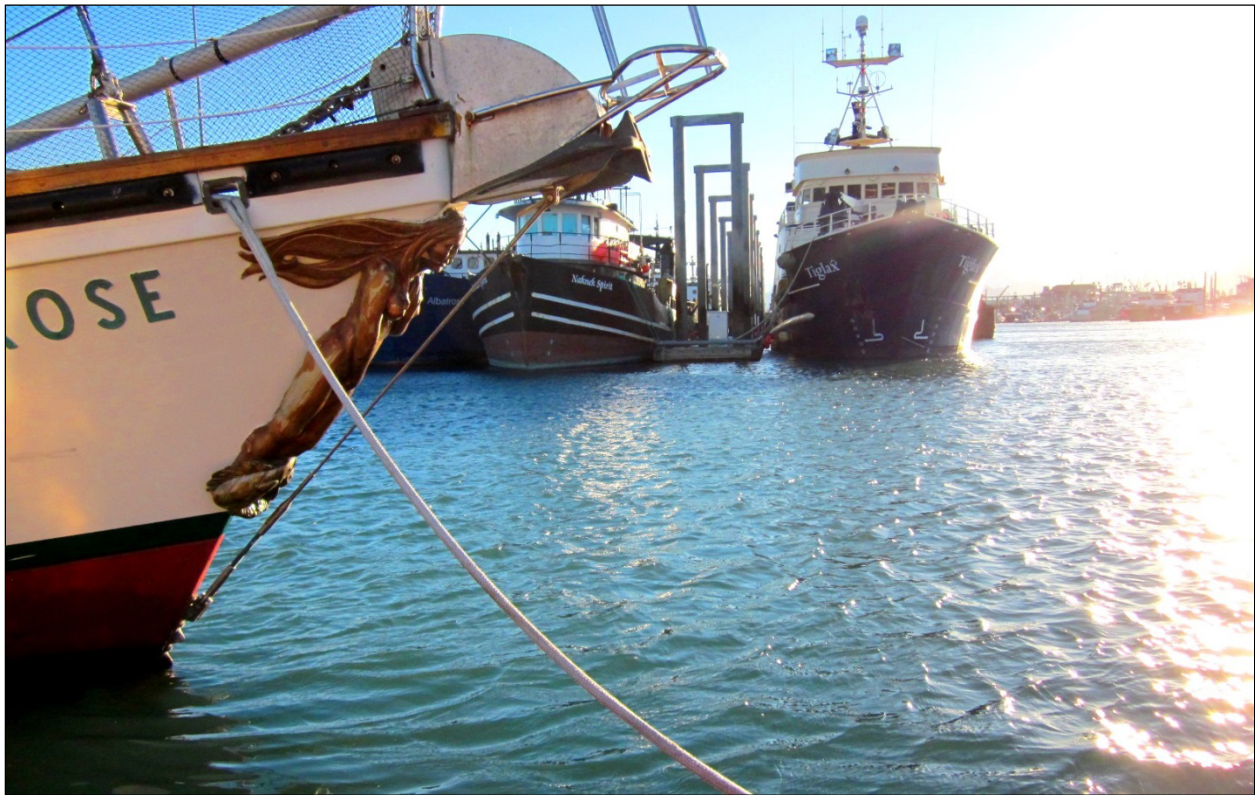


PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
February 25, 2015



5:00 P.M.
City Hall Council Chambers
491 E. Pioneer Ave.
Homer, AK 99603



**NOTICE OF MEETING
REGULAR MEETING AGENDA**

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

4. RECONSIDERATION

5. APPROVAL OF MINUTES

- A. January 28, 2015 Regular Meeting Minutes and February 17, 2015 Special Meeting Minutes
Page 5

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port and Harbor Director's Report for February 2015
Page 15

8. PUBLIC HEARING

9. PENDING BUSINESS

- A. Harbor Rate Increase Proposals-Update on Northern Economics Quote Request **Page 17**
- i. Email from Mike Fisher, Northern Economics Re: Scope of Work & Quote Request dated February 19, 2015
- B. Sales Tax & Fish Tax Allocation for Spit **Page 19**
- i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster Re: Fisheries Business Tax dated January 21, 2015
 - a. Port & Harbor 2004-2014 Fish Dock Expenses & Fish Tax Revenue Comparison
 - b. Northern Economics Rate Study 2013
 - c. Draft Resolution 15-XXX Requesting Fish Tax from Kenai Peninsula Borough
 - d. 2011-2014 Sales Tax Figures
- C. Bob's Trophy Charter Lease **Page 39**
- i. Letter from Wilson Stick, Inc. to City of Homer Re: Request for Transfer/Extension of Bob's Trophy Charter Lease dated February 19, 2015
 - ii. Wilson Stick, Inc. Business Plan (excludes confidential financial information)
 - iii. Spit Comprehensive Plan Zoning Concept Map

10. NEW BUSINESS

- A. RV's on the Spit **Page 55**
- i. Memo to Port & Harbor Commission from Planning Department Re: RV's in the Marine Commercial and Marine Industrial Districts dated February 20, 2015
- B. Parking on the Spit **Page 59**
- i. 2014 Parking Enforcement Summary & EOY Revenue Statistics
 - ii. Spit Comprehensive Plan Parking Concept Map

11. INFORMATIONAL ITEMS

- | | |
|---|----------------|
| A. Monthly Statistical & Performance Report | Page 65 |
| B. Weekly Crane and Ice Report | Page 67 |
| C. Deep Water Dock Report | Page 69 |
| D. Pioneer Dock Report & Ferry Landings Report | Page 71 |
| E. Water Usage Report | Page 73 |
| F. Letter from Scifres Re: Need for Weekly Harbor Rate dated January 28, 2015 | Page 75 |
| G. 2015 Council Meeting Attendance | Page 77 |

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, MARCH 25, 2015 at 5:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.

Session 15-01, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on January 28, 2015 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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

ABSENT: DONICH

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

Chair Ulmer called for a motion to approve the agenda.

HOWARD/ZIMMERMAN MOVED TO APPROVE THE AGENDA AS PREPARED

There was no discussion.

VOTE: NON OBJECTION, UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

None

RECONSIDERATION

APPROVAL OF MINUTES

A. December 17, 2014 Regular Meeting Minutes

Chair Ulmer called for a motion to approve the minutes.

STOCKBURGER/ZIMMERMAN MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION, UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for January 2015

Harbormaster Hawkins reviewed his staff reports.

There was discussion regarding the accounts that pay for the restrooms on the spit, troubleshooting stray current in the harbor, power usage, light emitting plasma (LEP) bulbs being used on a fish dock light pole, and water lines in the harbor.

PUBLIC HEARING

PENDING BUSINESS

A. Harbor Rate Increase Proposals

HOWARD/HARTLEY MOVED TO DIRECT STAFF TO ENGAGE NORTHERN ENTERPRISES TO PREPARE A LINEAR GRADUATED RATE SCHEDULE FOR THE HARBOR.

Commissioner Howard commented that they have received good feedback and we recognize the pure linear rate schedule isn't necessarily represented as being equitable and that the square foot method of calculating rates is not very acceptable to the users. In order to get another run at this we probably need to hire an expert to evaluate our situation and propose a graduated linear rate schedule such as what is used in Kodiak and other harbors in South East. That will give the Commission additional information to help make a rational decision about what we should do regarding rates to generate money over a period of time to make up the 32% shortfall. A graduated linear method might give us some level of comfort we can all live with.

Commissioner Stockburger noted Northern Enterprises worked with Kodiak in developing their rate schedule and worked with our harbor to establish the amount of our shortfall.

Commissioner Carroll questioned what Commissioner Howard is trying to achieve here. Why not everyone across the board takes a percentage increase and we arrive at the necessary amount?

Commissioner Howard said it's his impression they have concluded that a boat with a wider width gets a bigger benefit out of the harbor than a narrower boat, so not all boats are equal in terms of their need for space. He thinks bringing in the consultant to help evaluate this and help them have a defensible position is best, because he isn't sure what is or isn't fair in establishing the rates.

Commissioner Zimmerman questioned the cost and noted they told people they would have a public get together to discuss the rates, and thinks they need to follow through on that. He thinks they may need to get more public input before moving forward and spending more money.

Harbormaster Hawkins suggested it would be best to establish a scope of work they want to achieve and get a quote.

Commissioner Howard expressed that they have received some public feedback and can continue to do so, but the group isn't getting closer to an answer to the equitable spread of rates. It was suggested that the little boats should be paying more, which may be the case. That information could be put to the consultant for evaluation. When looking at the infrastructure, the group hasn't taken into account the space it takes to negotiate big boats in and out of their slips. That is a big percentage of the harbor, and so far they have only looked at the parking areas. That type of information can be looked at by a consultant to more effectively evaluate the impacts of our various sized vessels are on the harbor.

Commissioner Zimmerman suggested they could figure that out sitting at the table by evaluating a 5 acre area with the boat sizes, their infrastructure, and turning channels. They know the amount of money they want to achieve each year and he thinks they could figure it out for less money.

There was discussion about the pros and cons of hiring a consult and generally agreed at this point it may be best to prepare a scope of work and get an estimate on cost for the consultant to prepare it.

Harbormaster Hawkins noted that another issue here is the Commission's will to act. If this just kicking the can down the road by hiring someone to do this and then not have the will to act on the information we receive, then we are wasting our time and money.

It was noted that the Commission will have the opportunity to work with the numbers that are presented and have the ability to look at ways besides just the stall users to achieve their end number. There are options that can be considered based on the needs of our fleet. Harbormaster Hawkins provided some examples.

VOTE: YES: HOWARD

NO: ZIMMERMAN, ULMER, CARROLL, HARTLEY, STOCKBURGER

Motion failed.

Harbormaster Hawkins will prepare a scope of work and come back with a quote.

B. Sales Tax & Fish Tax Allocation for Spit

- i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster
Re: Fisheries Business Tax dated January 21, 2015
 - a. Port & Harbor 2004-2014 Fish Dock Expenses & Fish Tax Revenue Comparison
 - b. Northern Economics Rate Study 2013
 - c. Draft Resolution 15-XXX Requesting Fish Tax from Kenai Peninsula Borough
 - d. 2011-2014 Sales Tax Figures

The Commission discussed this information at their worksession. Commissioners Howard and Carroll will work to put together names of businesses on the spit to request sales tax information from the Borough, and they will continue discussion next month.

NEW BUSINESS

- A. Re-allocation of Fish Dock Restroom Monies
 - i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster
Re: Re-Appropriate Fish Dock Restroom Monies to Crane Refurbishment Project dated
January 21, 2015
 - a. Prior Memos for Back-up Information dated May – June 2006

HOWARD/HARTLEY MOVED TO USE THE MONEY RECEIVED IN THE 2003 GRANT FROM THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AS FISHERIES REVITALIZATION AID FOR THE PURPOSE OF REFURBISHING ANOTHER FISH DOCK CRANE.

There was discussion if there is a need for an additional restroom on the fish dock. Harbormaster Hawkins noted that Auction Block has facilities for their employees and Snug Harbor will when they complete their building. There are bathrooms now for truck drivers that can be accessed with crane cards or bathroom cards and it works well. In talking with staff there doesn't seem to be an issue with people coming around looking for a restroom. The ice plant restroom could be modified to add another stall or two but he thinks the money is better used to rebuild a crane.

Some members felt there is a need to improve ice plant restrooms. Harbormaster Hawkins said he could talk to some contractors and see what it would take to make modifications to the ice plant restroom. He is reluctant to have it open all the time and prefers the access card.

It was suggested they approve the motion to fix the crane and when we know more about a porta potty or restroom improvements they can take money from the reserves to address it. It won't be a huge expense.

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

Motion carried.

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report
- E. Water Usage Report
- F. 2014 EOY Fuel Wharfage Comparison
- G. 2014 EOY Parking Pass Comparison
- H. 2014 EOY Load & Launch Pass Comparison
- I. Spit Lease Expiration Calendar
- J. 2015 Council Meeting Attendance

Harbormaster Hawkins addressed the year-end report, noting moorage sales had increases in daily transient, monthly, and annual reserves increase. To his knowledge they have never broke 800 annual

reserves in a year, that indicates to him that usage is up, retention is up, and we have a lot of new lessees as well. He talked about increase in rates at the Deep Water and Pioneer Docks for dockage fees and with the increase in customers and use, he never had a complaint about the rates.

COMMENTS OF THE AUDIENCE

None

COMMENTS OF THE CITY STAFF

None

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

None

COMMENTS OF THE COMMISSION

Commissioner Carroll commented it was a good meeting. There was a lot of good input at the worksession from the Borough folks and from Brad Faulkner.

Commissioner Zimmerman agreed it was a good worksession and he learned a lot. He asked that they have paid parking on the spit on their next agenda.

Commissioner Howard echoed the other comments.

Commissioner Hartley said he can't wait to talk about the parking.

Commissioner Stockburger said it was a good worksession. He was in Vancouver this summer and they had a movable bathroom/porta potty. He heard a comment that it was \$60,000 and that it was outrageous. It made him think of our \$180,000 ones. He said it might be something worth looking in to.

Chair Ulmer thanked everyone.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:33 p.m. The next regular meeting is scheduled for Wednesday, February 25, 2015 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

Session 15-02, a Special Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:15 p.m. on February 17, 2015 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, DONICH, STOCKBURGER, ULMER, ZIMMERMAN

ABSENT: HARTLEY, HOWARD

STAFF: HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

STOCKBURGER/ZIMMERMAN MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

None

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

PENDING BUSINESS

NEW BUSINESS

A. Bob's Trophy Charter Lease and Lease Committee Recommendations

Harbormaster Hawkins reviewed the staff report and lease application.

