

PORT & HARBOR ADVISORY COMMISSION



Bruin Bay Haul Out - November 22, 2010



Wednesday
December 15, 2010
Regular Meeting 5:00 P.M.

City Hall Cowles Council Chambers
491 E. Pioneer Avenue Homer, Alaska 99603

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**NOTICE OF MEETING
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. Regular Meeting Minutes for November 17, 2010 Page 5
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director's Report for December 2010 Page 11
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Memorandum from Port & Harbor Advisory Commission to City Council Re: Cash Discounts on Cash, Check or Debit Transaction Page 13
 - B. Memorandum to City Council Re: Proposed Budget Amendments dated December 7, 2010 Page 17
- 10. NEW BUSINESS**
 - A. Memorandum from Port Director Re: Alaska Regional Ports Conference dated December 8, 2010 Page 23
 - a. Alaska Regional Ports Conference Agenda
 - B. 2011 Commissioner Attendance at Council Meeting Schedule Page 29
 - C. Container System and Storage Page 31
Pages I43-47 from the 2005 Homer Area Transportation Plan
- 11. INFORMATIONAL ITEMS**
 - A. Harbormaster's Monthly Statistical Report for November 2010 Page 37
 - B. Weekly Crane and Ice Report Page 39
 - C. Deep Water Dock Report Page 41
 - D. Pioneer Dock Report & Ferry Landings Page 43
 - E. Water Usage Report Page 47
 - F. Lease Expirations as of 8/31/09 Page 51
 - G. 2010 Commissioner Attendance at City Council Meetings Page 53
 - H. Science Collaborative Agenda Page 55
 - I. Memorandum to City Council Re: Approval of the 2011 Meeting Schedule As Amended Page 57
- 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, JANUARY 26, 2011 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.**

Session 10-09, a Regular Meeting of the Port and Harbor Advisory Commission was called to order at 5:00 p.m. by Chair Ulmer on November 17, 2010 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER ULMER, HARTLEY, HOTTMANN AND ZIMMERMAN

ABSENT: COMMISSIONERS WEDIN AND CARROLL (EXCUSED)

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK KRAUSE

APPROVAL OF THE AGENDA

HARTLEY/HOTTMANN – MOVED TO APPROVE THE AGENDA.

There was no discussion

The agenda was approved by consensus of the commission.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA *(3 Minute Time Limit)*

There were no comments from the public.

RECONSIDERATION

There were no items for reconsideration.

APPROVAL OF MINUTES

A. Regular Meeting Minutes for October 27, 2010

ZIMMERMAN/HARTLEY - MOVED FOR APPROVAL OF THE MINUTES OF OCTOBER 27, 2010.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

There were no visitors scheduled.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

(Chair set time limit not to exceed 5 minutes)

A. Port & Harbor Director's Staff Report – November 2010

Harbormaster Hawkins reviewed his report for the Commission. He noted the following:

1. The Departure of the Inlet Harvester
2. The Storm that hit the Spit resulted in lots of press.

3. Homer will host the 2011 Conference at Land's End. It will be the second week in October.
4. The Wrangell Conference was impressive.
5. Oil Spill at 2:00-3:00 a.m. was first noticed by Aaron Glidden. The wind had blown it into a few stalls.

B. Lease Committee Report

Commissioner Zimmerman gave a brief summary report on the Lease Committee Special Meeting held on November 3, 2010. The subject for review was a Lease Application Proposal from Brad Faulkner. The Lease Committee recommended approval without sending out to RFP but with conditions. This will go before the council on November 22, 2010.

There was no further discussion.

PUBLIC HEARING (*3 minute time limit*)

There were no public hearings scheduled.

PENDING BUSINESS

A. Memorandum from Port & Harbor Advisory Commission to City Council Re: 2011 Preliminary Budget and Proposed 3% Rate Increase

Chair Ulmer reviewed the memorandum for the Commission that was forwarded to Council. Commissioner Zimmerman expressed concern that the fees are being increased by 3% and they could address the costs in processing credit card payments. If they charged a service fee like the Kenai Peninsula Borough does they could knock it down to 1%. It was noted that they could not do that at this time. Commissioner Zimmerman noted that they paid over \$31,000 in fees up to September 30, 2010. This amount pretty much covers the proposed rate hike. He believes that they must look at what they are expending money on. He further noted that Councilmember Hogan will bring this up at the next meeting. He strongly opined that they should look into the matter and consider other alternatives.

Harbormaster Hawkins addressed the admin fee for charge cards stating that the Finance department is quick to respond that the amounts in arrears has drastically fallen since accepting credit cards for payments. People are paying better when they can use a credit card or debit cards.

Commissioner Hartley noted that the purpose is to increase revenue but that they are missing the opportunity with the parking. He stated that there are a number of options available that could be used such as a central pay station, permits, numbered or tagged slots.

Commissioner Zimmerman stated that the cash payers should receive a discount in his opinion since they did not cost the port any additional fees when paying their bill.

Harbormaster Hawkins commented that he was not against a fee, but that may result in people not paying their bill again in a timely manner.

Commissioner Zimmerman added as an FYI that if charges were made over the phone or internet the card holder could protest the charges since there is no signature on the charge.

ZIMMERMAN/HARTLEY – MOVED TO RECOMMEND COUNCIL CONSIDER AN AMENDMENT TO THE PROPOSED PORT AND HARBOR BUDGET TO OFFER A CASH DISCOUNT UP TO 2% ON PAYMENT OF FEES BY CASH, CHECK OR NON-CREDIT DEBIT TRANSACTION.

Commissioner Zimmerman explained that he felt there should be consideration given to the accounts that pay by cash or check. He was concerned that the fees charged to accept credit cards for payments are increasing yearly and are in effect taking away revenue. He would like to see the city consider charging an administrative fee in an amount not to exceed 3% instead of raising rates. The Commissioners discussed the turnover rate of unpaid moorage, difficulty in collecting unpaid debts, and the fees charged by collection agencies not to mention staff time. Harbormaster Hawkins noted that council would be discussing the issue along with the water and sewer fund too. Commissioner Hottmann added that this could result in a big expense to a large volume vendor. The use of debit cards with pin numbers are not as costly as a credit card. He would like to see this added to the increase in the 3%. Commissioner Hartley questioned the impact of a 2% discount on the revenue figures.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

B. Memorandum from Harbormaster Hawkins dated November 10, 2010 Re: Denali Fund Grant Approval

Chair Ulmer inquired if everyone read the memorandum.

There was no discussion on this agenda item by the commission.

NEW BUSINESS

A. Memorandum from Harbormaster Hawkins dated November 10, 2010 Re: AAHPA Conference in Wrangell, Alaska

Harbormaster Hawkins summarized the conference he recently attended in Wrangell. He commented on meeting and making some contacts regarding the Pass Pass systems.

There was no further discussion.

