amounts (less than 25 gallons) by vessel owners for free at the collection stations, and charges a per gallon rate for amounts over 25 gallons. It was suggested that we impose a flat rate fee for disposal of oil, per 55 gallon drum, since the current fee structure incentivizes behavior that increases the risk of contamination, including decanting oil into 5 gallon buckets and carrying them up the ramp by hand. Cost per drum is proposed at a rate that would make it cheaper to deliver the drum to the designated area at the harbor maintenance facility by appointment, than it would be to pay vessel crew time to attempt to dispose of oil by hand in 25 gallon or less increments daily. It also makes visual enforcement and billing easier.

- Parking, annual and seasonal passes- decrease fee- The current system for annual long term and seasonal fee pay passes is open to abuse. Two vehicles can be added to one pass with the understanding that the pass will only cover one vehicle at a time, but there is no way to ensure compliance with the rule. The new proposed method simplifies the process to one pass for one vehicle and lowers the cost of each pass from \$200 & \$250 respectively to \$150 for either.
- Launch Ramp Daily rate- increase fee- Increase single launch rate to \$25 (\$13 for launch/ \$12 for parking levy)
- Launch Ramp Passes- increase fee- Annual launch passes are set at an equal cost of 10 daily launches. With the daily rate change, the annual has been scaled accordingly, equaling \$250 for an annual launch ramp pass
- Wood and steel grid- increase fee- The port and harbor advisory commission suggested doubling the rates for the use of the grids. These grids have increasing maintenance due to age and haven't have the rates adjusted in many years.

The port and harbor advisory commission reviewed and discussed the proposed tariff changes at their September, October, November, and December meetings. At their December 13 2023 meeting the commission made the following motion supporting changes (full meeting minutes also included as attachment):

The Commission with the help of its consulting members reviewed the proposed tariff changes.

SHAVELSON/SIEKANIEC MOVED THAT THE PORT AND HARBOR COMMISSION RECOMMEND TO THE HOMER CITY COUNCIL TO ADOPT THE FOLLOWING CHANGES TO PORT TARIFF NUMBER 1 AS THOSE ARE ENUMERATED IN THE OCTOBER 27TH, 2023 MEMORANDUM FROM PORT DIRECTOR HAWKINS TO THE PORT AND HARBOR ADVISORY COMMISSION, INCLUDING:

1. INSUFFICIENT FUNDS CHECK FEE
2. ELECTRIC METERED CONNECTION FEE
3. TOW AND HARBOR FEE
4. SKIFF RATE FEE
5. HAZARDOUS/OIL DISPOSAL FEE TO INCLUDE \$50 PER BARREL FOR OIL, \$8 PER GALLON FOR ANTIFREEZE AND \$6 PER GALLON (IN DRUMS) FOR OILY WATER AND BILGE WATER
6. ANNUAL AND SEASONAL PARKING PASS FEES OF \$150
7. LAUNCH RAMP FEE TO INCLUDE \$25 PER LAUNCH WITH EXEMPTIONS FOR RESERVED STALL HOLDERS OR ANNUAL MOORAGE HOLDERS AND A \$250 ANNUAL PASS FOR RECREATIONAL USERS
8. INCREASED WOOD AND STEEL GRID FEES
9. REMOVAL OF THE WORK SKIFF EXEMPTION RULE
10. ADDITIONAL RULES FOR MARINE HAUL OUT FACILITIES

Recommendation

Council approval of Ordinance 24-09 adopting the proposed changes to Tariff No. 1.

Attachment : December 13 2023 PHC Meeting Minutes

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

Session 23-11, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Crisi Matthews at 5:31 p.m. on December 13, 2023 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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

ABSENT: COMMISSIONER FRIEND (EXCUSED)

CONSULTING: MAYOR CASTNER, PORT DIRECTOR HAWKINS, PORT ADMINISTRATIVE SUPERVISOR WOODRUFF

STAFF: DEPUTY CITY CLERK PETTIT

2. AGENDA APPROVAL

ZEISET/SIEKANIEC MOVED TO APPROVE THE AGENDA AS WRITTEN.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

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

Mike Jones, city resident, voiced that the conversation pertaining to harbor expansion needs to reinforce the ideas of green energy and fish passage. He added that the Port and Harbor needs to create an environment where they aren't taking on additional risks in regards to the expansion project. Lastly, he made himself available at the Commission's will in hopes of being invited back for a speaker's presentation in the near future.

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. Unapproved November 8, 2023 PHC Minutes

SIEKANIEC/VELSKO MOVED TO APPROVE THE MINUTES OF THE NOVEMBER 8, 2023 REGULAR MEETING.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

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

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

Commissioners volunteered themselves for the 2024 City Council Meetings through the end of March as follows:

- January 8th – Commissioner Velsko
- January 22nd – Commissioner Shavelson
- February 12th – Commissioner Siekaniec
- February 26th – Commissioner Pitzman
- March 11th – Commissioner Shavelson
- March 26th – Commissioner Shavelson

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

Commissioner Zeiset briefed the Commission on the Homer Marine Trades Association Report. He outlined courses available at the college in addition to scholarships that are available.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9.A. Terminal Tariff

The Commission with the help of its consulting members reviewed the proposed tariff changes.