There was discussion confirming they are requesting a 20 year lease at the time of transfer. They also addressed the communication equipment on the building that is subleased without consent to SpitWSpots. They did not receive permission by the city to have the equipment placed there and it has caused radio interference with the city. This issue will need to be resolved prior to transfer. The signage needs to be addressed as well.

The Commission also addressed the location, recognizing they have previously talked about a better use for this parcel when the present lease expires. With the potential development of vessel haul out, they may not want to renew a 20 year lease and building there.

Harbormaster Hawkins noted this raises the question of whether or not to recommend advertising an RPF for the property to see if there are any proposals of a better use for the property. He doesn't

anticipate they would advertise it before the lease runs out, which is in three years, unless the lessee seeks to end his lease.

Suggestions for ways to accommodate this business included:

- Putting a lot out for RFP that the business owner could apply for and then the new owner could move the building over.
- Trade out for another piece of property that is more conducive to the city or lessee.
- Include language in the new lease that the city can request the business be relocated to another location if the city gets an offer for a higher and better use.
- Build overslope to accommodate it.

In reviewing the application, the commission felt it is missing some key information that would help them make a good decision and would like to know more about what the business plan is.

CARROLL/STOCKBURGER MOVED TO CONTACT THE APPLICANT TO REQUEST A BUSINESS PLAN BY MARCH AND LET THEM KNOW THAT WE ARE LOOKING AT OPTIONS ON THE PROPERTY, NOT A 20 YEAR SOLID LEASE.

The Commission referenced the seven questions under section 11.2(f) in the lease policy would be appropriate information to provide for consideration. They further clarified the information should be available timely for their regular meeting in March.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

COMMENTS OF THE AUDIENCE

None

COMMENTS OF THE CITY STAFF

Harbormaster Hawkins commented that the topic of RV's being stored or used as housing units on the spit.

Chair Ulmer also suggested enforcement of people cleaning up after their dogs, and employee parking in front of businesses.

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

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

PORT AND HARBOR ADVISORY COMMISSION
SPECIAL MEETING
FEBRUARY 17, 2015

Commissioner Stockburger suggested they think about uses for the strip of property they discussed tonight and where they might want the businesses to locate. It might be good to have a copy of the portion of the comp plan that relates to the area.

There were no other Commission comments.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:10 p.m. The next regular meeting is scheduled for Wednesday, February 25, 2015 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

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Port and Harbor

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FEBRUARY 2015 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Public Works Staff & Contractors – Change Order Meeting for Harbor Float Replacement Project
- Public Works Staff & Contractors – System 4 Float Disposal
- Public Works Staff & Contractors – Harbormaster's Building / DWD Trail Boardwalk Project Update
- City Manager & Spit w Spots – Towers on the Homer Spit
- Lease Committee Meeting
- Department Head Staff Meeting
- Public Works Staff & PND Engineers – Pre-Bid Meeting Re: Load & Launch Ramp Project
- Scott Walden, KPB Emergency Operations Manager – Tsunami Siren Controls in New Harbor Office
- USCG MSD – Facility Security Plan 5-Year Revision Overview
- Kenny Daher, Kachemak Bay Research Reserve – Interview Re: KBRR Coastal Habitat Change Study Project
- BP, Exxon-Mobil Consortium – Marine Logistics for L&G Project Build-up
- Public Works & IT Staff – New Harbor Office Building Radio/Communication Needs
- Admin Staff – Economic Vitalities Meeting
- City Staff – Bob's Trophy Charters Building Walk-thru
- Southcentral Radar & IT Staff – New Harbor Office Radios
- Homer Marine Trades Association – Planning Session Re: Marine Trades Video RFP
- L.H. & Marcia Pierce – Sportman's Supply Lease
- Tim Mullikan, GCI – Potential Towers Site Visits
- Public Works Staff & Contractors – System 4 Change Orders
- Public Works Staff & R&M Consultants – Deep Water Dock Expansion Study

2. Operations

Colder temperatures and strong northerly winds associated with late January and early February brought the winter's first ice build-up on the Homer Spit. Periodic ice flows congested the ocean piers, and partially obstructed small vessel traffic at the harbor entrance and fairway. While working closely with Harris Sand & Gravel, operations staff towed and relocated numerous vessels that were moored in construction zones, threatened by freeze-up, in order to allow for the on-going installation of branch firefighting water supply lines. Recent warming trends have helped to alleviate the associated ice congestion, allowing for harbor construction to resume to their normal pace.

Operations and maintenance staff worked to transfer emergency fire and de-watering equipment into the new utility shed located at the bottom of Ramp 2. The old sheds were removed from the harbor. The vacated space has been dedicated to transient moorage and loading zones.

Other notable events:

- The City-wide surplus auction concluded January 28th. The harbor successfully auctioned off three abandoned boat trailers.
- On 2/13, a graveyard shift harbor officer observed a man "lose control" of a flatbed harbor cart from the top of Ramp 3. The cart traveled down the ramp and crashed into another cart located at the landing. Fortunately there was no other collateral damage. The man was questioned about his careless activity.

- On 2/14, harbor officers fielded a report of hydraulic oil sprayed across several vehicles in the Ramp 2 parking lot. Officers were able to trace the source of oil back to a refuse hauling dump truck. The proprietor was notified and took corrective measures.

3. Ice Plant

Ice Plant staff is pressuring up the refrigeration system and checking the packing on hand valves in preparation for startup. The Ice Plant begins the ice-making season in March with the beginning of the halibut opener.

4. Port Maintenance

In addition to routine maintenance tasks, Port Maintenance:

- Assisted HVFD with vehicle extrication training by moving, crushing, and disposing of donated vehicles
- Verified “Substantial Completion” of the System 5 Water and Electrical Project
- Assisted Operations move boats for water and fire line installation on System 1
- Added receptacles to the new Ramp 2 shed
- With help from operations, removed ice from the load and launch ramp floats, as well as C and D floats
- Participated in a Homer Marine Trades presentation to students interested in maritime careers

Rachel Tussey

From: Bryan Hawkins
Sent: Thursday, February 19, 2015 1:59 PM
To: Rachel Tussey
Subject: FW: Northern Economics Scope Of Work & Quote Request

From: Michael Fisher [mailto:Michael.Fisher@norecon.com]
Sent: Wednesday, February 18, 2015 9:03 PM
To: Bryan Hawkins
Subject: RE: Northern Economics Scope Of Work & Quote Request

Hi Bryan,

Here is what I have come up with so far. Let me know if this approach sounds good to you. Once we have a working scope, I will put together a cost estimate for it.

Scope:

- Kick-off teleconference to discuss objectives, initial thoughts on rate structure, good harbors to use as comparisons (and what you don't want to do), etc.
- Rate structure review of harbors in Alaska (only those that have graduated rates), Washington, and Oregon
- Analysis of rate divisions (dividing lines between rates), relative rates by size, classes (recreational, commercial fishing, other commercial, etc.), transient versus permanent, etc. .
- Develop alternative rate structures (3-5?), based on the variations we've found
- Develop rates for each rate structure to match the revenues currently generated, then work in rate increases to get to the desired rate over time, add on the CPI, etc.
- Develop preliminary findings and recommendations, and refine them based on your input
- Develop an executive summary report and a presentation with our findings and recommendations
- Present to the commission
- Refine structures, rates, etc. based on commission comments
- Put together the final report

I will provide our standard rates in a table and identify who the key people will be for this work (mostly me plus some analyst help).

When would you like this done? If we got started as of March 1, we could present to the commission in mid-April (I'll be out May 2-11, so I would want to present in mid-April or shortly after I get back), and send the final report by the end of May. Would that work?

Thanks,
Mike

Mike Fisher
Senior Consultant
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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: JANUARY 21, 2015
SUBJECT: FISHERIES BUSINESS TAX

The subject of tax generated by the Port and Harbor enterprise activities has been a discussion topic at the past few commission meetings. In the last meeting, I suggested one area I felt could help our efforts in generating more funds: the fisheries business tax, which is generated from fish processing on the Homer Spit. Or more to the point, focusing on re-allocating those tax monies so we can get our fisheries tax dollars back to work on the Fish Dock, and supporting the industry that paid the tax.

The attached spreadsheet shows the Fish Dock's financial picture; both the revenues and the expenses for the past ten years. Please note the fish tax item, which shows money received into the fish dock's account from the state for Homer's share of the fish tax. (*FYI – the City has always transferred the full tax amount the City receives to the Fish Dock, although it's not required by the State. From talking to other harbormasters around the country, I've learned that not all cities put the fish tax monies back into their harbors; some keep it in their general funds as another revenue source.*) In the Fish Dock expense report, the "transfers-to" line shows what the Fish Dock has put into the harbor reserves to fund harbor repair/replacement tasks, such as the crane refurbishment project currently underway. Also, according to Northern Economics harbor rate study, the estimated replacement cost of the Fish Dock and Ice plant is \$25,700,000 (see attachment, page 2).

All this information is to show anyone concerned that the Fish Dock is not an inexpensive venture for us to manage. I will say that for a 32-year-old facility it is in overall very good condition, but that is not coincidental. As you can see, we generate a significant amount of revenue in the course of a year, but it all goes into operations, maintenance, and reserves.

Fish Tax

The stated purpose of the Fisheries Business Tax Allocation Program is to direct part of the money collected from the fishermen back to the communities that are impacted by the industry. As you most likely know, historically Homer has not received much income in fish tax and that is because most of the product bought and sold across the Homer Enterprise dock isn't processed here, but shipped raw/fresh for processing in other Alaskan communities or even out of state. Of course the wear-and-tear to the dock and facilities is the same no matter where the fish is processed, and arguments to the State about the definition of processing or changes to the State statute have gotten us nowhere.

Impacts

What does our Fish Dock do for Homer and the Kenai Peninsula Borough? The Fish Dock is a public owned-and-managed facility built to attract business and commerce into the economy. Year after year, the dock has done just that with millions of pounds of raw fish coming across the dock every year. Bought and sold, money changing hands, paychecks going home, and the community growing stronger because of this connection point to the sea.

Sustainability

The finance report shows that revenues are down due to decreasing fishing quotas, and likely this will be the story at the dock for a few years. The one constant in the fishing business is change; my fear is that with these slower production years we may become tempted to let some of our Fish Dock maintenance goals slip when we should be doing just the opposite. This industry has taught me there will be another run and we have to be prepared for it when it comes.

Recommendation

Staff recommends the commission support draft Resolution 15-XXX by making a motion to Homer City Council.

Attachments: Port & Harbor 2004-2014 Fish Dock Expenses & Fish Tax Revenue
Northern Economics Rate Study 2013
Draft Resolution 15-XXX Requesting Fish Tax from Kenai Peninsula Borough