B. Department of Fish and Game Boat Launch and Floating Dock – Design, Repair and Construction Proposal

Commissioner Hottmann requested clarification on the name Fish & Game. It was explained that this was a misunderstanding. He explained that the Department of Fish & Game approached the city regarding the existing facilities. It makes sense public access wise as Homer is larger than Seward. This would be a complete redesign and renovation. There is no time frame proposed for this project. The Commission would need to recommend City Council consider approving this project. There was some hesitation due to the cost.

HOTTMANN/HARTLEY – MOVED TO RECOMMEND CITY COUNCIL SUPPORT DESIGN, REPAIR AND CONSTRUCTION OF THE HOMER BOAT LAUNCH AND FLOATING DOCKS.

Commissioner Zimmerman commented that designing the ramp for easy repair when needing to replace sections. Harbormaster Hawkins did note that this was in the earliest stages and still may not happen if approved for a couple of years. There was a lot of work and preparation before construction starts. There was a good chance that this project would happen.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

C. 2011 Meeting Schedule

HARTLEY/HOTTMANN – MOVED TO APPROVE THE 2011 MEETING SCHEDULE AS AMENDED.

There was a brief discussion regarding the schedule. It was noted that the December 21, 2011 date should be changed to December 14, 2011.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

D. Election of New Vice Chair

It was noted that the new vice chair was Commissioner Zimmerman not Mr. Velsko who recently resigned his commission. He was elected during the August or September meeting.

There was no further discussion.

INFORMATIONAL MATERIALS

- A. Harbormaster's Monthly Statistical Report for October 2010
- B. Weekly Crane & Ice Report
- C. Deep Water Dock Report & Water Usage
- D. Pioneer Dock Report & Water Usage
- E. Pioneer Dock Ferry Landings Report
- F. Lease Expirations as of 8/31/09
- G. 2010 Commissioner Attendance at City Council Meetings\
- H. Letter of Resignation from John Velsko dated October 29, 2010
- I. Letter to Mr. Orson Smith, Alaska Harbor Observation Network, UAA School of Engineering
- J. 2010 Invitation to Alaska Regional Ports Conference
- K. Resolution 10-87, Continued Support for the Deep Water Dock

Discussion followed with comments on the total ice sales; regional hubs; container shipments and the pass-pass system used in other harbors. The commissioners requested this item to be on the December agenda along with the review of the Strategic Plan. Commissioner Hartley inquired on the status of the harbor expansion project. Harbormaster Hawkins explained that council voted to wrap this up with a technical report most of the recommendations were not financially feasible. There was a big expense within the construction costs. Comments included were they needed to keep the project alive by beating the political drum; that this project is need driven and it is a political issue. Comments were also noted on the need to spend the monies each year to dredge the US Coast Guard berth and having a larger facility that they could grow into would keep them here in Homer.

There were no further questions or comments on informational materials.

COMMENTS OF THE AUDIENCE

There were no comments.

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins apologized to the Commissioners for the delay in his arrival tonight. He additionally thanked the Commissioners for serving. He noted that the space once occupied by the Inlet Harvester will be filled with a paying customer.

Deputy City Clerk Krause recommended working on updating the Strategic Plan for 2011. She recommended this for the December agenda since it was pretty light.

COMMENTS OF THE CHAIR

Chair Ulmer thanked everyone for an excellent job. She commented on the container handling and terminal ideas as a great idea for Homer.

COMMENTS OF THE COMMISSION

Commissioner Hottmann expressed his pleasure again in the availability of 208 power on the steel grid.

Commissioner Hartley congratulated the harbormaster on the removal of the Inlet Harvester.

Commissioner Zimmerman had no comments.

ADJOURN

There being no more business to come before the Commission Chair Ulmer adjourned the meeting at 6:42 p.m. The next regular meeting is scheduled for December 15, 2010 at 5:00 p.m. in the City Hall Cowles Council Chambers.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: _____



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160

Fax (907) 235-3152

E-mail Port@ci.homer.ak.us

Web Site <http://port.ci.homer.ak.us>

PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbormaster

December 8, 2010

Prepared for the December 15, 2010 Port & Harbor Commission Meeting

1. Administration

• Staff met with:

- Kenai River Center -- Meeting on Permits for Beneficial Uses of Dredged Materials
- Islands and Ocean Visitor Center -- Science Collaborative 1st Core Intended User Meeting
- John Crandall -- Winter Storage Proposals for Barges
- Moffatt & Nichol -- Container Handling Options/Research
- Kenny Rogers -- Lease
- Western Alaska Area Maritime Security Committee -- Port Security

- Port Director/Harbormaster Bryan Hawkins attended the 2010 Alaska Regional Ports Conference on November 18th hosted by Corps of Engineers and ADOT.

2. Operations

After 25 years of service, Harbor Officer II, John Bacher submitted his resignation effective December 31st. The deadline for the vacant harbor officer position closed on November 24th, with a total of 32 applications submitted. Applicants are currently under review with interviews tentatively scheduled to begin the week of December 13th.

- The 165' landing craft Helenka B, began mooring in the harbor and utilizing the barge ramp for cargo load outs.
- The 80' fishing tender, Bruin Bay, successfully hauled out using a custom built trailer and heavy equipment loaders at the barge ramp. The vessel is currently located on the wood chip pad and is slated for hull repairs and maintenance.
- Quality Asphalt stored its 200' flat deck barge on the City's beach adjacent to the Homer Spit Marine Terminal.
- There are currently 62 vessels participating in the winter metered power program.
- Repairs to the Port's weather station are currently in progress. We expect to have it running by the middle of December.
- Routinely scheduled AMHS Tustumena sailings will commence December 11th after a month of inactivity.
- On November 23rd, operations staff assisted the crews of the Sakagawea (Abby M) and Devon shift berths. The Sakagawea, currently under new ownership, is undergoing repairs to return to seaworthy and operable condition.

3. Other

Attachments

None

U:office/staffreports/2010/December



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MEMORANDUM

TO: HOMER CITY COUNCIL AND CITY MANAGER, WALT WREDE

FROM: PORT & HARBOR ADVISORY COMMISSION

SUBJECT: CASH DISCOUNTS ON CASH, CHECK, OR DEBIT TRANSACTIONS

DATE: DECEMBER 6, 2010

Background

During their November 17, 2010 regular meeting, the Port and Harbor Advisory Commission furthered their discussion on the 2011 preliminary budget and proposed 3% Terminal Tariff rate increase by addressing the topic of costs associated with processing credit card payments. The Commission discussed the possibility of either a cash discount on cash, check, or debit payments, or an added fee to all credit card payments.

Recommendations

Requesting Homer City Council consider an amendment to the proposed Port and Harbor Budget to offer a cash discount up to 2% on payment of fees by cash, check, or non-credit debit transactions.

Attached: P&H Commission November 17, 2010 Meeting Minutes

PENDING BUSINESS

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VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.