SHAVELSON/SIEKANIEC MOVED THAT THE PORT AND HARBOR COMMISSION RECOMMEND TO THE HOMER CITY COUNCIL TO ADOPT THE FOLLOWING CHANGES TO PORT TARIFF NUMBER 1 AS THOSE ARE ENUMERATED IN THE OCTOBER 27TH, 2023 MEMORANDUM FROM PORT DIRECTOR HAWKINS TO THE PORT AND HARBOR ADVISORY COMMISSION, INCLUDING:

1. INSUFFICIENT FUNDS CHECK FEE
2. ELECTRIC METERED CONNECTION FEE
3. TOW AND HARBOR FEE
4. SKIFF RATE FEE
5. HAZARDOUS/OIL DISPOSAL FEE TO INCLUDE \$50 PER BARREL FOR OIL, \$8 PER GALLON FOR ANTIFREEZE AND \$6 PER GALLON (IN DRUMS) FOR OILY WATER AND BILGE WATER
6. ANNUAL AND SEASONAL PARKING PASS FEES OF \$150
7. LAUNCH RAMP FEE TO INCLUDE \$25 PER LAUNCH WITH EXEMPTIONS FOR RESERVED STALL HOLDERS OR ANNUAL MOORAGE HOLDERS AND A \$250 ANNUAL PASS FOR RECREATIONAL USERS
8. INCREASED WOOD AND STEEL GRID FEES
9. REMOVAL OF THE WORK SKIFF EXEMPTION RULE
10. ADDITIONAL RULES FOR MARINE HAUL OUT FACILITIES

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

SIEKANIEC/SHAVELSON MOVED THAT THE PORT AND HARBOR COMMISSION SUPPORTS STANDARDIZED ICE RATES WITH A 5% INCREASE.

Chair Matthews noted that it's been 15 years since the last ice increase, and reasoned that inflation is much more than 5% since then.

There was no further discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

9.B. Review of Moorage Agreement

Chair Matthews stated that there haven't been any additional changes made to the code of conduct, and the Commission agreed to postpone this item to the January meeting.

9.C. Property Leasing

Commissioner Shavelson informed the Commission that there are still some amendments he needs to make to the document. He added that he will be bringing a revised version back to the Commission's January meeting after the appropriate changes have been made in the language.

10. NEW BUSINESS

10.A. Advancement of Lighting, Camera, and Energy Grid for the Large Vessel Haul Out Facility

Commissioner Pitzman introduced his memorandum to the Commission. He stated that the point of his memo was to hopefully start working on a smaller project at the Large Vessel Haul Out Facility (one separate from the current project on the Capital Improvement Plan) that focuses on the most important elements that include, but are not limited to:

1. Connecting to the electrical grid for the vessels in a manner similar to the Harbor where you can plug in;
2. Install lighting;
3. Installing cameras;

Discussion ensued regarding the Commission's support for the project, funding for the project, return on investment, and potential benefits that this project would bring to the community.

11. INFORMATIONAL MATERIALS

- 11.A. Port Operations Report
- 11.B. December City Newsletter
- 11.C. November City Manager's Report to Council

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

Mike Jones, city resident, stated that there may be some value in the discussion about short power versus generator power both a cost saving perspective to the users, but also from an emissions perspective. He warned the Commission to double check themselves on the unintended consequences of eliminating the annual pass for non-recreational users of the Harbor. Lastly, he suggest the Commission communicate the CPI change associated with a mooring rate increase, adding that this would also set up the conversations for the ice rates.

13. COMMENTS OF THE CITY STAFF

Deputy City Clerk Pettit apologized to the Commission for the last-minute cancellation of the schedule work session. He thanked the Commission for a good meeting.

Port Director Hawkins spoke briefly to the Large Vessel Haul Out Facility project, noting that breaking out the electrical cost as a separate project would make it a nice package. He added that the Alaska Association of Harbormasters is going to be offering \$15,000 worth of scholarships, and that the scholarships will be advertised before Christmas break.

Port Administrative Supervisor Woodruff thanked the Commission for a great meeting. She said that there are ongoing conversations about partnering with the Guiding Homer's Growth Group to bring a documentary about the cruise ship industry in Sitka to Homer sometime in the first quarter of 2024.

14. COMMENTS OF THE MAYOR

Mayor Castner noted the difference between extending utilities like water, sewer and power to the City downtown versus down to the Harbor. He thanked Chair Matthews for dinner and thanked the Commission for its attention to detail. His closing thought was that he is serious about starting a City business license to collect the taxes that should be collected.

15. COMMENTS OF THE COMMISSION

Commissioner Zeiset thanked the Commission for a good meeting and thanked Mike Jones for his public comments.

Commissioner Siekaniec spoke briefly on a potential fuel surcharge increase for the Pioneer Dock. He added that it sounds like the City needs an oil-water separator. Lastly, he suggested a CPI increase across the tariff,

noting that the City doesn't increase rates according to inflation besides moorage. He thanked the Commission for a good meeting.

Commissioner Pitzman thanked the Commission for a good meeting. He noted that the memo the Commission reviewed from him today was the first memo that he has brought forth to the Commission. He added that he is uncomfortable being the champion of the proposed project at the Large Vessel Haul Out Facility himself given that his business is an obvious beneficiary of the project.

Commissioner Shavelson thanked Mike Jones for his public comments. He added that there will be a Celebration of the Critical Habitat Area in Homer's 40th Anniversary at the Kannery on December 15th at 6:00 p.m.

Chair Matthews said that she is working with the principal at the high school in an attempt to get seniors into the work trades and urged other Commissioners to do the same. She thanked the Commission for a good meeting.

16. ADJOURNMENT

There being no further business to come before the Commission Chair Matthews adjourned the meeting at 8:07 p.m. The next Regular Meeting is Wednesday, January 24, 2024 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Zach Pettit, Deputy City Clerk

Approved: _____