Fish dock - 2004-2014
Fish Tax and Fish Dock Expenses

	12/31/2004	12/31/2005	12/31/2006	12/31/2007	12/31/2008	12/31/2009	12/31/2010	12/31/2011	12/31/2012	12/31/2013	12/31/2014	Total
REVENUES												
400-0603-4206 Fish Tax	(160,506)	(71,160)	(92,547)	(94,517)	(98,958)	(97,425)	(73,505)	(122,511)	(74,185)	(41,501)	(58,621)	(985,436)
400-0603-4512 Reimbursements	0	0	0	0	0	0	0	0	0	0	0	0
400-0603-4620 Ice Sales	(363,898)	(417,153)	(330,013)	(405,195)	(405,002)	(538,517)	(542,136)	(372,722)	(313,194)	(357,921)	(270,309)	(4,316,060)
400-0603-4621 Cold Storage	(9,900)	(10,775)	(17,885)	(16,155)	(13,125)	(15,100)	(16,640)	(20,523)	(20,261)	(21,331)	(23,235)	(184,929)
400-0603-4622 Crane Rental	(203,010)	(216,664)	(198,304)	(226,433)	(207,957)	(272,608)	(250,917)	(228,734)	(216,301)	(249,627)	(217,390)	(2,487,946)
400-0603-4623 Card Access Fees	(7,696)	(7,627)	(7,657)	(7,950)	(8,010)	(8,600)	(8,648)	(9,752)	(10,400)	(10,816)	(11,433)	(98,589)
400-0603-4637 Seafood Wharfge	(37,498)	(37,875)	(37,996)	(42,618)	(46,474)	(54,044)	(49,300)	(40,415)	(37,659)	(42,762)	(26,593)	(453,235)
400-0603-4700 Other Wharf Fd	(2,378)	(543)	(1,137)	(631)	0	0	(749)	(1,179)	(2,403)	(2,889)	(2,515)	(14,424)
	(784,886)	(761,798)	(685,538)	(793,499)	(779,527)	(986,295)	(941,895)	(795,836)	(674,404)	(726,846)	(610,096)	(8,540,618)
EXPENSES												
400-0603-5101 Reg Employees	175,058	171,254	189,589	210,344	207,591	217,921	177,179	181,650	194,814	191,487	193,367	2,110,252
400-0603-5102 Fringe Benefits	96,042	130,819	149,575	156,319	144,954	144,770	136,414	125,868	126,186	143,506	155,184	1,509,637
400-0603-5103 Part Time Empl	3,693	16,387	18,278	19,013	17,255	20,756	19,873	42,834	30,834	27,454	33,399	249,775
400-0603-5104 Fringe Ben P/T	4,148	4,147	6,427	10,316	5,872	4,642	12,345	8,226	7,869	7,275	8,197	79,464
400-0603-5105 Overtime	7,319	6,996	6,110	9,522	4,993	15,363	6,967	9,796	7,630	9,064	6,245	90,005
400-0603-5106 Leave Cash Out	3,939	3,668	2,583	0	0	0	0	0	0	0	0	10,191
400-0603-5107 Part Time Ot	288	1,315	1,404	2,342	1,745	2,645	2,455	1,996	2,000	2,244	2,033	20,468
400-0603-5201 Office Supplies	7	160	155	169	380	554	205	269	259	299	374	2,829
400-0603-5202 Opr Supplies	4,162	3,300	5,113	4,626	2,660	5,383	2,852	328	1,677	647	1,177	31,924
400-0603-5203 Fuel/Lube	1,631	1,702	1,776	2,395	3,213	3,965	4,259	3,306	3,792	3,023	1,902	30,964
400-0603-5204 Chemicals	3,713	1,872	1,465	4,448	1,602	4,020	3,076	2,499	13	1,601	2,636	26,944
400-0603-5207 Vehicle/Boat Maintenance	0	0	0	0	0	0	36	228	0	0	0	264
400-0603-5208 Equipment Maint	35,564	24,709	45,941	49,041	27,784	67,881	34,115	36,960	36,698	44,750	22,721	426,163
400-0603-5209 Bldg/Grds Maint	8,118	5,444	4,793	4,735	5,631	12,687	9,440	7,252	14,496	14,545	6,732	93,872
400-0603-5210 Prof & Spec Svc	4,103	3,829	4,832	4,534	3,710	4,309	4,642	3,490	2,634	7,855	5,477	49,415
400-0603-5214 Rents & Leases	0	0	0	0	0	0	0	0	0	0	0	0
400-0603-5217 Electricity	79,765	98,435	110,309	115,336	135,092	162,121	132,013	144,771	142,089	147,274	154,582	1,421,786
400-0603-5218 Water	4,839	11,004	9,091	11,176	29,349	217	29,577	30,443	22,055	24,109	18,168	190,028
400-0603-5219 Sewer	(57)	(797)	(1,206)	(732)	(529)	111	8,054	913	404	429	567	7,156
400-0603-5231 Tools/Equip	2,468	3,375	1,336	3,380	3,189	3,676	3,017	1,029	466	1,471	1,392	24,798
400-0603-5602 Safety Equip	1,032	904	1,036	1,888	306	2,108	3,222	169	68	1,023	2,320	14,076
400-0603-5603 Employee Training	932	0	0	1,224	120	0	2,625	883	1,325	829	1,699	9,637
400-0603-5704 Outfall Line Maintenance	0	0	0	0	0	0	0	0	0	0	0	0
400-0603-5901 C/O Equipment	0	0	0	0	0	0	0	0	0	0	0	0
400-0603-5990 Transfers To	150,046	150,046	150,046	150,046	150,046	150,046	150,046	211,613	198,916	218,807	80,000	1,759,658
400-0603-5999 Depreciation	0	0	0	0	0	0	0	0	0	0	0	0
	586,810	638,569	708,655	760,120	744,963	823,171	742,411	814,524	794,224	847,689	698,171	8,159,307
PROFIT/(LOSS)	198,075	123,229	(23,117)	33,379	34,564	163,124	199,483	(18,688)	(119,821)	(120,843)	(88,075)	381,311

Memorandum

Date: November 7, 2013
To: Bryan Hawkins, City of Homer
From: Mike Fisher, Northern Economics, Inc.
Re: Port of Homer Rate Study

This **revised draft** memorandum presents the findings of a rate study Northern Economics, Inc. conducted for the Port of Homer. Findings of the rate study are presented first, followed by discussions about the life cycle costing approach used, assumptions, benefits of the port to the city, and sensitivity of the results to changes in the assumptions. The memorandum then discusses other factors that can affect rates, including funding considerations, changes in vessel sizes over time, and alternative moorage rate structures, followed by documentation from R&M Consultants about the cost estimating approach used.

Findings and Recommendations

Our life cycle cost approach to calculating rates suggests that an overall rate increase of 58.3 percent is required for the port and harbor to cover all operations, maintenance, and replacement costs.

The recommended rate increases vary by facility. After allocating shared and overhead costs to each facility, required rate increases range from 32 percent for the Pioneer Dock to nearly 162 percent for the Fish Dock. Of the six facilities split out in this analysis, only one currently generates revenues in excess of its life cycle costs: the Load and Launch Ramp.

Table 1 shows the annualized cost for each facility, the annualized cost for each revenue-generating facility once overhead costs are allocated, and the recommended rate increase for each facility.

Table 1. Annualized Costs and Recommended Rate Increases by Facility

Facility	Annualized Cost (\$)	Annualized Cost with Allocated Overhead (\$)	Required Rate Increase (%)
Port-Harbor Administration and Other Facilities	1,668,946	-	-
Harbor	2,514,023	3,431,943	31.85
Pioneer Dock	836,562	1,066,042	135.96
Fish Dock	1,481,508	1,773,573	125.96
Deep Water Dock	752,139	919,033	40.90
Load and Launch Ramp	51,573	51,573	-51.01
Fish Grinder	26,928	89,513	161.78
Total	7,331,678	7,331,678	58.30

Source: Northern Economics, Inc. analysis

Based on these findings, Northern Economics recommends the Port of Homer aim to increase its rates an average of 58 percent across the board, in addition to regular inflation-based increases each year thereafter, if it wishes to fully fund its facilities. In lieu of an immediate and full increase, it might consider a series of smaller increases spread over the next several years. While this will not necessarily raise funds sufficient for major maintenance and repair projects in the near term, it will make passage of these rate increases less burdensome on users.

Life Cycle Costing Approach

The life cycle cost of a facility combines its acquisition or construction, operations, maintenance, and replacement costs over its useful life. This forward-looking approach uses the time value of money concept to “discount” future life cycle costs over a set period of time (2013–2062 in this case) to a single net present value in 2013 dollars.¹ That cost is then annualized to arrive at an annual portion of the facility’s life cycle cost that needs to be covered by revenues.²

In many ways, this approach can be compared to a mortgage payment, except that the life cycle cost analysis looks forward at expenses rather than backward at the purchase price of an asset. The annual portion of a facility’s or business’ life cycle cost includes operations and maintenance expenses, monies set aside for periodic major maintenance work, and monies set aside for eventual replacement or refurbishment of an asset. This approach assumes that the Port of Homer is a going concern and intends to continue operating in perpetuity.

Planned capital projects for the Port of Homer over the next 50 years total \$147.6 million. The amounts planned for each facility are shown in Table 2.

Table 2. Capital Costs and Anticipated Grants by Facility

Facility	Estimated Capital Cost (\$)	Anticipated Grant Funding (\$)	Anticipated Capital Cost After Grant Funding (\$)	NPV of Anticipated Capital Cost After Grant Funding (\$)
Port-Harbor Administration and Other Facilities	14,680,000	0	14,680,000	11,816,022
Harbor	42,000,000	21,000,000	21,000,000	17,879,997
Pioneer Dock	37,030,000	156,250	36,873,750	24,979,057
Fish Dock	25,700,000	0	25,700,000	22,187,288
Deep Water Dock	24,550,000	0	24,550,000	23,544,500
Load and Launch Ramp	3,500,000	2,650,000	850,000	840,752
Fish Grinder	105,000	0	105,000	73,022
Total	147,565,000	23,806,250	123,758,750	101,320,637

Source: R&M Consultants (2013) and Northern Economics, Inc. analysis

¹ The life cycle cost model assumes a real discount rate of 1.1 percent per U.S. Office of Management and Budget guidance (OMB 2012).

² For more information about life cycle cost analysis and rate setting, please see “Rate Setting for Port and Harbor Facilities” (Fisher 2011) and “Setting Sustainable Harbor Rates” (Fisher 2009). The location of the white paper and presentation, respectively, are shown in the references section.

Capital costs vary each year based on the projects the Port of Homer undertakes; on average, the projects included in the model account for about \$2.5 million annually, though the timing of those projects results in no anticipated capital costs in some years and as much as \$30 million in other years. Service life varies by the type of infrastructure and ranges from 20 to 50 years.

The Port of Homer’s average annual operations and maintenance costs, based on 2008–2012 expenditures, are approximately \$3.4 million, based on our analysis of the harbor system’s financial data. Transfers back to the general fund add another \$0.4 million for total annual costs of \$3.8 million.

Our analysis finds that the net present value of Port of Homer facilities’ life cycle cost is \$280.8 million. When expressed on an annualized basis over a 50-year period, annual costs of about \$7.3 million need to be covered each year. Based on the assumptions used in the model about funding of capital improvements and maintenance spending, operations and maintenance costs account for 64 percent of the annual total and capital costs account for the other 36 percent. This annualized cost is expressed in real terms, in 2013 dollars. Going forward, regular rate increases will be needed on an annual basis to account for inflation.

Model Assumptions

The life cycle cost model is built with several assumptions that allow for adjustment of the results. Assumptions used in the model³ are shown below, arranged by worksheet:

Interface

- **Discount Rate:** A real discount rate of 1.10 percent is used, based on the 30-year real rate in the current version of OMB Circular A-94.
- **Percentage of Capital Costs to Include in LCCA:** The base assumption is that the analysis includes 100 percent of capital costs, not including grants identified for specific projects.⁴
- **Include Transfers in Life Cycle Cost Analysis:** By default, the analysis assumes that the Port of Homer will continue to make transfers to the City of Homer.
- **Life Cycle Cost Analysis Period (Years):** The model uses a 50-year period for analysis.
- **Maintenance Cost (Percentage of Capital Cost):** The analysis assumes an annual maintenance cost of 3 percent of capital costs, which covers both replacement of facilities and their annual maintenance.

³ The model uses blue highlighted cells to indicate assumptions that the user can change in the “Interface” and “Allocation Matrix” worksheets. Most other cells are protected (without a password) to protect model fidelity.

⁴ Based on discussions with Port of Homer staff, the model assumes that harbor-related projects will be timed so that they can take advantage of the State of Alaska’s 50/50 matching harbor grants. The model also assumes that funding from NOAA or another agency will cover 25 percent of the cost of removing of the inner timber dock from the Pioneer Dock, and that all but \$850,000 of the Load and Launch Ramp’s replacement cost will be covered by the Alaska Department of Fish and Game.

Allocation Matrix

- Costs generated by the Homer Harbor, Pioneer Dock, Fish Dock, Deep Water Dock, Ramp, and Fish Grinder are allocated to those facilities. Costs generated by administration and other activities would be allocated to the six main facilities according to the following schedule:
 - 55.00 percent to Homer Harbor (48.75 percent operations, 6.25 percent maintenance)
 - 13.75 percent to Pioneer Dock
 - 17.50 percent to Fish Dock
 - 10.00 percent to Deep Water Dock
 - 0.00 percent to Load and Launch Ramp
 - 3.75 percent to Fish Grinder

Rate Adjustment

- The rate adjustment sheet uses the rate from one service offered at each facility as a proxy for rate inflation at that facility. Revenues from each facility over the 2008–2012 period are adjusted according to this rate inflation in order to determine how use has varied over time and to determine a rate-inflation-adjusted average of revenues generated at each facility. The rates used to account for rate inflation are moorage rates for Homer Harbor, dockage rates for Pioneer Dock, seafood wharfage for Fish Dock, dockage rates for Deep Water Dock, and the per-day launch fee for the Ramp.

Inflation Adjustment

- The U.S. Bureau of Labor Statistics produces the Consumer Price Index (CPI), which reflects changes in the cost of living based on a market basket of goods. Anchorage is the only community in Alaska for which a CPI is calculated. Homer and other communities use the Anchorage CPI as a basis for rate changes and other cost of living adjustments. As with the adjustment of revenues in the “Rate Adjustment” worksheet, on this worksheet the model uses inflation to adjust expenditures to a 2013 equivalent for purposes of understanding how expenses have changed over time other than through inflation.

Capital Cost Data

- R&M Consultants and Port of Homer staff collaborated on an infrastructure replacement schedule. R&M Consultants provided replacement cost estimates and replacement years as shown on this worksheet. Development of capital costs was done as a desk study and did not include a physical inspection of the facilities.
- Based on input from Port of Homer staff, the model assumes that all of the harbor-related capital projects will be funded 50 percent by some kind of a grant, such as the State of Alaska’s Harbor Facility Grant Program. It is assumed that such funds will be available and that the timing of these projects can be varied as needed to meet grant requirements.

Moorage SF and LF

- Port of Homer staff provided estimates of the square footage of moorage space in Homer Harbor (Hawkins 2013). Northern Economics also used this information to develop estimates of total linear footage. This was used to evaluate required rates under different arrangements.

Benefits to the City of Homer

In addition to revenues generated within the port, the Port of Homer provides other financial and economic benefits to the City of Homer.

The Port of Homer makes transfer payments each year to the general fund to support other city functions. Table 2 shows the transfer payments made each year for 2008–2012.

Table 3. Transfer Payments from Port of Homer to City of Homer, 2008–2012

Year	Transfer Payments (\$)
2008	354,530.00
2009	354,530.00
2010	354,530.00
2011	500,000.00
2012	484,252.25

Source: Tussey (2013) and Northern Economics, Inc. analysis

The Port of Homer also generates sales tax revenues that flow to the City of Homer’s general fund. Table 3 summarizes the sales tax revenues generated each year for 2008–2012.