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MEMORANDUM

TO: Homer City Council

CC: Walt Wrede, City Manager

FROM: Bryan Hawkins, Port Director/Harbormaster 

SUBJECT: Proposed Budget Amendments

DATE: December 7, 2010

Overtime: It has been proposed to eliminate the overtime budget line in the Port and Harbor budget. The recommended reduction totals \$29,000 but then \$45,000 is added in for part time employees. A review of the employee job descriptions will show that these positions require extensive training. Training a part time employee to substitute for a full time employee would be time consuming and costly. Also, the turnover rate for these employees would be high because we would not be creating jobs that offer a future.

Credit card expense: Talk to most point-of-sale merchants in this town and although they too are amazed by the numbers, most will say that this expense is just the cost of doing business. In our case our delinquent accounts have dramatically decreased while at the same time sales have increased because of this convenient payment option. In their November meeting, the Port Commission passed a motion recommending the Council amend the 2011 budget to offer an incentive to customers who pay with cash instead of credit cards. Our total credit card sales for 2009 were \$1,540,740.88. If the 2% incentive would have been in place at that time, the Port budget could have seen a loss of nearly \$30,814.80 in revenues.

Water/floats: This proposal recommends eliminating water availability to the harbor floats in 2011. If you agree that our goal is to increase lease revenues/occupancy in the recreational fleet then increasing rather than decreasing the services to the customers would be recommended. This expense is captured in harbor fees and any attempt to meter and bill individuals for water would cost far more to institute and maintain than we would ever recover in individual fees. The water loss issue in the harbor is mostly due to a lack of adequate infrastructure. We need to invest in a system that delivers water to the customers without them having to use garden hoses.

Forklift: I believe that there has been a miscommunication when it comes to this capital expense and I apologize for not making it clearer. At the Port, we have three departments who share equipment: Port Maintenance, Fish Dock, and the Harbor office. I agree that the Fish Dock Department use alone would not justify this expenditure but given that all three departments share the use I believe that this expenditure is necessary. Currently we share the

use of a 30 year old forklift that is located at the Port's maintenance department. It has become nearly impossible to find replacement parts for this piece of equipment and we believe that soon we will have to take it out of service due to safety concerns.

Market director: I thought it may be helpful if I mentioned what is being done and a couple of ideas on short term goals that I believe will increase sales at the harbor. Although there is always room for improvement with technology and networking, sales have steadily increased even during this economic downturn.

Current marketing information/strategies:

- As I mentioned before if we want to increase sales in the small vessel side then improve the facilities. On the big scale, these are not large capital projects but customer satisfaction will show in sales revenue and long term client retention.
- We are working out the details with Fish and Game and will soon bring a project to council to rebuild the entire load and launch ramp which will increase use in that corner of the harbor.
- We are marketing to freight barge operators to use our barge loading facility and a new customer has recently moved into the harbor and has begun operations.
- We have been increasing Cruise ship landings over the past few years.
- Our new web site is a very effective marketing tool!
- We need to push the System 5 electrical upgrade project. This will increase sales to the large vessels in that area of the harbor and will help to create winter employment for local tradesman.
- We need to make improvements to Lot 12B on Fish Dock Road that solves the drainage issues and at the same time we can build a truck loading dock that streamlines the loading process over there. More trucks in, more products out!
- The Association of Alaska Harbormasters has begun a campaign to market to yachts and I'll be manning that booth at the Seattle boat show this January. Our goal is to bring in more yacht trade during the summer while the fleet is away catching salmon and halibut.
- A bigger travel budget would allow me or my harbor staff to attend these functions. This is a proven marketing approach and Homer harbor is moving in that direction.
- I would suggest continued support of the Chamber of Commerce. The Port and Harbor has enlisted the help of Chamber staff in marketing and I feel that this is a very effective strategy towards marketing both the City and Port. This may include funding for Chamber staff from the Port budget for travel and staffing at trade show booths.
- Another marketing opportunity would be to support the local marine trades organization. What can the Port do to create opportunities for this kind of trade and services? For instance, if we could get the large vessels on the uplands then we would see a bloom of skilled labor jobs in the community.
- Another portion of the Port and Harbor economic pie is the contribution from the industrial side that takes place on the 30 acres and our Deep Water Dock. For the past four years, revenues have steadily increased from activities at the Deep Water Dock and the surrounding uplands. Industry confirms that Homer is a viable and affordable option for shipping goods from the Peninsula and that the Port of Homer is open for business!

Memo to Homer City Council

12/7/10

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Employee Health Contribution: Our personnel department is the best source for comments on this subject.

Lobbyist: The Harbor Enterprise is the vehicle that facilitates all activities at the Port. It is also the organization responsible for its maintenance and upkeep and that's the rub. Everyone profits from the accessibility to the fleet by way of our Fish Dock but how are we doing on the maintenance side? These are big ticket items and the Enterprise reserves are in no condition to step up to the plate and fund an Ice Plant engine room overhaul for instance. The rules governing fish landing tax are outdated and have been ever since the IFQ system was instituted. I don't know if anything has changed in Juneau, but our Representatives will be able to tell us if an investment into a lobbyist would be advantageous. The reason this tax was put in place was to support facilities and communities that are impacted by this industry and it is a very fine point that separates the Enterprise from its fair share of this tax.



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MEMORANDUM

TO: PORT & HARBOR COMMISSION

FROM: BRYAN HAWKNS, PORT DIRECTOR/HARBORMASTER

SUBJECT: ALASKA REGIONAL PORTS CONFERENCE

DATE: DECEMBER 8, 2010

On November 18th I attended the Alaska Regional Ports Conference in Anchorage. Included is the agenda from the conference, and as you can see from reviewing it that this was a very busy event.

Some of the key discussion points were on the Arctic Marine Shipping assessment, Senator Stedman's presentation on Alaska Harbors, deferred maintenance in the harbors, and setting rate structures that meet facility needs. Another topic that is significantly related to the Homer Harbor was a worksession on Regional and Sub-regional transportation hubs.