Table 4. City of Homer Sales Tax Revenues Generated by the Port of Homer, 2008–2012

Year	Sales Tax Revenues (\$)
2008	111,608.39
2009	123,035.51
2010	120,851.11
2011	127,548.29
2012	132,580.52

Source: Moore (2013)

Historically, vessels in Homer Harbor were assessed a personal property tax in the form of a flat tax based on vessel length. Research done by the City of Homer’s Accounting Supervisor found that the city had tax revenues through the partial year 2005, but that at some point at 2004 there was a change to the city code to exempt vessels from personal property taxation. At present, the Port of Homer attracts personal property with a substantial value, but the city does not capture any of that value through taxation. Table 5 summarizes vessel tax revenues for 2002 through 2005.

Table 5. Personal Property Tax Revenues Generated from Vessels at the Port of Homer 2002–2005

Year	Personal Property Tax Revenues (\$)
2002	30,553
2003	26,062
2004	37,162
2005	18,581

Source: Moore (2013)

Port of Homer users also generate additional spending and economic activity elsewhere in the community. This activity is generated from a wide variety of users, from charter operators whose customers stay and eat out in Homer, to recreational vessels restocking on groceries, to commercial vessels undergoing repairs and stocking ship stores. Though these broader economic impacts are outside the scope of this rate study, another Northern Economics study underway concurrently looks at the economic impacts of spending on dockage, goods, and services in Homer by Buccaneer Energy’s jack-up rig Endeavor.

For additional discussion of how ports and harbors can contribute to the local economy, please see “Ports and Harbors Create Economic Activity” (Fisher 2010), as noted in the references section.

Sensitivity Analysis

After completing our analysis of life cycle costs and the implications for rates at facilities within the Port of Homer, we evaluated the sensitivity of those rates to changes in the assumptions outlined above. The following tables and discussion demonstrate the effect of changes in assumptions about capital costs, transfers, and maintenance costs on the facilities’ life cycle costs and required rate increases.

Table 4 shows the sensitivity of the life cycle cost of each facility to the percentage of capital costs included in the analysis. As seen in the table, as the capital costs go from the full amount (less grants, as discussed in the assumptions) to 0, the total life cycle cost drops from \$7.3 million to \$3.9 million. The change in life cycle costs varies by facility, depending on the mix of capital and operating costs that feed into each facility. The Pioneer Dock and Deep Water Dock have the most sensitivity to capital costs.

Table 6. Annualized Cost of Each Facility Based on Percentage of Capital Cost to Include in LCCA

Facility	Percentage of Capital Cost to Include in LCCA				
	0	25	50	75	100
Port-Harbor Administration and Other Facilities	1,288,282	1,365,408	1,458,821	1,563,884	1,668,946
Harbor	1,443,492	1,560,198	1,813,171	2,163,597	2,514,023
Pioneer Dock	127,113	290,155	466,127	651,345	836,562
Fish Dock	841,853	986,674	1,145,121	1,313,314	1,481,508
Deep Water Dock	137,422	291,101	444,780	598,460	752,139
Ramp	29,622	35,110	40,598	46,086	51,573
Fish Grinder	25,021	25,498	25,974	26,451	26,928
Total	3,892,806	4,554,144	5,394,594	6,363,136	7,331,678

Source: Northern Economics, Inc. analysis

Table 5 shows the sensitivity of the required rate increase to coverage of capital costs, as discussed above (Table 4), and the inclusion of transfers in the analysis. As the table shows, current rates cover somewhere north of 25 percent of capital costs; if only 25 percent of capital costs are covered, then the required rate increases are negative. Also of note in the table is that about 9 percent of the required rate increase is due to transfers; stated differently, about 9 percent of revenues end up feeding back to the City of Homer for use in providing other services.

Table 7. Sensitivity of Required Rate Increase to Coverage of Capital Costs and Transfers

Percentage of Capital Costs Covered	Coverage of Transfers	
	Included	Not Included
	Required Rate Increase (Percent)	
0	-15.95	-24.90
25	-1.67	-10.63
50	16.48	7.52
75	37.39	28.43
100	58.30	49.35

Source: Northern Economics, Inc. analysis

As noted in this memorandum, the analysis assumes that all harbor facilities would be partially funded by grants. Table 8 shows the required rate increase for the harbor facilities based on grants covering a range of the total capital costs from 0 to 50 percent. As seen in the table, the harbor’s required rate increase would go up by another 21 percent if there were no grant funds available, more than half again of the increase required with 50 percent coverage.

Table 8. Sensitivity of Required Rate Increase to Grant Funding of Harbor Facility Capital Costs

Grant Coverage of Harbor Facility Capital Costs (%)	Required Rate Increase for Harbor (%)
0.0	52.55
12.5	47.37
25.0	42.20
37.5	37.02
50.0	31.85

Source: Northern Economics, Inc. analysis

Table 9 shows the effect on the required rate of return for the three dock facilities based on grant coverage or other subsidies on their capital costs. As shown by the table, the portion of capital costs covered by user fees has a dramatic impact on the required rate increase. If fully funded by user fees, the Pioneer Dock and Fish Dock would need to have their rates increased by more than 125 percent. However, if user fees are only required to cover 50 percent of the capital costs, the rate increases are cut nearly in half, with the Pioneer Dock requiring a 71 percent increase, the Fish Dock requiring an 89 percent increase, and the Deep Water Dock not requiring any increase.

Table 9. Sensitivity of Required Rate Increase to Cover of Dock Facilities’ Capital Costs

Percentage of Docks’ Capital Cost Included in LCCA (%)	Required Rate Increase (%)		
	Pioneer Dock	Fish Dock	Deep Water Dock
0	9.16	53.87	-40.26
25	38.46	70.40	-20.15
50	70.96	88.92	0.20
75	103.46	107.44	20.55
100	135.96	125.96	40.90

Source: Northern Economics, Inc. analysis

Table 6 shows the sensitivity of the required rate increase to coverage of maintenance and capital costs. The maintenance cost amount shown in the table includes both facility replacement as well as regular and periodic major maintenance. A rule of thumb is that port and harbor facilities should aim to set aside 3 percent of the capital cost of facilities each year to cover these expenses. Measured this way, current maintenance spending at the Port of Homer is 1.98 percent. As seen in the table, reading across the columns, as the coverage of capital costs increases, the effect of maintenance targets has a greater effect on the required rate of return. There is no noticeable effect at the 0 percent and 25 percent coverage levels for capital costs, since this is under the threshold of what the Port of Homer already covers; once 50 percent or more of capital costs are covered, increasing the maintenance target from 1.75 percent to 3 percent results in an increasing required rate of return. With capital costs fully covered, the current level of maintenance warrants a 41 percent rate increase. This amount grows to the recommended 58 percent increase as the maintenance target moves up to 3 percent.

Table 10. Sensitivity of Required Rate Increase to Coverage of Maintenance and Capital Costs

Percentage of Capital Cost Covered	Target Percentage of Maintenance Costs Covered (Percent)					
	1.75	2.00	2.25	2.50	2.75	3.00
	Required Rate Increase (Percent)					
0	-15.95	-15.95	-15.95	-15.95	-15.95	-15.95
25	-1.67	-1.67	-1.67	-1.67	-1.67	-1.67
50	12.61	12.61	12.61	12.61	13.10	16.48
75	26.89	26.89	26.89	27.26	32.32	37.39
100	41.17	41.17	41.17	44.79	51.55	58.30

Source: Northern Economics, Inc. analysis

Funding Considerations

The analysis has assumed that all costs will be covered by funds on hand and other sources of “free” money. In reality, many port and harbor projects are funded by debt. It is important to recognize that the use of debt will change the required rate of increase specified in the model.

A recent study done for the City and Borough of Sitka found that using debt to fund some portion of a capital project will result in an increase in the required rates for that facility. This held true even when the interest rate on the debt was lower than the discount rate assumed in the model.

There are three primary factors that cause this result:

- First, the amount of debt issued will exceed the proceeds from the debt issue. This gap is due to financing costs—typically covered by the proceeds—that reduce the amount of money that can be spent from the issue.
- Second, using debt creates an obligation for regular repayment, and therefore places constraints on cash flows. This reduces flexibility in the timing of cash disbursements.
- Third, using debt will often result in debt coverage requirements. The requirements specify how much operating cash flow must be generated relative to the debt payment amount. This increases the burden on the debt issuer, because it increases the revenue that must be generated in order to satisfy the requirement.

While these factors make it undesirable to use debt to fund port and harbor facilities, the reality is that “free” money is difficult to obtain. While the state’s harbor grant program has benefitted many

communities, the Port of Homer will not necessarily be able to get a second round of funding for work on a particular facility. Funding of the program must also be appropriated annually, so there may be political impediments to receiving these funds.

Discussion about Vessel Size Changes and Alternative Moorage Structures

Homer, like many other ports, has seen a growth in vessel widths (beams) over time. As vessels have become wider, in particular 58-foot limit seiners, it has been a challenge to fit them side-by-side in the appropriate length of stalls. To alleviate some of the problems of mooring limit seiners, Homer has placed them in 75-foot stalls, but the seiners are still overly wide for those longer stalls.

One hypothetical approach to addressing abnormally wide vessels is to charge area-based moorage rates. Under this approach, the moorage fee would be calculated based on some dollar amount per foot of length and per foot of beam. The City of Kodiak is the only community with which Northern Economics has worked that has considered a square-footage-based rate publicly, but it has not implemented such a rate structure.

An alternative approach is to use tiered or graduated moorage rates. Though this does not directly address abnormally wide vessels, it does take into account the increased space and physical requirements of longer vessels.⁵ For this reason, tiered rates that increase for larger vessels can be seen as providing the benefits of a more equitable sharing of facility costs and a better match between moorage revenues and the costs associated with constructing and maintaining facilities for vessels of different sizes. Under this approach, the per-foot moorage rate increases as vessels become longer.

Based on moorage rate information we have collected, the only community in Southcentral Alaska that uses some kind of non-linear or graduated rates in its harbor is Kodiak. Other harbors elsewhere in the state charge graduated rates as well, perhaps amounting to one-third to one-half of all harbors.

Port of Homer staff provided information about the square footage of its moorage facilities. Using this information, Table 7 presents hypothetical rates for a square-footage-based moorage rate. The total linear footage and corresponding rate is shown as well, for comparison.

Using these rates as an example, if a 58-foot long, 20-foot wide vessel were to moor under these rates, including allocated costs, the square-footage-based moorage cost would be \$5,265.40, while the linear-footage-based moorage cost would only be \$3,815.02. If the vessel were 28 feet wide, the linear rate would still be \$3,815.02 but the square-footage rate would increase to \$7,371.56.

Table 11. Comparison of Moorage Rates Based on Linear Feet and Square Feet of Facilities

	Harbor Only	With Allocated Costs
Harbor Annualized Cost (\$)	2,514,023	3,431,943
Annual Moorage Rate, Per Square Foot (\$/sf)	3.33	4.54
Annual Moorage Rate, Per Linear Foot (\$/lf)	48.18	65.78
Required Rate Increase based on linear footage rate (%)	20	64

Note: Homer moorage facilities encompass 756,079 square feet (Hawkins 2013) and 52,176 linear feet.

Source: Northern Economics, Inc. analysis

⁵ Longer vessels requiring a large turning basin than smaller vessels, in addition to the float length required. In addition, longer vessels create more physical stresses on harbor infrastructure, especially when it is windy, requiring stronger structures. For additional discussion about the impact of vessel size on harbor configuration, please see “Float Layout and Economic Modeling Program” (Fisher 2005), as noted in the references section.

Cost Estimating Approach (Provided by R&M Consultants)

R&M Consultants provided cost estimating support for this project. The following documentation was provided by Kim Nielsen, PE, of R&M Consultants along with their cost estimates.

This memo provides a narrative to describe our approach to estimating replacement and maintenance costs for this project. It is understood that this is a generalized study to provide input to NEI's model to assist the City of Homer (City) with assessing a revised rate schedule for the port and harbor facilities. The cost estimates provided herein are based on today's dollars and the estimated cost to replace the facilities with modern facilities that meet today's codes and standards. For example, floats that currently are too narrow or gangways that are too short to meet ADA standards were valued as being replaced with larger structures and include all water, fire protection, and power/lighting utilities whether or not the existing structures are equipped with these items. Our replacement cost estimates do not include provisions for expansion or for accommodating new or differing uses. For example, they do not include modifications to the float system arrangement for a fleet of larger vessels.

The enclosed spreadsheet provides an itemized list of each facility, the estimated replacement cost, the typical service life, an estimated extension of service life based on the fact that the City has a relatively good maintenance program for most facilities, and the corresponding date when the replacement would occur.

In order to estimate a structure's remaining service life, it is important to obtain information on the original design, any previous maintenance, the current and anticipated loads on the structure, and most importantly, the existing condition of the structure. As with any assessment, the better the information gathered, the closer the estimated service life will be to that actually determined. The better the estimate of the remaining service life, the more feasible the decisions made concerning short- and long-term planning, maintenance, repair, and possible replacement of the facility.

The service life and extension of service life based on maintenance included in this evaluation are estimates based solely on engineering judgment and averages for well-maintained facilities in Alaska. A detailed condition assessment has not been performed as part of this effort. The most recent condition assessment report provided by the City is from 2002 and covers a portion of the float system facility. The City of Homer Harbor Office has been consulted to verify the estimate of the remaining service life of the individual facilities.

Although the service life estimates provided here are probably sufficient to obtain a general understanding of the relative priority and expected replacement costs for the City's waterfront facilities, we recommend that the City incorporate a program to conduct routine inspections of all of its facilities, which would include assessing the overall condition of each facility, assigning an assessment rating, and recommending specific actions for future maintenance activities, including a timeline and order of magnitude costs for rehabilitation work. Routine Inspections generally should be performed no less than every 5 years and more frequently for facilities in less than satisfactory condition. This represents a proactive, rather than reactive, approach to maintenance and allows planners to properly plan and budget for major maintenance and renovation projects—thereby extending the life of facilities.

The owner should not rely solely on expected service life to estimate replacement of a facility. Functional suitability is also an important factor. For example, many 50 year old bridges and docks are in serviceable condition but are functionally obsolete in that they don't handle current highway or berthing loads or have proper lane width, turning area, or crane capacities, etc. Similarly, float systems built 30 years ago do not comply with current codes or

modern standards/expectations for marinas with respect to fire suppression systems, steel restraint piling, potable water, power and lighting systems, corrosion protection, proper float widths, and adequate ADA access. The replacement cost estimates provided herein address this by assuming that the facilities will not be replaced with in-kind facilities (i.e., insurance values), but will be replaced with facilities of the same basic size and type but upgraded to modern standards. In addition, we have included an estimate of mobilization cost and engineering and permitting, which were distributed to each individual facility. In the case of the float systems, which have been broken down by main float rows, the expectation is that several main float systems will be replaced as part of a single contract. Approximately 20 estimate contingency was added to each item to account for inaccuracies associated with this budgetary level cost estimate. Estimates do not include costs for any initial field investigations (i.e., geotechnical investigation, survey), project management, bidding support, or construction administration. NEI has included an estimate for inflation.

In addition to the capital cost for replacing facilities, maintenance costs must be considered. There are several ways to estimate maintenance costs:

- As an annual cost based on a percentage of initial capital costs, typically 1 to 5 of the capital cost per year. Items like machinery typically have higher maintenance. This would include the items such as the restroom facilities, ice plant and cranes.
- As periodic major maintenance/renovations at specific milestones (i.e., every 5 or 15 years).
- As an estimate based on historical maintenance budgets for similar facilities.

We recommend that NEI use a percentage of capital cost to estimate annual and periodic maintenance that should be expected. An average percentage of 3 is a reasonable amount that could be used for the current purposes. The specific percentage budgeted for maintenance should be verified against the City's historical maintenance expenditures and adjusted accordingly.

Another way to estimate maintenance is a scheduled renovation project at certain milestones. This is a more specific approach that may be incorporated into the City's routine inspection program. For example, periodic renewal maintenance such as painting every 5-10 years and major remodel or renovation projects such as re-siding or re-roofing every 20 years. For floats and docks, for example, it may include routine condition inspections and minor repair/renewal projects such as removing marine growth, re-lamping light fixtures, or tightening thru-rods in floats every 1 to 5 years and re-coating, replacing corrosion protection and/or re-decking projects every 15 years. This would provide a more specific approach to planning for maintenance. However, the percentage estimate may be sufficient to program funding over the lifetime of the facilities. For example, if the dollars budgeted for a facility are not spent in Years 1-4, then the cumulative amount saved may be spent on a renovation project in Year 5. This may or may not work well depending on the City's fiscal planning approach.

It should be noted that in order to properly prioritize budgeting for facility replacements and plan for future demand, the City should consider factors such as future expectations for the functionality of the facilities. For example, the number and arrangement of harbor float slips are currently geared toward a smaller vessel fleet, whereas the current trend is leaning toward a higher demand for larger vessels. For example, this may mean that planning may not be straightforward for Float System X with 40ft stalls and Float System Y with 24ft stalls, which are reaching the end of their expected service life in 2015 and 2020, respectively. Instead of

replacing these facilities at the end of their service life dates, planning may instead prioritize Facility Y for replacement in 2016 in order to convert the facility to accommodate larger vessels, whereas Float System X may instead receive a major refurbishment in 2015 in order to extend its service life a few more years.

Similarly, the City Dock was recently upgraded with a more robust fender system to allow cruise ship berthing to meet that demand and we understand that the City is interested in expanding the City Dock to increase the wharf face and its load capacity in order to accommodate increased demand for barge landings and offloading. These types of upgrades are not accounted for in the following cost estimates. A more detailed Master Planning effort is recommended to properly prioritize and budget for these kind of future projects. However, the cost estimates and projections provided in the attached spreadsheet should provide a general overview and rough order of magnitude of what will be required to maintain and ensure continued properly functioning port and harbor facilities, similar to those that exist now.

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**CITY OF HOMER
HOMER, ALASKA**

Port & Harbor
Advisory Commission

RESOLUTION 15-XXX

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, REQUESTING THE KENAI PENINSULA BOROUGH TRANSFER THEIR PORTION OF THE FISHERIES BUSINESS TAX ALLOCATED BY THE STATE OF ALASKA TO THE PORT AND HARBOR ENTERPRISE FUND FOR THE PURPOSE OF INCREASING AND MAINTAINING THE PORT AND HARBOR DEPRECIATION RESERVES.

WHEREAS, Alaska Statute 29.60.450 Fisheries business tax allocation authorizes the collection of a fish landing fee in locations where fish is received and processed; and

WHEREAS, Fisheries business tax is collected at the landing-site or point-of-sale. Of the tax collected in Homer, the State retains 50% into its general fund, and allocates 25% to the city in which the resource was processed and 25% to the Borough in which that city is located, and

WHEREAS, The tax dollars collected from the fishermen at the point-of-sale are in-part a resource tax for the State and in-part a revenue tax meant to help communities directly impacted by the significant effects of fisheries business activities, and

WHEREAS, Over the last three years an average of 15,000,000 pounds of fish per year came across Homer's docks, including sable fish, halibut, salmon, and pacific cod, and

WHEREAS, The fisheries business tax collected in Homer harbor would be far better invested in the facilities that create the tax opportunity to insure the support infrastructure is maintained in perpetuity, and

WHEREAS, All sales tax revenue collected from harbor enterprise related services is allocated to the City of Homer's and Kenai Peninsula's budgets, and none of that revenue is returned to the Port and Harbor Enterprise fund; and

WHEREAS, A goal of the Harbor staff and the Port and Harbor Advisory Commission is to keep the harbor safe, structurally sound, easily accessible, and in compliance with state and federal requirements, while maintaining a rate structure that is competitive. These efforts are for the purpose of maintaining and serving Homer's large local and visiting fishing fleet, promoting sport fishing and recreational harbor use, and encouraging growth of all harbor industry; and

WHEREAS, The Harbor continually works to maintain their existing infrastructure, make necessary repairs and improvements, and has recently secured revenue bonding to make essential repairs to the floats, water and electrical systems, and the harbor fire protection system, and

46 WHEREAS, An additional goal is to have the capability to maintain the harbor infrastructure
47 through state and federal funding, along with harbor reserves, rather than utilizing loans or bonding
48 which accrue interest to be paid on monies borrowed resulting in additional cost to the harbor and
49 it's users; and

50
51 WHEREAS, The Kenai Peninsula Borough's portion of the Fisheries business tax allocated by
52 the state would make a significant contribution each year to the Port and Harbor Depreciation
53 Reserves and would help ensure that the Homer Harbor can continue to grow the reserve fund to
54 maintain current infrastructure and service the industries that play a key role in supporting the City of
55 Homer's tax base as well as the Kenai Peninsula Borough's tax base.

56
57 WHEREAS, The Kenai Peninsula Borough has taken similar action with granting their portion
58 of the Cruise Ship Head Tax to the Harbor Enterprise fund; and

59
60 NOW, THEREFORE, BE IT RESOLVED, that the City Council of Homer, Alaska requests the Kenai
61 Peninsula Borough transfer their portion of the Fisheries business tax allocated by the State of Alaska
62 to the Homer Harbor Enterprise for the purpose of increasing and maintaining the Port and Harbor
63 Depreciation Reserves.

64
65 BE IT FURTHER RESOLVED, that this be a regular line item transfer and not a grant.

66
67 PASSED AND ADOPTED by the Homer City Council this _day of _____, 2015.

68
69 CITY OF HOMER

70
71
72
73 _____
74 MARY E. WYTHE, MAYOR

75 ATTEST:

76
77
78 _____
79 JO JOHNSON, MMC, CITY CLERK

80
81 Fiscal Impact:

	A	B	C	D	E
1	Sales Tax	2011	2012	2013	2014
2	January	\$ 326,120.00	\$ 271,603.00	\$ 171,562.00	\$ 235,994.00
3	February	\$ 727,708.00	\$ 858,859.00	\$ 993,114.00	\$ 916,450.00
4	March	\$ 110,958.00	\$ 128,574.00	\$ 148,772.00	\$ 150,273.00
5	April	\$ 222,332.00	\$ 219,730.00	\$ 114,880.00	\$ 284,395.00
6	May	\$ 759,766.00	\$ 783,481.00	\$ 884,594.00	\$ 750,767.00
7	June	\$ 161,408.00	\$ 142,613.00	\$ 149,210.00	\$ 155,035.00
8	July	\$ 306,052.00	\$ 297,417.00	\$ 264,824.00	\$ 341,339.00
9	August	\$ 1,589,654.00	\$ 1,579,715.00	\$ 1,702,472.00	\$ 1,716,161.00
10	September	\$ 376,522.00	\$ 348,647.00	\$ 337,095.00	\$ 371,221.00
11	October	\$ 533,966.00	\$ 391,201.00	\$ 528,894.00	\$ 542,355.00
12	November	\$ 1,686,031.00	\$ 1,825,185.00	\$ 1,874,449.00	\$ 1,896,377.00
13	December	\$ 221,315.00	\$ 201,055.00	\$ 133,609.00	\$ -
14	Total	\$ 7,021,832.00	\$ 7,048,080.00	\$ 7,303,475.00	\$ 7,360,367.00
15					
16	General Fund	\$ 4,681,222.00	\$ 4,689,721.00	\$ 4,868,983.00	\$ 4,906,911.00
17	HAWSP	\$ 1,170,305.00	\$ 1,174,680.00	\$ 1,217,246.00	\$ 1,226,728.00
18	HART	\$ 1,170,305.00	\$ 1,174,680.00	\$ 1,217,246.00	\$ 1,226,728.00

February 19, 2015

Mr. Marvin Yoder
Interim City Manager
City of Homer
City Council/City Manager
491 East Pioneer Ave
Homer, AK 99603

Subject: Request for Transfer/Extension of Lease located at 3978 Homer Spit Rd, Homer, AK 99603

Dear Mr. Yoder:

Wilson Stick, Inc. is pleased to submit our request for the subject lease transfer/extension for continued operations of Bob's Trophy Charters. The current lessees of the property have approximately three years remaining on their agreement with the City of Homer and Wilson Stick, Inc. would like to have, upon purchase of Bob's Trophy Charters, this lease transferred to us as well as extended for 20 years with 5 year options. We request that the Lease Committee consider this transfer/extension and not elect to have this property go up for competitive bid as the location and operations of Bob's Trophy Charters has served as a staple for tourism in Homer.

Per Chapter 11 of the City of Homer's Lease Policy, we would like to address the following items:

1. The lessee's past capital investment and binding commitment to future capital investment.

Wilson Stick, Inc. will purchase and operate as Bob's Trophy Charters and has no past capital investment with the City of Homer. This business will be taken over by new ownership, planning to operate as the previous lessees of the property.

Proposed new lease will be taken over by Wilson Stick, Inc. Current lease holders have three years remaining on their lease agreement with the City of Homer. It is our intention to take over and extend this agreement.

This lease transfer/extension has a critical path forward as the 2015 Homer tourism and fishing season is fast approaching.

2. The lessee's financial condition and prior lease history.

Wilson Stick, Inc. is a newly incorporated business, backed by financially sound principal owners, Jaret and Jennifer McDonald. Jaret and Jennifer McDonald have strong credit ratings and have never filed for bankruptcy, nor had and claims or judgments filed against them.

3. The number of persons employed and the prospects for future employment.

Currently, Bob's Trophy Charters employs (10):

- Office staff - two full-time and at least 1 part-time (booking and day to day operations)
- Boat Captains – three (daily operations of three vessels)
- Boat Mates – four (daily assistance for operations of three vessels)

This employment structure will continue with the possibility of adding additional part-time staff for peak business periods. Additional future employment will become required as the business expands. This expansion means increasing the fleet with an additional six pack boat(s) requiring employment of a boat captain and mate per each additional vessel.

4. Tax revenues and other financial benefits to the City of Homer anticipated in the future if the lease is renewed.

Transferring the lease to Wilson Stick Inc. for the purpose of continuing business as Bob's Trophy Charters will add future economic prosperity to the City of Homer including, but not limited to:

- Additional income to other fishing charters run out of Homer, Alaska
- Business to fishing packing businesses
- Vacancy filling in hotels, motels, RV Parks, and camp sites
- Tourism filling restaurants, Grocery stores, and other small businesses

There is also an added sales tax benefit from revenues to benefit schools and other programs run by the City of Homer from sales tax. In addition to this, we will be a vital community partner, paying utilities, taxes, and ourselves adding to the enhancement of the community, including participation of local memberships and community activities.

5. Consistency of the past use and intended future use with all applicable land use codes and regulations, the Comprehensive Plan, and Overall Economic Development Plan.

Bob's Trophy Charters was established in this location in the 1970s and has continued as an indispensable seasonal business. Wilson Stick, Inc. will use the property consistent with the current lease. The property itself will be improved, by landscaping and beautification of the property. The structure will also undergo building improvements and maintenance.

6. Other opportunities for use of the property that may provide greater benefits to the City of Homer.

With this property, visitors of Homer have prime and not heavily congested access to booking fishing charters. The operating and established business of Bob's Trophy Charters has been a staple of charter fishing in Homer for many years. This business has and will continue good services to people of Homer. We will suggest locations and use of local businesses and will encourage visits to the Homer Visiting Center and other such business run by the City of Homer.