Attached: Alaska Regional Ports Conference Agenda

2010 ALASKA REGIONAL PORTS CONFERENCE

NOVEMBER 18, 2010
Egan Center, Summit Meeting Room

AGENDA

7:30 – 8:00	Doors open for coffee and networking	
8:00 – 8:15	Introduction	Col. Reinhard Koenig Commander, Alaska District
8:15 – 8:20	Welcome	Ms. Dorothy Cook, President Native Village of Eklutna
8:20 – 8:30	Conference Overview	Sarah Barton, Facilitator RISE Alaska, LLC
8:30 – 8:45	Alaska DOT&PF, Progress since 2008	Frank Richards Deputy Commissioner, DOT&PF
8:45– 9:00	USACE, Progress since 2008	Patricia Opheen Chief, Engineering Division, Alaska District
9:00 – 9:15	Denali Commission Perspective	Michael McKinnon Transportation Program Manager, Denali Commission
9:15 – 9:45	Breakout #1: What has happened in your region's ports and harbors since the 2008 conference?	Table discussions
9:45 – 10:00	Morning Break	
10:00 – 10:15	United States Coast Guard District 17	Captain Jason Fosdick U.S. Coast Guard
10:15 – 10:30	NOAA's Arctic Vision and Strategy	Amy Holman Alaska Regional Coordinator, NOAA
10:30 – 11:00	Strategic Trends Analysis Results	Patrick Burden Northern Economics, Inc.
11:00 – 11:10	Video Conference Set-Up	
11:10 – 11:45	U.S. Congressional Perspective Q&A	Senator Mark Begich U.S. Senate (via video conference)
11:45 – 12:15	Lunch/Alaska Legislative Perspective Q&A	Senator Bert Stedman Co-Chair, Senate Finance Committee; Vice Chair, Northern Waters Task Force

12:15 – 12:30	Arctic Marine Shipping Assessment	Captain Bob Pawlowski NOAA (RET), MNI; Legislative Liaison to Denali Commission
12:30 -12:50	Policy Recommendations	Patrick Burden Northern Economics, Inc.
12:50 – 1:05	Exploratory Task Force – Public/Private Partnerships	Jeff Ottesen Director of Program Development, DOT&PF
1:05 – 1:15	Breakout #2: Input to Exploratory Task Force <i>Re: public/private partnerships</i>	Table Discussions
1:15 – 1:30	Afternoon Break	
1:30- 2:00	Hub Analysis and Project Needs List	Mike Fisher and Alexus Bond Northern Economics, Inc.
2:00- 3:00	Breakout #3: Investment Ranking and Way Forward	Rotating Table Discussions
3:00 -3:30	Report-Out from Regional Groups	Regional Table Reporters
3:30 -4:00	Final Words and Closing	Sarah Barton, Facilitator Col. Reinhard Koenig, Commander, Alaska District

For more information about the 2010 Alaska Regional Ports Study, please visit our website at:
<http://www.poa.usace.army.mil/en/cw/AKPortsStudy.htm>

2011 Homer City Council Meetings
Port & Harbor Advisory Commission Attendance

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

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

<u>Meeting Date</u>	<u>Commissioner</u>
January 10, 24	_____
February 14, 28	_____
March 14, 28	_____
April 11, 25	_____
May 9, 23	_____
June 13, 27	_____
July 25	_____
August 8, 22	_____
September 12, 26	_____
October 10, 24	_____
November 28	_____
December 12	_____

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.

9 MULTI-USE DOCK

This Pioneer Dock serves the Alaska Marine Highway System and cruise ship calls, as well as other current port users. The decision by shipping companies to use Homer Pioneer Dock as a terminal is based upon market conditions, labor agreements, schedule parameters, as well as other factors. The consultant's analysis did not evaluate the feasibility of Homer becoming a freight and container terminal. This analysis only presents a methodology and results for estimating the amount of freight that might pass through Homer based on transportation economics, and of landside area needed for a Homer container terminal and a cruise ship passenger terminal.

Section 9.1 presents trip generation results that were used in the modeling of the dock and roadway system. Section 9.2 focuses on specific freight volume and cruise ship volume (probably the two highest volume events), and the corresponding landside area. It is important to note the Pioneer Dock was not complete or in service when the model was generated.

9.1 Roadway Impacts

The Kachemak Bay Multi-Purpose Dock Traffic Impact Analysis, prepared by TBC and referenced earlier, states that the new multi-use dock will be constructed around the existing dock, which will be redeveloped as a pedestrian/bicycle oriented commercial waterfront center. The new dock will be able to accommodate one ship at a time, in addition to the U.S. Coast Guard vessel stationed in Homer. The proposed dock will be able to serve larger container ships, cruise ships, and the Alaska Marine Highway ferries.

TBC estimates the total impact to Homer Spit Road (HSR) at nearly 700 vehicle trips per day during the summer months, half of them left turners into the dock area. This volume is less than 10% of the current summer ADT on HSR, so overall impact to levels of service on HSR are minimal, as presented in Table I-9. However, this development will require a 3-lane section for Homer Spit Road near the new development.

The greatest impact will come from the additional retail/recreational development, at approximately 500 trips per day. Container ship traffic, if it develops, will generate another 166 trips per day. A significant portion of that will be truck traffic (estimated at 38% per ITE Trip Generation Manual) headed to and from the dock. The 1997 Highway Capacity Manual shows that trucks are equivalent to about 1.5 passenger vehicles on level roadways. Accordingly, for our model, 38% of the 166 trips from container ship traffic were increased by 1.5 to represent

truck traffic impact. The cruise ships will produce hundreds of pedestrian trips in a short time period, most of which will stay in the dock area, due to the distance (5+ miles) from the dock to Homer CBD. Vehicle trips will likely be limited to service vehicles, regular dock employees, and multi passenger vans and buses for Downtown tours, or road trips north. An effort was made in the various dock models to direct a percentage of dock traffic to the external station north of Diamond Ridge Road, to more closely reflect anticipated dock impact.

Model runs with the dock and without the dock were run for 2021 base and summer scenarios. The model found that the dock will increase traffic volumes on many of the roadways in Homer. The differences can be found by examining the model runs that are attached under Appendix C.

Homer Spit Road is the only access road to the port and harbor area. Due to geographical constraints, expansion of this roadway to three or more lanes along its entire length is highly unlikely. However, towards the south end of the road within developed areas with high driveway and access density, a three-lane section could be implemented for both safety and capacity benefits. The 3-lane section will consist of the outer lanes carrying traffic in opposing directions, and a CTWLTL. The CTWLTL will provide a refuge for left-turning traffic, which will not block the through traffic stream and will minimize the chance of rear-end accidents. The recently constructed bike trail along the major portion of this roadway will help maintain good traffic flow for both bikers/pedestrians and vehicles by keeping them separated.

9.2 Demand & Site Requirements

In this evaluation, the model used data from the Regional Port of Anchorage's Master Plan Final Report, September 30, 1999, by VZM-TranSystems Corporation. Also use information was used from interviews with CSX and Tote, the container shippers for Alaska, and Princess Tours, which were conducted while preparing the Design Study Report for the Port of Anchorage's Intermodal Marine Facility. Finally, the Payload Project Report Part 4- Interview Notes produced by the Engineering and Science Management Department from University of Alaska Anchorage (see <http://www.enr.uaa.alaska.edu/payload/>) was also used as a reference.

The uses that would generate the most trips and required the most landside staging areas would be cruise ship visits and a freight terminal.

Princess's largest ships currently have 2,200 passengers with a crew of about 900. This would likely be the design ship for Anchorage (and by inference for Homer as well), even though most ships may be smaller. Princess will be bringing 2,500-passenger ships on-line in the future. Princess buses, which carry 44 passengers, would meet the ship, and passengers would

disembark and board the buses for activities. Typically, there are passengers who do not use the buses but choose other independent tours. Therefore, total amount of ground transportation would be 40 to 50 buses (probably brought to town to meet the ship), along with taxicabs, vans, and private vehicles supporting tours. If the Homer operation follows the Anchorage model, only 10 or so buses would queue at the ship during one time. Each bus would be staged off-site and dispatched to the ship by radio when needed. As such, the landside area required for passenger transfer is significantly reduced. The Port of Anchorage's Master Plan indicates that 2 acres would be sufficient for a port of call terminal, but 5 acres may be more desirable.

Presently, most of the non-liquid commodities shipped into Alaska arrive in containers on ships that are configured for containers. As such, container ships are the freight design condition and their docking will require the highest landside area for staging, loading and unloading.

The assumptions for this analysis are as follows:

- The freight into the Kenai Peninsula Borough would be the primary container terminal market for the Homer dock.
- The majority of container freight into and out of the KPB currently passes through the Port of Anchorage
- Freight passing through Anchorage on the way to KPB will be proportionate to the population of KPB.
- Landside staging areas will be determined by the volume of containers, and will be the same proportionately as the container to area ratio in the Port of Anchorage.

CSX and Tote call in Anchorage twice weekly on Tuesdays and Sundays. Both ships dock about at the same time because of labor contract considerations. Sailings are set on timing for local retail advertisements. By using container shipping twice weekly, retail establishments minimize the amount of warehouse space that they need.

CSX has three ships that follow the rotation shown in Table I-14. Kodiak and Dutch Harbor are called every other week.

Table I-14: CSX Lines Shipping Schedules

Departing	Day
Tacoma (Ship 1)	Thursday
Anchorage	Sunday
Kodiak	Wed
Tacoma (Ship 2)	Friday
Anchorage	Tuesday
Dutch Harbor	Friday
Tacoma (Ship 1 or 3)	Thursday

CSX is a load-on, load-off ship, in which containers are loaded within the hull into bins and on the deck. The above-deck containers can be 45 feet long, the below deck containers must be 40 feet long or less. The capacity of the ship is about 600 to 650 containers. Containers are loaded and unloaded with cranes that transfer containers to and from trailers pulled by hostlers (yard tractors). The containers are taken to a storage area where a road-legal truck tractor couples with the trailer and carries the load overland to the final destination.

Tote operates three ships as well. They carry about 700 roll-on, roll-off containers on trailers. Hostlers or tractors drive onto the ship and connect to the trailers. As is the case with CSX, the Tote containers are taken to a storage area where a road-legal truck tractor couples with the trailer and carries the load overland to the final destination.

According to the Port of Anchorage Master Plan, in 1998 there were 201,000 inbound Twenty-foot Equivalent Units (TEUs) into the Port, and 159,000 outbound TEUs that passed through the Port. In addition, it is estimated that the Port serves about 80% of Alaska. The 1999 population of Alaska was about 620,000, so the Port serves a population of about 496,000. The Medium Scenario Growth Rate for the Port is about 2.1%. This growth rate closely fits the projected growth rate for Homer and KPB population.

Table I-15 summarizes the 1998 Port of Anchorage activities and shows the calculated number of containers into and out of the Port. Table I-16 presents our calculated forecasted activities in 20 years using the Port Plan's Medium Growth Scenario.

Table I-15: 1998 Port of Anchorage TEUs and Calculated Container Volumes

	1998 Port of Anchorage TEUs	Approximate Number of Containers (based on 40-foot)	Containers Per Week	Average Per Ship Day (2 days per week)	Average Per Ship (2 ships/day)
Inbound	201,000	100,500	1,933	966	483
Outbound	158,000	79,000	1,519	760	380
Total	359,000	179,500	3,452	1,726	863

Table I-16: 20 year Port of Anchorage TEUs and Calculated Container Volumes

	2018 Port of Anchorage TEUs (2.1% Growth Rate)	Approximate Number of Containers (based on 40-foot)	Containers Per Week	Average Per Ship Day (2 days per week)	Average Per Ship (2 ships/day)
Inbound	305,000	152,500	2,933	1,466	733
Outbound	239,000	119,500	2,298	1,149	575
Total	544,000	272,000	5,231	2,615	1,308

Tote has about 29.1 acres that they use for staging inbound and outbound container trailers. CSX has about 29.2 acres for their containers. Total staging area for the cargo in Table I-13 is 58 acres. By dividing 1726 containers (average per ship day) by 58 acres, it is found that one acre is needed for 30 inbound and outbound containers.

Since the population of the KPB is about 49,000, and the Port of Anchorage serves about 496,000 Alaskans, it is reasonable to assume that about 10% (49,000 divided by 496,000) of the containers passing through the Port are KPB inbound or outbound. The main market for the Homer Dock would be the KPB, of which all communities except for the Coopers Landing and Seward population centers, are closer to Homer than to Anchorage. If the dock is developed with a supporting infrastructure in place, and other market, schedule and labor factors are satisfied, KPB freight may be shipped through Homer instead of Anchorage.

Table I-17 presents estimated container volumes in the near term (0 to 5 years) if a container terminal was located at the dock. If we use the same ratio of land to containers as in the Port of Anchorage (30 containers per acre), we can calculate the near-term land use as about 10 to 12 acres. Assuming the that container volume growth in Homer would be the same as forecast for Anchorage under the Medium Growth Scenario, the landside area need in 20 years would be about 15 to 20 acres.

Table I-17: Near-term Freight Volumes for Homer Container Terminal

	Annual KPB Market Share (TEU) 10% of Port of Anchorage	Approximate Number of Containers (40-foot)	Per week (assuming weekly delivery)
Inbound	20,000	10,000	192
Outbound	16,000	8,000	154
Total	36,000	18,000	346

10 SNOW STORAGE

The primary need for snow storage is to serve the Central Business District (CBD). Until recently the City of Homer snow storage consisted of a two-acre vacant lot near the CBD. The size and location of that lot met city needs even during the recent record snow fall, however, the lot is no longer available for snow storage. Evaluation of future site(s) will require consideration of location, size, treatment potential, permitting requirements, costs and aesthetics.

City snow removal now occurs primarily within the Pioneer Street ROW (approximately one mile) in the CBD where businesses are generally close to the sidewalk and plowing snow to the sides of the ROW is not feasible. Not hauling snow away would be unacceptable to businesses and the public. As the business district grows, additional streets will need snow hauling which will require a larger disposal area than the current one.

Since most snow will be removed from the CBD, a site(s) should be selected that is fairly close to allow economical and rapid snow removal of the area. A travel distance of a mile or less would be desirable. A site of two acres is more than adequate to accommodate the current snow volumes hauled from streets. Based on the projected increase of streets with hauled snow, a single site of at least three acres should be adequate. If the existing storm water system is not available near the dumpsite, we recommend the site be increased by at least 20% to accommodate a treatment area.