WILSON STICK, INC.
133 La Senda Rd.
Los Alamos, NM 87544
Tel: 505-672-3375
Email: jsoutdoors@gmail.com

Additional opportunities that Wilson Stick Inc. plans to add will be to expand apparel and memorabilia sales with Bob's Trophy Charters logos adding additional tax benefits to state and county sales taxes. All memorabilia sold in this location will have an imprint of Homer, Alaska. It is also planned to expand the market with other cold/wet weather gear which will benefit members of the community and operators within the fishing industry. Also, as day to day operations continue to improve, Wilson Stick Inc. plans to add sales of breakfast burritos and sack lunches to clients.

7. Other social, policy, and economic considerations as determined by the Council.

The principal owners, Jaret and Jennifer McDonald, will use their individual expertise from professional positions held, see resumes in Attachments.

Although, past capital investment for Wilson Stick Inc. is not present for this lease. The principal owners of this company have had an extremely successful career in big game outfitting and guiding. Jaret McDonald started as a guide in the early 90's and in early 2000 started his own outfitting business in New Mexico. JS Outdoors has focused primarily on big game hunting in the rugged Rocky Mountains, but also on guided fishing trips on New Mexico lakes and streams. This type of business requires a great deal of business sense for accessing permits and quality guides but also trustworthiness regarding land use permits, licensing, and respect for the outdoors. In addition to the branded name, this business is referenced for its integrity for hunting and respect for rules and laws at each hunting orientation with the federally owned Valles Caldera National Preserve in New Mexico.

The principal owners of Wilson Stick, Inc. are/have been involved in community organizations for their community including Rotary and Kiwanis. Jaret McDonald is also an elected member of the Planning and Zoning Commission for Los Alamos County. This type of involvement would happily be volunteered to the City of Homer.

If you have any questions or concerns, please contact me at 505-672-3375 or at jsoutdoors@gmail.com. Thank you in advance for your consideration.

Sincerely,

Wilson Stick, Inc.



Jaret McDonald
Director

JM/jlm

Attachments: Resumes for Jaret and Jennifer McDonald

Jaret J. McDonald
133 La Senda Road
Los Alamos, NM 87544
505/672-3375 (home) 505/699-1429 (work)
jaretm@lanl.gov

SUMMARY

Leader in project management and personnel coordination for multi-million dollar construction and maintenance projects. Excellent interpersonal skills in management and oversight of crafts employees and with LANL customers, DOE officials, and external reviewers. Innovative in identifying effective management strategies for Category II facilities as well as Rad facilities and addressing special hazards therein. Highly-skilled in priority-setting to meet organizational objectives of customer while upholding all safe work practices. Experienced in operations-based project execution to meet objectives and requirements. Presently hold DOE "Q" clearance (was formerly HRP and remain HRP eligible).

PROFESSIONAL EXPERIENCE

Construction Superintendent, LANS, (2006 to Present): Responsible for coordinating, managing, all Construction activities in various sites throughout LANS. Responsible for Safety, Security and Environmental concerns on my job sites. I operate in a Lead Position for our group which requires mentoring less experienced Superintendents and ensuring that their work meets the same quality level as the customer needs.

Site Manager/Maintenance Manager, KSL Services, (January 2003 to): Manage an area containing 4 technical areas including TA-18, TA-50 Radioactive Liquid Waste facility, TA-54 Solid Waste Operations (FWO-SWO), and TA-55 three of which are Category II facilities. Duties include oversight and management of approximately 80 crafts employees, construction, and maintenance at these waste and nuclear facilities.

Senior Zone Manager, /Johnson Controls Northern New Mexico (JCNNM), January 2001 – January 2003):

Operate a Zone department for Zone 5 at LANL comprised of 5 technical areas wherein supervise crafts employees and their foremen in performing construction and maintenance duties to the customer's (NIS Division) cost and work specifications; manage all JCNNM and Kleen-Tech employees in that Zone; fulfilled duties as JCNNM Waste Management Coordinator (WMC).

Construction Supervisor, JCNNM, October 1998 – December 2000:

Managed multi-million dollar work orders for construction and maintenance projects at Category II Nuclear Facility (TA-55); Functioned as project manager in planning, estimating, costing and scheduling all work performed by JCNNM service providers in that Facility Maintenance Unit (FMU); Served as interface and liaison between JCNNM and LANL division leaders, Area Work Controllers, Engineers, and the Operations Center personnel; managed the preventive maintenance program and manpower availability schedule for all crafts workers in that technical area/FMU; complied with all reporting and quality assurance requirements including but not limited to Davis-Bacon, Price Anderson, Department of Energy (DOE), and Occupational Safety and Health (OSHA) requirements; supervised design, operation, and troubleshooting of plant equipment (mechanical and electrical); acted on behalf of JCNNM management for disciplinary actions, served as the JCNNM Personal Security Assurance Program Supervisor (PSAP).

Assigned to special duties for "mop up" during and after the Cerro Grande Fire and supervised a crew of 100 + people in employing the principles of defensible space, exposure protection, identification and management of fuel types and fire protection/forest management techniques to mitigate WUI fire hazard.

Associate Operations Engineer, Westinghouse GTSD (JCNNM), January 1997 – October 1998:

Facilitated and coordinated crafts and maintenance work within a Type I nuclear facility at LANL (TA-55 Plutonium Facility); Assisted Facility Manager in identifying work required and recommended work priorities based on need level and work force availability within the facility; ensured JCNNM met performance measures required as part of the contract between the DOE and JCNNM for maintaining the facility including DOE Order on Conduct of Operations (No. 5480.19) and Activity Hazard Analyses (AHA); assisted in providing project estimates for

multi-million dollar projects and supervised construction projects within the facility; provided cost and budget analysis and reports to upper management and ensured JCNNM met target projections for work within the facility.

Supervisor Logistics Lead (Taxi Operations), Johnson Controls World Services (JCWS), October 1994 – December 1996:

Functioned as Team Leader and liaison between JCWS and LANL personnel; duties included establishing warehousing facilities for crafts and construction materials; assisted in planning disposal of recyclables and surplus government property; provided monthly reports to all management levels on status of performance measures as they applied to the above-referenced duties and individuals who performed those tasks; provided detailed budget estimates for those operations; fulfilled duties as building manager for 7 LANL buildings; presented “lessons learned” material to crafts employees to promote safety and security awareness among JCWS employees.

Los Alamos Transit Mix, June 1990 – August 1994:

Worked as dispatcher, driver, mechanic; obtained ASTM certification for building materials.

EDUCATION & TRAINING

University of New Mexico – Completed approx. 55 course credits in Criminology and business disciplines

New Mexico State Police Academy – Graduate

LANL training – Completed training programs for the following: Asbestos Abatement for Managers, Business Process Improvement, LOTO, LIR, HAZWOPER and HAZWOPER Supervisor, Primavera, EOC Operations, Formality of Operations, Management of Emergences at LANL, Introduction to Incident Command, Bomb Threat: Preparation and Response, Occurrence Reporting, PMP class and HAZCOM.

FEMA, USFA & EMI Training – IS-800 National Response Plan, IS-230 Principals of Emergency Management, IS-139 Exercise Design, IS-120 Orientation to Community Disaster Exercise Design, IS-241 Decision Making and Problem Solving, IS-546 Continuity of Operations (COOP), IS-547 Introduction to Continuity of Operations, IS-700 National Incident Management System (NIMS), IS-301 Radiological Emergency Response, IS-302 Modular Emergency Radiological Response Transportation Training, ICS-100 Incident Command, ICS-200 Incident Command, IS-235 Emergency Planning, IS-242 Effective Communication, IS-240 Leadership & Influence, IS-244 Developing and Managing Volunteers, FEMA 75 hr Professional Development Series (Complete), Amateur Radio License - Technician, and Current “Red Card” for Wildland Firefighter I.

ASSOCIATIONS & COMMUNITY ACTIVITIES

La Cueva Volunteer Fire Department, Member, Firefighter, & Forest Firefighter, 2003-present
La Cueva Volunteer Fire Department, Search & Rescue Team Leader (Officer), Feb. 2003-present
Volunteer, Valles Caldera National Preserve
New Mexico Mounted Patrol, Sergeant, 1993-1999
Licensed New Mexico Outfitter for hunting and fishing, 1989 – present
Licensed Alaska Sport Fishing Guide, 2013 – present
Jemez Mountains Logging Business (Corporation)
New Mexico CDL Class A-Combo
Rocky Mountain Elk Foundation, Life Member
National Wild Turkey Federation, Diamond Life Member
National Cutting Horse Association- Professional Trainer
American Paint Horse Association
American Quarter Horse Association
Los Alamos Sportmen’s Club, Member
New Mexico Council of Guides & Outfitters
Pajarito Riding Club
SCI - Safari Club International
Rotary Club Member

Jennifer L. McDonald

133 La Senda Road
Los Alamos, NM 87544

Résumé

Phone: (505) 672-3375
E-mail: j_baker6@hotmail.com

RELATED WORK EXPERIENCE:

- Demonstrated experience researching, analyzing, and decision making within a defined area of responsibility.
- Strong customer focus; excellent communication skills.
- Proven success working in a team environment.
- Experience managing conflict, negotiating, and working effectively under deadline pressure.
- Proven ability assimilating information through tapping multiple resources, and performing as knowledgeable resource to coworkers.
- Proven ability learning and adapting readily to changing work environments.
- Demonstrated proficiency in organizational management.
- Ability to manage multiple tasks with little supervision.
- Strong analytical skills with the ability to make independent decisions.
- Proficient in Microsoft Access, Excel, Outlook, PowerPoint, Word, Adobe Acrobat Pro, Salesforce, various other financial software programs, and have an apt learning potential for new technology.
- Expert level skills in Microsoft Word

EDUCATION:

- 2004-2006 **University of Phoenix**, Santa Fe, NM
Completed Bachelor of Science in Business Administration
- 2001-2003 **University of New Mexico**, Los Alamos, NM
Completed 3 years of course work.

EMPLOYMENT:

August 2010-Current

Merrick & Company

Project Administrator III/Assistant Project Controller

- Provide Administrative support to Project Managers, Engineers, and Designers.
- Interface daily with internal and external clients of Los Alamos National Laboratory and other external clients.
- Assure quality products are delivered to the customer while meeting deadlines and following strict procedures.
- Maintain document databases and provide document creation and control.
- Maintain confidentiality with sensitive document materials and information.
- Demonstrate proficient problem solving skills.
- Coordinate work within a team to prepare deliverables to clients.
- Interface with Quality Assurance Manager and ensure document classification reviews from an ADC/RO reviewer have been completed.
- Perform numerous administrative functions: coordinate meeting room calendar, answered phones, aid in distribution of project training, act as an escort in a secured area, attend meetings, etc.
- Coordinate internal and external project specific training.
- Act as a mentor to new project administrators.

- Support Project Controls via expense audits, man hour reports, and data collections.
- Create and administer expense reports for purchases.
- Track new business opportunities via Salesforce.
- Support office facilities, maintenance, and supply acquisitions.
- Coordinate badging and clearances for Federal Government facilities.

December 2008-August 2010

The Hill Diner

Server/Restaurant Manager

- Provide support to management staff; including customer service, answering telephones, seating customers, and completing cash sales.
- Supervise staff of up to 15 employees.
- Manage shift operations including customer service, labor control, food quality and production.
- Demonstrate proficient cash control and create daily sales reports.
- Coordinate and organize reservations.
- Demonstrate quick response and resolution to critical conflicts and problems.
- Creating and implementing policy and handbook for employees.

July 2008-November 2008

Bank of Albuquerque

Administrative Assistant

- Provided administrative support for the mortgage department including answering telephones, assisting visitors, and resolving and referring a range of administrative problems and inquiries.
- Organized, sorted and assigned mail distribution for all the employees of the department.
- Coordinated printing, maintenance, and other services.
- Executed word processing projects, including large-scale mailings, correspondence, and marketing.
- Corresponded with Accounts Payable Department to ensure prompt payment of invoices.
- Handled inventory and requisitioning of supplies.

February 2008-July 2008

Family Emergency/Illness

Care-Taker

September 2007-February 2008

The Hill Diner

Restaurant Manager

- Supervised staff of up to 15 employees.
- Managed shift operations including customer service, labor control, food quality and production.
- Demonstrated proficient cash control and created daily sales reports.
- Coordinated and organized reservations.
- Demonstrated quick response and resolution to critical conflicts and problems.

January 2007-April 2007

Mass Mutual Oregon Financial Group

Financial Sales Assistant

- Coordinated sales appointments.
- Prepared applications for the production of insurance and investments.
- Provided administrative support to a high ranked sales representative and compliance officer.
- Managed all responsibilities and deadlines in accordance with compliance rules.
- Communicated daily with internal and external customers.
- Prepared the monthly investment files for a compliance audit.

April 2002-September 2006

Los Alamos National Bank, Los Alamos NM

Loan Portfolio Manager/Executive Administrative Assistant

- Managed over \$200 million loan portfolio.
- Communicated daily with internal and external customers.
- Exhibited sensitive handling of confidential information.
- Coordinated work within a team to prepare loan documents for closings and funding.
- Ordered appraisals, title commitments, flood certifications.
- Prepared applications for the production of loans.
- Prepared simple cash flows.
- Arranged closing times between lender, title companies, and customers.
- Took minutes for internal and board level loan committee meetings.
- Scheduled appointments and meetings for CEO and Administrative Officer.
- Mentored entry level Processors.
- Performed numerous administration functions: coordinated meeting room calendar, answered phones, interfaced with customers, etc.
- Participated on a writing team for the Malcolm Baldrige National Quality Award application.
- Acted as a mentor for new employees, teaching them the mission, vision, and core guiding values to assist them in becoming part of the culture.