The City of Soldotna hauls snow from approximately 17 miles of streets and its disposal site is 15 acres which is reportedly too small for some heavy snow years. For the City of Soldotna, about 1-2 acres per mile of street is adequate. The City of Kenai hauls snow later in the winter from congested areas only, and its two-acre site is sufficient.

Snowmelt from the storage pile is classified as non-domestic wastewater by EPA and therefore needs to meet the State of Alaska water quality standards. Ideally, the runoff from the storage area will enter into city's existing storm water system, where it may be covered by the existing EPA and/or ADEC permits. The ADEC, however, may require a Best Management Practice Plan (BMPP) demonstrating that runoff from the site(s) will not negatively impact the storm water system, or violate existing permits. ADEC will consider various innovations for the BMPP including sedimentation ponds, wetlands, grassy swales, hay bales, floating booms or some combination of these. ADEC is most concerned with reduction of the sand loading/turbidity and introduction of other foreign materials into the existing storm water system.

HARBORMASTER'S OFFICE
MONTHLY STATISTICAL AND PERFORMANCE REPORT
Month: November 2010

SECTION I - FACILITY UTILIZATION

Vessel charges Grid tide per month

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
Wood	2	4
Steel	2	1
<u>Moorage Sales</u>		
	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
Daily		
Transient	1	17
Monthly		
Transient	2	11
Semi- Annual		
Transient	0	1
Annual Transient	2	2
Annual Reserved	56	39
Total Annual	58	41

SECTION II - SERVICE

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
Boats Towed	0	3
Boats Moved	5	8
Boats Pumped	2	11

SECTION III - INCIDENTS

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
HPD Assist	0	0
Fires Reported	0	0
EMT Assists	0	0
Public Assists	8	2
Property Damage	0	1
Thefts Reported	0	0
Citations Issued by		
Harbor Officers	0	0
Oil Spills	0	0
Equipment Impounds	0	0
Vessel Impounds	0	0
Vessel Accidents Reported	0	0
Vessel Near Sinkings	0	0
Vessels Sunk	0	0

SECTION IV VESSEL RESERVED
STALL WAIT LISTS (# ON LIST)

Stall Size	<u>Total as of month end:</u>	
	<u>2010</u>	<u>November 2009</u>
18'	1	1
20'	0	2
24'	12	21
32'	43	27
40'	29	34
50'	16	18
75'	7	7
Total	108	110

SECTION V - DOCK, ICE & CRANE SERVICES

Docks/Com'I Barge Ramp (Unit = #days vessel on)
Partial day = Full day count

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
DWD	0	2
Pioneer Dock/(Main Dock)	11	0
Barge Ramp/Beach	4	2

Ice Sales (Tons - Add week ending figures for the month)

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
	18	0
(closed for seasonal maintenance)		
Based on accumulative figures, 2010 YTD/Nov Ice sales are 49 tons less than 2009 YTD Nov Ice Sales		

	<u>November 2009 YTD/November 2008 YTD</u>
	4385 4434

Crane Hours (Billed or Metered)

	<u>Month: November</u>	
	<u>2010</u>	<u>2009</u>
	37.8	56.6

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/5/2010	1/10/2010	17.1	17.1	0 shut down for maintenance	
1/12/2010	1/17/2010	17.7	34.8	0 shut down for maintenance	
1/19/2010	1/24/2010	8.2	43	0 shut down for maintenance	
1/26/2010	1/31/2010	19.7	62.7	0 shut down for maintenance	
2/2/2010	2/7/2010	17.1	79.8	0 shut down for maintenance	
2/9/2010	2/14/2010	24	103.8	0 shut down for maintenance	
2/16/2010	2/21/2010	22.1	125.9	0 shut down for maintenance	
2/22/2010	2/28/2010	29.1	155	0 shut down for maintenance	
3/2/2010	3/7/2010	26.4	181.4	33	33
3/9/2010	3/14/2010	35.3	216.7	29	62
3/16/2010	3/21/2010	37.8	254.5	113	175
3/23/2010	3/28/2010	64.8	319.3	72	247
3/30/2010	4/4/2010	30.5	349.8	51	298
4/6/2010	4/11/2010	53.9	403.7	65	363
4/13/2010	4/18/2010	67.4	471.1	97	460
4/20/2010	4/25/2010	62.2	533.3	133	593
4/27/2010	5/2/2010	75.1	608.4	93	686
5/4/2010	5/9/2010	52	660.4	118	804
5/11/2010	5/16/2010	58.6	719	56	860
5/18/2010	5/23/2010	74.6	793.6	113	973
5/25/2010	5/30/2010	74.8	868.4	165	1138
6/1/2010	6/6/2010	84.1	952.5	150	1288
6/8/2010	6/13/2010	100.9	1053.4	110	1398
6/15/2010	6/20/2010	86.5	1139.9	177	1575
6/22/2010	6/27/2010	112.8	1252.7	151	1726
6/29/2010	7/4/2010	119.4	1372.1	166	1892
7/6/2010	7/11/2010	146	1518.1	261	2153
7/13/2010	7/18/2010	136	1654.1	362	2515
7/20/2010	7/25/2010	182.6	1836.7	319	2834
7/27/2010	8/1/2010	104.2	1940.9	166	3000
8/3/2010	8/8/2010	128.2	2069.1	176	3176
8/10/2010	8/15/2010	116.9	2186	189	3365
8/17/2010	8/22/2010	45.5	2231.5	135	3500
8/24/2010	8/29/2010	86.2	2317.7	126	3626
8/31/2010	9/5/2010	65.6	2383.3	117	3743
9/7/2010	9/12/2010	50.2	2433.5	104	3847
9/14/2010	9/19/2010	67.2	2500.7	143	3990
9/21/2010	9/26/2010	31.8	2532.5	72	4062
9/28/2010	10/3/2010	23.8	2556.3	79	4141
10/5/2010	10/10/2010	40.3	2596.6	25	4166
10/12/2010	10/17/2010	50.8	2647.4	99	4265
10/19/2010	10/24/2010	33.3	2680.7	43	4308
10/26/2010	10/31/2010	35.1	2715.8	59	4367
11/2/2010	11/7/2010	10.7	2726.5	16	4383
11/9/2010	11/14/2010	9.4	2735.9	2	4385
11/16/2010	11/21/2010	4.6	2740.5	0	4385
11/23/2010	11/28/2010	13.1	2753.6	shut down for maintenance	
11/30/2010	12/5/2010	4.2	2757.8	shut down for maintenance	
12/7/2010	12/12/2010			shut down for maintenance	
12/14/2010	12/19/2010			shut down for maintenance	
12/21/2010	12/26/2010			shut down for maintenance	
12/28/2010	1/2/2011				