ACCOMPLISHMENTS/COMMUNITY ACTIVITIES:

- Member of the Kiwanis Club since March 2005.
 - Chaired several pancake breakfasts for the community bringing in approximately \$1,400 each time.
 - Chaired and co-chaired 4th of July Celebration for approximately 10,000 attendees (2005-2007).
 - Worked on Auction Committee (2005-2006).
 - Participated in *Clean Up Los Alamos* (2006).
 - Worked with Key Club (2005).
 - Volunteered at Foster Kids Christmas Dinner (2005).
 - Participated in several *Aluminum Can Collections* (2005-2006).
 - Volunteered for the United Way since June 2002.
 - Worked on the Special Events Committee to plan a Gala and Auction (2005-2006).
- Attended three Quality Business Conferences.
- Completed How to Manage Difficult Customers workshop.
- CPR and AED certified.
- Experienced in event/party planning.



WILSON STICK, INC.

Business Plan for Bob's Trophy Charters

Prepared for
City of Homer
491 E. Pioneer Avenue
Homer, AK 99603

February 19, 2015

1.0 EXECUTIVE SUMMARY

1.1 Objectives

This business plan is being submitted to the City of Homer for the consideration of transferring and extending the lease for the property located at 3978 Homer Spit Road in Homer, Alaska for the continued operations of Bob's Trophy Charters. This company was established at this location in the 1970s and has continued as an indispensable seasonal business. Wilson Stick, Inc. will continue to provide fishing charter services as the new owners. It has been a life-long dream to make Alaska our home. Operating a well-established and profitable business like Bob's Trophy Charters (Bob's) has presented such an opportunity. Our vision is to allow others an opportunity to experience Alaska in its full glory. We will ensure clients have an enjoyable experience that they will remember for years to come.

1.2 Mission

To exceed the expectations of our customers and seasonal community, while respecting Alaska's majestic and unique ecosystem.

1.3 Key to Success

The key to our success will primarily be our dedication to our dream. We are putting our heart and soul into growing a more fruitful business and thus keeping tourism in Homer, Alaska alive. Bob's Trophy Charters has been successful at bringing fun and excitement to families for several decades. We plan to continue this.

2.0 COMPANY SUMMARY

2.1 Company Ownership

Wilson Stick Inc. is a family owned business, established in January 2015 in the State of Alaska. This company has two principal owners, Jaret and Jennifer McDonald, husband and wife.

2.2 Company Location

- A. Wilson Stick, Inc. will operate as Bob's Trophy Charters in Homer, Alaska.
- B. The location of this business is 3978 Homer Spit Road, Homer, Alaska.

3.0 PRODUCTS AND SERVICES

3.1 Product and Service Description

- A. We offer seasonal deep sea fishing charters for people of all ages. Located in Homer, Alaska, which is known as the "Halibut Fishing Capital of the World".
- B. We offer two comfortable motel rooms, each offering a full kitchen and bath:
 - 1. Captains Quarters has full kitchen, small table, two twin beds, and one queen futon with a ¾ bath accommodating 6 guests with a mountain and ocean view Homer
 - 2. Harborview Room has full kitchen, small table, two twin beds accommodating 4 guests with a mountain and ocean view Homer room will sleep 4 people in 2 bunk beds.

C. This business has three charter vessels:

1. The Naughty Lady – 50 ft. Delta
 - a. This vessel will serve half and three quarter day charters and sometimes large group multi-day charters.
 - b. The primary use of this vessel will be for halibut fishing, but is also used for spring bear hunts.
 - c. This vessel can take up to 17 fishing customers and is in excellent condition.



2. The Tuff Stuff – 35 ft. Bertram
 - a. This vessel will serve half and three quarter day charters for halibut, ling cod, salmon, and rock fish.
 - b. This vessel can take up to 6 fishing customers and is in excellent condition.



3. The Kachemak King – 37 ft. Trolley Craft
 - a. This vessel will server half and three quarter day charters for halibut, ling cod, salmon, and rock fish.
 - b. This vessel can take up to 6 fishing customers and is in excellent condition.



4. This business has an office with a prime location at the start of the Homer Spit.
 - a. Included in the office building are two comfortable rooms to serve as a motel for clients.
 - b. There is also space for clients to stay on the property in a recreational vehicle.

3.2 Competitive Comparison

- A. Bob's Trophy Charters is one of the first buildings on the spit and draws attention from tourists because of the giant Halibut mural on the back side of the building.



- B. Bob's also offers discounted rates for customers named Bob.
- C. Bob's Trophy Charters has a strong working relationship with other charter companies. We are also fortunate enough to serve as a booking agent for our overflow customers, as we are consistently over booked.

3.3 Technology

- A. Bob's Trophy Charters vessels have state of the art equipment for navigation and fish finding.
- B. The office uses cutting edge software for booking and record keeping.

3.4 Future Products and Services

- A. We will continue to sell apparel and memorabilia with Bob's Trophy Charter logos and plan to expand this market with other cold/wet weather gear.
- B. As the overbooking trend continues, we plan to add a fourth six pack vessel to our fleet within two to four years.
- C. We would like to offer breakfast burritos and sack lunch services for our guests.

4.0 MARKET ANALYSIS SUMMARY

4.1 Main Competitors

As we recognize there are others just like us trying to fill boats with customers, we continually operate with an overflow every day. In fact, we have enough customers to keep another 6 pack boat completely booked. We continually fill other businesses boats with happy customers.

5.0 MANAGEMENT SUMMARY

5.1 Organizational Structure

Jaret McDonald, Director and Jennifer McDonald, President of Wilson Stick, Inc. plan to operate Bob's Trophy Charters as if there was no change in management.

5.2 Management Team

This business will be managed by Wilson Stick, Inc. primary owners, Jaret and Jennifer McDonald.

5.3 Personnel Plan

We will be keeping the personnel plan as the current owners. We will keep all existing Captains, mates, and office personnel.

Currently, Bob's Trophy Charters employs:

- A. Office staff - two full-time and at least 1 part-time (booking and day to day operations)
- B. Boat Captains – three (daily operations of three vessels)
- C. Boat Mates – four (daily assistance for operations of three vessels)

Future employment is possible for expansion of successful business to include, boat captains, mates, and additions to office personnel.



HOMER SPIT COMPREHENSIVE PLAN

Map 5: FUTURE LAND USE CONCEPT ENLARGEMENT



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City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

TO: Port and Harbor Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
DATE: February 20, 2015
SUBJECT: Recreational Vehicles in the Marine Commercial and Marine Industrial Districts

Introduction: The purpose of this staff report is to provide insights to the use of Recreational Vehicles (RVs) in the Marine Commercial (MC) and Marine Industrial (MI) zoning districts. The report will explain:

- Lot size requirements for RV's in the MC and MI districts
- RV length of stay
- Storage
- Caretaker housing
- Compliance, violations and fines

First, the Purpose of the Marine Industrial and Marine Commercial districts:

"The purpose of the **Marine Industrial District** is primarily to provide adequate space for those water-dependent industrial uses that require direct marine access for their operation, such as fishing, fish processing, marine transportation, off-shore oil development and tourism, giving priority to those water-dependent uses over other industrial, commercial and recreational uses."

"The purpose of the **Marine Commercial District** is primarily for water-related and water-dependent uses and the business and commercial uses that serve and support them, including but not limited to fishing, marine transportation, off-shore energy development, recreation and tourism. It is recognized that unique natural features of Homer's marine environment contribute significantly to the economic and social environments; therefore, performance standards are required to minimize the impact of development on the natural features on which they depend."

Lot size: Throughout Homer at least 40,000 sf of lot area is required for an RV park. Both the Heritage RV Park and the Homer Spit Campground meet this standard. For this reason, Conditional Use Permits on lots with less than 40,000 sf have requirement for the removal of RV's. None of the lots along Fish Dock Road and Ice Dock Road meet this 40,000 sf requirement.

RV length of stay: RVs must be for seasonal use and temporary occupancy, hence the 120 days maximum stay in any 12-month period (within in a RV park) HCC 21.54.210(c). Outside of a RV Park, in Homer's residential area, a visiting RV may 'visit' for up to 90 days, HCC 21.54.320 (a). One RV may be stored on the property, HCC 21.12.020 (k).

RV long-term parking at Seafarer’s Memorial: Under HCC 19.08.030 Parking or camping prohibited – Enforcement, section (d) states:

d. Camping in a closed campground is prohibited. Except in the winter the Spit camping area is designated as the parking area immediately northwest of the Mariner Memorial1 and on the same side of the Spit Road. Except when a campground is opened under a directive entered pursuant to this subsection, all City campgrounds shall be closed outside the camping season. The City Manager may, for cause, enter a written directive that one or more City campgrounds will be opened or closed up to 30 days before and 30 days after the camping season, or for any other period of time specified in the directive. As used in this subsection, “cause” includes, but is not limited to, emergencies, tourist caravans, and other tourist demand outside the camping season. [Ord. 99-18(A) § 2, 1999; Ord. 82-10 § 1, 1982; Ord. 81-1(S), 1981. Code 1967 § 5-700.2].

The older code is in need of revising as it contradicts recent parking code; HCC 10.04.100 states the Harbormaster may designate restricted parking areas in the harbor area, and shall notify the public of time limits in restricted parking areas, fees required to park in restricted parking areas, and permit requirements for parking in restricted parking areas by the placement of official traffic control devices.

Parking signage is posted in the Seafarer’s Memorial parking lot restricting parking to seven days unless the vehicle has a valid parking pass. Recently, Harbor Staff has had problematic winter campers utilizing this excerpt from HCC 19.08.030(d) to justify parking in excess of seven days. Revisions to Chapter 19 would correct these conflicting code issues.

Storage: Both MC and MI district permits the storage of marine and cold storage equipment which aligns with the purpose of the MC and MI district for water-related uses.

“Marine equipment sales, rentals, service, repair and storage;”
HCC 21.28.020(b)
“Cold storage;” HCC 21.30.020.

Caretakers: Both the MC and MI districts permit a “Caretaker” provided that:

Caretaker, business owner or employee housing as an accessory use to a primary use, and limited to no more than 50 percent of the floor area of a building and for use by an occupant for more than 30 consecutive days; HCC 21.28.020(o) and HCC 21.30-020(1).

The purpose behind the “no more than 50 percent of the floor area of a building” is to keep prime shore frontage for water-dependent uses, not to be distracted with square footage devoted to housing.

In general, many of the comprehensive plan conversations revolved around not wanting to allow any more permanent residences to the spit. Regardless of the RV issues, the community wanted to discourage permanent dwelling on the spit.

Compliance, violations and fines: The City leases require that a site be in compliance with City standards; so prior to lease renewals the Planning Office works with leaseholders to aim for compliance. This typically involves:

- State Fire Marshal certification
- Anchoring fuel tanks to avoid floatation in case of a flood
- Providing visual barriers of the industrial use
- Parking, and
- Sign compliance

Some leaseholders have done major work to comply; as in moving and removing buildings, while anchoring fuel tanks is an afternoon project. A key factor is seeing the leaseholder making progress and working towards compliance. If progress stalls, violation citations are sent by certified mail. By code, violation notices must include the code citation for administering fines:

“Assess an administrative fine, not exceeding \$250.00 per day, for failure to comply with an enforcement order.” HCC 21.90.080(b)(2).

2014 Parking Enforcement Summary

Sign Ignored	Citations	Percentage
7-Day	169	40%
Pay Parking	141	33%
3-Hour	85	20%
Short Term	18	4%
No Parking	5	1%
Handicap Parking	4	1%
Total	422	100%

Parking Lot	Citations	Percentage
Angle Parking, Coal Town Shoulder	95	23%
Ramp 3	62	15%
Ramp 2	47	11%
Ramps 3-5	45	11%
Sea Farer, Steel Grid, SC Radar, Harbor Office	44	10%
Lots 1-2 and 3-4	37	9%
Ramp 4	35	8%
Seldovia Ferry	27	6%
Ramp 1	18	4%
Fish Dock Road and Lot 9	12	3%
Total	422	100%

RO Origin	Citations	Percentage
Homer	174	41%
Anchorage and Matsu Valley	83	20%
Kenai Peninsula, Other	63	15%
Seldovia, Halibut Cove	49	12%
Out of State and Canada	37	9%
Other Alaska	16	4%
Total	422	100%

Month	No Payment		3-Hour		7-Day	
	#	%	#	%	#	%
May	5	3	0	0	0	0
June	60	43	20	24	17	10
July	41	29	35	41	39	23
August	34	24	30	35	59	35
September	1	1	0	0	54	32

Comments:

Pay Parking

- Consistent enforcement increases compliance and revenues;
- Except for rental cars, most visitors comply; many locals know the rules but tend to take a chance to get cited.
- Compliance in July and August is higher due to the larger proportion of visitors.

Angle Parking and Coal Town Shoulder

- Operators and employees of businesses continue to defeat the purpose of the 3-hour “customer” zone; they account for a large share of citations in spite of their habit to switch spaces during the day.
- The Espresso-corner exception creates a significant enforcement challenge.

7-Day

- Most of the over-parked cars are registered to locals and residents from Seldovia and Halibut Cove.
- Increased “marketing” of parking permits to car owners who live or spend the summer across the Bay should yield the sale of 50 – 100 additional permits and reduce the need for enforcement action significantly.