Deep Water Dock 2010

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$ Dock	Serv Chg
1/15-1/16/10	Klamath	350	1730/1710	Crowley	1	\$ 1,540.00	\$ 50.00
1/15/10	Sea Robin	126	1900/1600	Crowley	2	\$ 277.20	n/c
1/28-1/31/10	Sea Robbin/Klamath	350	1015/1810	Crowley	1	\$ 3,080.00	\$ 50.00
1/31-2/6/10	Island Champion/Brg SeaTac	286	1920/1700	Peninsula Scrap	1	\$ 4,404.40	\$ 50.00
2/4-2/6/10	Island Champion	125	0330/0630	Peninsula Scrap	2	\$ 320.83	n/c
2/25-3/2/10	Island Warrior/Brg SeaTac300	300	1550/1900	Peninsula Scrap	1	\$ 3,960.00	\$ 50.00
2/27/10	Island Warrior	143	0500/1535	Peninsula Scrap	2	\$ 157.30	n/c
3/1-3/2/10	Island Warrior	143	a.m./1900	Peninsula Scrap	2	\$ 471.90	n/c
3/31-4/3/10	Tug Endurance	207	1730/1300	Alyeska Pipeline	1	\$ 1,821.60	\$ 50.00
4/12-4/13/10	USCG Sycamore	225	1545?	USCG	1	\$ 495.00	\$ 50.00
4/12/10	Lisa Marie	78	1000/1700	Andrew Blair	2	\$ 85.80	n/c
4/20/10	Time Bandit	110	0730/1100	Time Bandit LLC	2	\$ 40.33	n/c
4/21/10	Tug Sinuk/Barge 180	172	1530/2310	Crowley	1	\$ 378.40	\$ 50.00
4/28/10	Kona Kai	108	1320/1600	Fortune Sea LLC	2	\$ 237.60	n/c
5/6/10	Alaskan Gyre	50	0600/1000	US Geo Survey	2	\$ 17.60	n/c
5/10/10	Tug Sesok	73	1230/1400	Crowley	2	\$ 25.70	n/c
5/14/10	Nunaniq	155	1600/1800	Northland Holdings	1	\$ 341.00	\$ 50.00
5/25/10	Amsterdam	781	0830/1800	Holland America	1	\$ 1,718.20	\$ 467.50
5/30-6/3/10	Pacific Challenger	114	1930/1830	K-Sea Transport	2	\$ 1,003.20	\$ 50.00
5/30/6/3/10	Barge 280	262	1900/1830	K-Sea Transport	1	\$ 2,481.60	
6/8/10	Amsterdam	781	0900/1800	Holland America	1	\$ 1,718.20	\$ 467.50
6/13/10	Viekoda Bay	100	1530/1630	Icicle Seafoods	2	\$ 35.96	n/c
6/17-19/10	Pacific Challenger/Barge 280	282	1100/1710	K-Sea Transport	1	\$ 1,861.20	\$ 50.00
6/22/10	Amsterdam	781	0900/1800	Holland America	1	\$ 1,718.20	\$ 467.50
6/23/10	Tug Paragon	99	1030/1645	K-Sea Transport	2	\$ 108.90	n/c
6/27/10	Gulf Reliance	122	? / 1700	K-Sea Transport	1	\$ 268.40	
7/2-7/4	Klamath	350	1000/0830	Crowley	1	\$ 2,310.00	\$ 50.00
7/2-7/3	Sea Robin	126	1100/1600	Crowley	2	\$ 554.40	nc
7/6/10	Amsterdam	781	0900/1810	Holland America	1	\$ 1,718.20	\$ 467.50
7/20/10	Amsterdam	781	0900/1810	Holland America	1	\$ 1,718.20	\$ 467.50
7/23/10	American Beauty	108	1030/2030	Inlet Fish Producers	2	118.8	na
7/27/10	American Beauty	108	1130/1430	Inlet Fish Producers	2	\$ 38.01	na
8/3/10	Amsterdam	781	0900/1800	Holland America	1	\$ 1,718.20	\$ 467.50
8/17/10	Amsterdam	781	0900/1800	Holland America	1	\$ 1,718.20	\$ 467.50
8/20-22/2010	Western Venture Barge 270	270	0745/1050	Peninsula Scrap	1	\$ 1,782.00	\$ 50.00
8/20-22/2010	Ocean Mariner tug	94	1000/1050	Peninsula Scrap	2	\$ 620.40	n/c
9/11-12/2010	Seneca/Barge 250-10	250	0500/1845	Crowley	1	\$ 1,100.00	\$ 50.00
9/12/10	Seneca	107	0230/1845	Crowley	2	\$ 235.40	n/c
9/14/10	Amsterdam	781	0900/1805	Holland America	1	\$ 1,718.20	\$ 467.50
9/16-18/2010	Barge 255	250	0600/1300	Peninsula Scrap	1	\$ 1,650.00	\$ 50.00
9/16-18/2010	Island Scout	100	0730/1300	Peninsula Scrap	2	\$ 660.00	na
10/10-12/2010	Kays Point	328	1430/1745	K-Sea Transport	1	\$ 2,164.80	\$ 50.00
10/10-12/2010	Pacific Raven	112	1535/1730	K-Sea Transport	2	\$ 616.00	na
10/13-17/2010	Sea Robin/Klamath barge	350	0900/1330	Crowley	1	\$ 3,080.00	\$ 50.00
						\$	
						\$52,089.33	\$4,540.00
12/9/10							