Other Comments

- The majority of out-of-State cars cited belong to seasonal workers and not to visitors.
- Numerous cited cars registered in Anchorage are rented or “borrowed” cars.
- None of the cars parked at the Petro Marin lot received a citation and relatively few citations were necessary at Ramp 1; employees at the Ferry Terminal and at Salty Dawg seem to do a good job advising their patrons.
- Probabilities suggest that of the potential of about 1,000 citations, 422 were written. For a “100,000-car per season” parking facility to have a compliance of 99% or better is great and the direct result of good signage and patrolling.

2014 Ramp 1 - 4 Parking Revenue

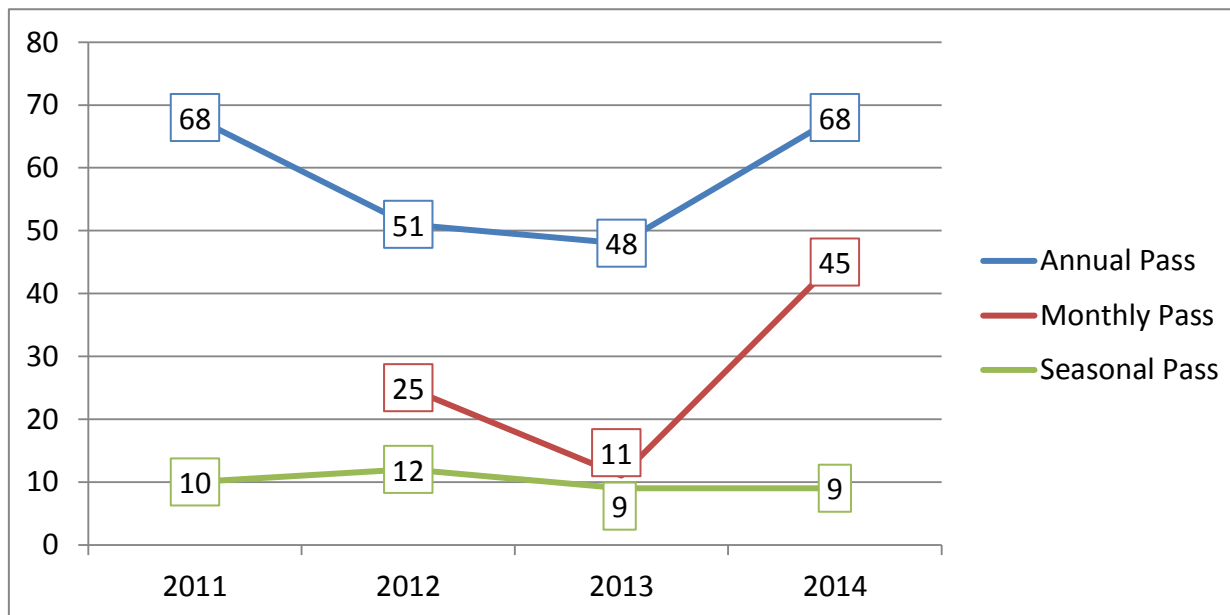
Marina Account #9748

		Past Year Comparison												
		Memorial Day to Labor Day												
		Ramp 1	Ramp 2	Ramp 3	Ramp 4	2014	2013	2012	2011	2010	2009	2008	2007	2006
May		\$203.71	\$195.35	\$209.30	\$46.51		\$745.25	\$710.68	\$683.72	\$590.00	\$362.78	\$359.95	\$560.54	\$155.54
Env. Count:		41	40	41	10	132	144	136	130					
June		\$1,182.07	\$1,330.15	\$1,157.85	\$337.63	\$4,007.70	\$3,479.72	\$3,587.02	\$3,114.86	\$3,394.00	\$2,784.09	\$3,250.56	\$3,853.54	\$4,027.06
Env. Count:		238	263	217	71	789	698	694	613					
					Subtotal	\$4,662.57	\$4,224.97	\$4,297.70	\$3,798.58					
July		\$2,095.18	\$2,366.28	\$3,421.01	\$761.39	\$8,643.86	\$6,368.68	\$6,268.65	\$8,041.97	\$7,783.75	\$5,891.39	\$6,185.02	\$7,324.48	\$7,893.35
Env. Count:		396	451	650	158	1,655	1,253	1,230	1,575					
					Subtotal	\$13,306.43	\$10,593.65	\$10,566.35	\$11,840.55					
August		\$1,631.62	\$2,166.91	\$2,113.87	\$412.85	\$6,325.25	\$4,018.83	\$3,696.34	\$3,993.71	\$4,643.00	\$3,939.28	\$3,921.73	\$4,001.81	\$4,849.64
Env. Count:		283	378	391	81	1,133	816	730	795					
September		\$27.91	\$23.26	\$93.02	\$0.00	\$144.19	\$123.71	\$203.72	\$374.65	\$395.00	\$449.28	\$421.38	\$538.02	\$521.10
Env. Count:		6	5	17	0	28	25	44	74					
		Year Total				\$19,775.87	\$14,736.19	\$14,466.41	\$16,208.91	\$16,805.75	\$10,642.73	\$ 14,138.64	\$16,278.39	\$17,446.69
		Envelope Total				3,737	2013 to 2014=	2012 to 2013=	2011 to 2012=	2010 to 2011=	2009 to 2010=	2008 to 2009=	2007 to 2008=	2006 to 2007=
							26% increase	2% increase	11% decrease	4% decrease	20% increase	5% decrease	13% decrease	6% decrease

2014 Parking Pass Revenues

Marina Account #9748

	Revenue w/o tax	Reg Long Term	RSV/TA Long Term	Monthly Less Than 20'L	Monthly Over 20'L	Seasonal Pass	Month Total
January	\$372.10	2	0	0	0	0	2
February	\$279.07	1	1	0	0	0	2
March	\$651.17	3	1	0	0	0	4
April	\$2,511.64	10	7	0	0	0	17
May	\$3,655.86	10	4	4	0	5	23
June	\$3,721.01	9	3	14	2	3	31
July	\$1,339.58	2	0	10	4	0	16
August	\$734.91	1	1	7	0	0	9
September	\$586.06	0	1	4	0	1	6
October	\$186.04	0	2	0	0	0	2
November	\$744.20	4	0	0	0	0	4
December	\$1,023.27	5	1	0	0	0	6
2014 Total	\$15,804.91	47	21	39	6	9	122
2013 Total	\$10,358.26	33	15	10	1	9	68
2012 Total	\$10,511.70	32	19	25	0	12	88
2011 Total	\$12,372.16	40	28	n/a	n/a	10	78





HOMER SPIT COMPREHENSIVE PLAN

Map 6: FUTURE PARKING CONCEPT



Port & Harbor Monthly Statistical & Performance Report

For the Month of: **January 2015**

<u>Moorage Sales</u>	<u>2015</u>	<u>2014</u>	<u>Stall Wait List</u>	<u>2015</u>	<u>2014</u>
Daily Transient	38	23	No. on list at Month's End	<u>2015</u>	<u>2014</u>
Monthly Transient	38	38	18' Stall	n/a	0
Semi-Annual Transient	1	0	20' Stall	6	0
Annual Transient	6	3	24' Stall	12	10
Annual Reserved	3	4	32' Stall	16	14
			40' Stall	18	30
			50' Stall	27	18
			60' Stall	4	n/a
			75' Stall	2	6
<u>Grid Usage</u>			Total:	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
1 Unit = 1 Grid Tide Use	<u>2015</u>	<u>2014</u>		85	78
Wood Grid	5	3			
Steel Grid	0	0			
			<u>Docking & Beach/Barge Use</u>		
<u>Services & Incidents</u>	<u>2015</u>	<u>2014</u>	1 Unit = 1 or 1/2 Day Use	<u>2015</u>	<u>2014</u>
Vessels Towed	0	1	Deep Water Dock	31	43
Vessels Moved	9	1	Pioneer Dock	14	22
Vessels Pumped	8	5	Beach Landings	6	31
Vessels Sunk	0	0	Barge Ramp	2	5
Vessel Accidents	0	0			
Vessel Impounds	0	0	<u>Marine Repair Facility</u>	<u>2015</u>	<u>2014</u>
Equipment Impounds	0	0	Vessels Hauled-Out	1	n/a
Vehicle Impounds	0	0	Year to Date Total	1	n/a
Property Damage	0	1			
Pollution Incident	0	2	<u>Wharfage (in short tons)</u>		
Fires Reported/Assists	0	0	In Tons, Converted from Lb./Gal.	<u>2015</u>	<u>2014</u>
EMT Assists	0	1	Seafood	24	202
Police Assists	0	1	Cargo/Other	1,217	1,955
Public Assists	21	18	Fuel	16,841	28,889
Thefts Reported	0	4			
			<u>Ice Sales</u>	<u>2015</u>	<u>2014</u>
<u>Parking Passes</u>	<u>2015</u>	<u>2014</u>	For the Month of January	*	*
Long-term Pass	5	2	*Shut Down for Season		
Monthly Long-term Pass	0	0	Year to Date Total	0	0
Seasonal Pass	0	0			
			<u>Difference between</u>		
<u>Crane Hours</u>	<u>2015</u>	<u>2014</u>	<u>2014 YTD and 2015 YTD:</u>	<hr style="width: 100%;"/>	
	70.9	51.8		0 tons	

WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2015

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
12/30/2013	1/4/2015	5.6	5.6	shut down for maintenance	
1/6/2014	1/11/2015	15	20.6	shut down for maintenance	
1/13/2014	1/18/2015	15.4	36	shut down for maintenance	
1/20/2014	1/25/2015	22	58	shut down for maintenance	
1/27/2014	2/1/2015	12.9	70.9	shut down for maintenance	
2/3/2014	2/8/2015	21.3	92.2	shut down for maintenance	
2/10/2014	2/15/2015	23.4	115.6	shut down for maintenance	
2/17/2014	2/22/2015			shut down for maintenance	
2/24/2014	3/1/2015			shut down for maintenance	
3/3/2014	3/8/2015				
3/10/2014	3/15/2015				
3/17/2014	3/22/2015				
3/24/2014	3/29/2015				
3/31/2014	4/5/2015				
4/7/2014	4/12/2015				
4/14/2014	4/19/2015				
4/21/2014	4/26/2015				
4/28/2014	5/3/2015				
5/5/2014	5/10/2015				
5/12/2014	5/17/2015				
5/19/2014	5/24/2015				
5/26/2014	5/31/2015				
6/2/2014	6/7/2015				
6/9/2014	6/14/2015				
6/16/2014	6/21/2015				
6/23/2014	6/28/2015				
6/30/2014	7/5/2015				
7/7/2014	7/12/2015				
7/14/2014	7/19/2015				
7/21/2014	7/26/2015				
7/28/2014	8/2/2015				
8/4/2014	8/9/2015				
8/11/2014	8/16/2015				
8/18/2014	8/23/2015				
8/25/2014	8/30/2015				
9/1/2014	9/6/2015				
9/8/2014	9/13/2015				
9/15/2014	9/20/2015				
9/22/2014	9/27/2015				
9/29/2014	10/4/2015				
10/6/2014	10/11/2015				
10/13/2014	10/18/2015				
10/20/2014	10/25/2015				
10/27/2014	11/1/2015				
11/3/2014	11/8/2015				
11/10/2014	11/15/2015				
11/17/2014	11/22/2015			shut down for maintenance	
11/24/2014	11/29/2015			shut down for maintenance	
12/1/2014	12/6/2015			shut down for maintenance	
12/8/2014	12/13/2015			shut down for maintenance	
12/15/2014	12/20/2015			shut down for maintenance	
12/22/2014	12/27/2015			shut down for maintenance	
	1/3/2016			shut down for maintenance	

To Mayor Mary E. Wythe and the Homer City Council. My name is M. Kent Scifres I am a 36 resident of Delta Jct. For the past two years my wife and I have been coming to Homer. We have purchased a boat and a travel trailer to use while we are staying there. We have retired from the school district in Delta Jct. Part of our retirement has been spending six weeks in Homer either fishing or taking in the sights. The Homer area is extremely beautiful. During our time there, we keep our boat in the harbor. My concern and question for the city council is the fee schedule for boats being kept for more than a month at a time in your harbor. I do not mind paying the \$172.09 fee for a month of mooring. But what about the additional week or two weeks we would like to spend there. I would like to see the council come up with a weekly fee schedule, so that we did not have to pay for a whole month when we might only be staying for a week or two extra. When we are in town, we stay at an RV park. \$1,000.00 per month. We buy all of our food at the local stores. We eat out in the restuarants about three or four nights a week. We buy gas and propane, not counting the marine gas for the boat each day. We would like a weekly schedule to make it more convenient to stay longer. Please discuss this issue and let us know your decision. Thanks M. Kent and Coleen Scifres P.O. Box 91 Delta Jct AK 99737

JAN 28 2015

TO: City Clerk

would you please
copy letter and give to

Mayor and City Council

for next business

meeting.

Thanks

M. Kent Scifres

2015 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 12, 26	<u>Zimmerman</u>
February 9, 23	<u>Stockburger</u>
March 9, 23	<u>Hartley</u>
April 13, 27	<u>Donich</u>
May 11, 26 (Tuesday)	<u>Carroll</u>
June 8, 22	<u>Ulmer</u>
July 13, 27	<u>Howard</u>
August 10, 24	<u>Ulmer</u>
September 14, 28	<u>Hartley</u>
October 12, 26	<u>Zimmerman</u>
November 9, 23	<u>Donich</u>
December 14	<u>Stockburger</u>

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

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

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

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