Pioneer Dock 2010

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$Dockings	Serv Chg
01/08/10	Pacific Challenger/Brg 282	262	1320/2020	K-Sea Transport	1	\$ 576.40	\$ 50.00
1/14-1/15/10	Pacific Challenger/Brg 282	262	1905/130	K-Sea Transport	1	\$ 1,152.80	\$ 50.00
01/19/10	Pacific Challenger/Brg 282	262	1100/1520	K-Sea Transport	1	\$ 576.40	\$ 50.00
01/21/10	Vigilant	100	1340/1510	Crowley	1	\$ 220.00	\$ 50.00
1/28-1/29/10	Pacific Challenger/Brg 282	262	1205/1100	K-Sea Transport	1	\$ 1,152.80	\$ 50.00
01/31/10	Pacific Challenger/Brg 282	262	1210/1515	K-Sea Transport	1	\$ 576.40	\$ 50.00
02/08/10	Vigilant	100	1340/1520	Crowley	1	\$ 220.00	\$ 50.00
02/22/10	Pacific Challenger/Brg 282	262	?/2230	K-Sea Transport	1	\$ 576.40	\$ 50.00
02/24/10	Pacific Challenger/Brg 282	262	1435/2330	K-Sea Transport	1	\$ 576.40	\$ 50.00
03/18/10	Pacific Challenger/Brg 280	282	1100/1350	K-Sea Transport	1	\$ 620.40	\$ 50.00
3/20-3/21/10	Pacific Challenger/Brg 280	282	2110/0545	K-Sea Transport	1	\$ 1,240.80	\$ 50.00
04/06/10	Pacific Challenger/Brg 280	282	1215/1830	K-Sea Transport	1	\$ 620.40	\$ 50.00
4/8-4/9/10	Pacific Challenger/Brg 280	282	2255/0645	K-Sea Transport	1	\$ 1,240.80	\$ 50.00
04/12/10	USCG Sycamore	225	0800/1530	USCG	1	\$ 495.00	\$ 50.00
04/21/10	Pacific Challenger/Brg 280	282	1200/2115	K-Sea Transport	1	\$ 620.40	\$ 50.00
04/28/10	Pacific Challenger/Brg 280	282	0820/1500	K-Sea Transport	1	\$ 620.40	\$ 50.00
05/10/10	Pacific Challenger/Brg 280	282	1230/1715	K-Sea Transport	1	\$ 620.40	\$ 50.00
5/16-5/17/10	Pacific Challenger/Brg 280	282	2150/1610	K-Sea Transport	1	\$ 620.40	\$ 50.00
05/19/10	Pacific Challenger/Brg 280	282	0720/?	K-Sea Transport	1	\$ 620.40	\$ 50.00
05/30/10	Pacific Challenger/Brg 280	282	1420/1845	K-Sea Transport	1	\$ 620.40	\$ 50.00
06/07/10	Pacific Challenger/Brg 280	282	0750/1530	K-Sea Transport	1	\$ 620.40	\$ 50.00
06/19/10	Pacific Challenger/Brg 280	282	1730/2230	K-Sea Transport	1	\$ 620.40	\$ 50.00
06/24/10	Paragon/Brg 280	282	1200calendar/1800	K-Sea Transport	1	\$ 620.40	\$ 50.00
6/26-27/10	Paragon/Brg 280	282	1800?/0520	K-Sea Transport	1	\$ 1,240.80	\$ 50.00
07/02/10	Richard Foss	142	0800/0890	Olson Marine	1	\$ 312.40	\$ 50.00
07/19/10	Paragon/Brg 280	282	1315/2245	K-Sea Transport	1	\$ 620.40	\$ 50.00
07/29/10	Paragon/Brg 280	282	1230/1615	K-Sea Transport	1	\$ 620.40	\$ 50.00
08/11/10	Paragon/Brg 280	282	1230/1710	K-Sea Transport	1	\$ 620.40	\$ 50.00
08/13/10	Paragon/Brg 280	282	0540/1450	K-Sea Transport	1	\$ 620.40	\$ 50.00
8/25-8/26/10	Paragon/Brg 280	282	1540/0030 (one day per BH)	K-Sea Transport	1	\$ 620.40	\$ 50.00
08/28/10	Paragon/Brg 280	282	1120/1845	K-Sea Transport	1	\$ 620.40	\$ 50.00
08/30/10	Paragon/Brg 280	282	1000/1745	K-Sea Transport	1	\$ 620.40	\$ 50.00
09/07/10	Paragon/Brg 280	282	0730/1220	K-Sea Transport	1	\$ 620.40	\$ 50.00
09/10/10	Paragon/Brg 280	282	1100/1810	K-Sea Transport	1	\$ 620.40	\$ 50.00
09/22/10	Paragon/Brg 280	282	0915/1900	K-Sea Transport	1	\$ 620.40	\$ 50.00
10/19/10	Pacific Raven/Kays Point	328	0930/1730	K-Sea Transport	1	\$ 721.60	\$ 50.00
10/20/10	Vigilant	100	0700/1200	Crowley	1	\$ 220.00	\$ 50.00
10/27/10	Pacific Raven/Kays Point	328	0915/1520	K-Sea Transport	1	\$ 721.60	\$ 50.00
11/01/10	Pacific Raven/Kays Point	328	1150/2020	K-Sea Transport	1	\$ 721.60	\$ 50.00
11/4-8/10	Richard Foss/Barge Spruce	226	1600/0305	K-Sea Transport	1	\$ 2,486.00	\$ 50.00
11/14/10	Vigilant	100	0800/1100	Crowley	1	\$ 220.00	\$ 50.00

2010 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 7:00 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 11, 25	Velsko
February 8, 22	Ulmer
March 8, 22	Carroll
April 12, 26	Wedin
May 10, 24	Zimmerman
June 14, 28	Hartley
July 26	No attendance
August 9, 23	Ulmer
September 13, 27	Hottmann
October 11, 25	Hottmann
November 22	Wedin
December 13	Zimmerman

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

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.

Science Collaborative 1st Core Intended User Meeting

November 30th 10 am – 3pm

- 10:00 - 10:15 am **Welcome and Introductions: Group**
- 10:15 - 10:45 am **Background: Angie**
- Overview of Science Collaborative Call
 - Background on scientific question
 - a. Overarching question(s) posed by the community
 - What we plan to accomplish together by the close of the 3-yr study
 - We, as a group, will be evaluating and adapting this list of outcomes through our regularly scheduled quarterly meetings
- 10:45 – 11:30 am **COLLABORATIVE LEARNING: the framework in which the study will occur. Implementing the collaborative learning and integration process for the study: Megan Murphy**
- Obj/Products/Activities articulated in proposal
 - Utilize the collaborative process to communicate finding to staff, CIU's stakeholders, community council, students, decision-makers, & public
 - Obj/Products/Activities articulated along the way
- 12:00 - 12:30 pm **LUNCH**
- 12:45 - 1:00 pm **Design of the Study: Introduction: Angie** (3 presentations designed to talk about the tools we will use in the field studies to begin to answer the questions outlined in the proposal (review objectives)
- 1:00 – 1:30 pm **Landscape and sea level rise models: Jeff Freymueller**
- 1:30 – 2:00 pm **Land and sea –level rise in KBRR salt marsh habitats by vegetation and sediment accretion monitoring: Steve Baird/Angie Doroff**
- 2:00 - 2:15 pm **BREAK**
- 2:15 – 2:30 pm **Biological diversity in salt marsh habitats relative to glacier melt water input: Angie Doroff/Steve Baird**
- 2:30 – 3:00 pm **Review project expectations, gaps in understanding, and working process (Group)**

II. Additional Items

- a. Bring calendar to the meeting to discuss future meeting dates

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue
Homer, Alaska 99603-7624
(907) 235-3130

(907) 235-8121
Extension: 2227
Extension: 2224

Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL MEMBERS
THROUGH: CITY CLERK
FROM: PORT AND HARBOR ADVISORY COMMISSION
DATE: NOVEMBER 17, 2010
RE: 2011 MEETING SCHEDULE

Introduction :

The Port and Harbor Advisory Commission amended the proposed 2011 Meeting Schedule to change the December 21, 2011 meeting day to December 14, 2011 as the regular meeting day to accommodate for the holiday.

The excerpt from the regular meeting minutes of November 17, 2010 follows:

New Business

C. 2011 Meeting Schedule

HARTLEY/HOTTMANN – MOVED TO APPROVE THE 2011 MEETING SCHEDULE AS AMENDED.

There was a brief discussion regarding the schedule. It was noted that the December 21, 2011 date should be changed to December 14, 2011.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

Recommendation:

No action required. Informational in nature.