PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
February 24, 2016

"The Randolph Yost: Coming to a Port Near You!"

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 27, 2015 Regular Meeting Minutes **Page 5**

6. VISITORS/PRESENTATIONS (10 minutes each)

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

A. Port and Harbor Director's Report for February 2016 **Page 11**
   i. Randolph Yost Informational Sheet

8. PUBLIC HEARING

9. PENDING BUSINESS

A. Harbor Rate Study **Page 15**
   i. Memo to Port & Harbor Commission from Port Director Re: Northern Economics Rate Study & Presentation to Commission dated 1/20/2016, includes Rate Comparison Attachments
   ii. 2016 Northern Economics Rate Study
   iii. 2016 Presentation of Northern Economics Rate Study
   iv. Resolutions 15-072 and 15-073 Re: Moorage Rates

10. NEW BUSINESS

A. New Fish Dock Crane Card Training/Certification Program **Page 47**
   i. Memo to Port & Harbor Commission from Port Director Re: New Fish Dock Crane Card Training/Certification Program dated 2/17/2016

B. Head Tax for Passenger Vessels **Page 49**
   i. Memo to Port & Harbor Commission from Port Director Re: Passenger Head Tax in Homer Harbor dated 2/17/2016

11. INFORMATIONAL ITEMS

A. Harbormaster's Monthly Statistical Report for January 2016 **Page 51**
B. Water/Sewer Bills Report for January 2016 **Page 53**
C. Crane and Ice Report **Page 55**
D. Deep Water Dock Report **Page 57**
E. Pioneer Dock Report **Page 59**
F. Dock Water Report **Page 61**
G. Woodward Creek Coalition Invite for 2/24/2016 Celebration **Page 63**
H. 2015 EOY Statistic Reports: Fuel Wharfage, Parking, Load & Launch, & Harbor Statistics Page 65
I. Commissioner Attendance at City Council Meeting **Page 71**

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 23, 2016 at 5:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska

Session 16-01, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on January 27, 2016 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

CARROLL/STOCKBURGER MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

CONSIDERATION

APPROVAL OF MINUTES

A. December 16, 2015 Regular Meeting Minutes

CARROLL/STOCKBURGER MOVED TO APPROVE THE MINUTES

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS

A. Mike Fischer, Northern Economics Rate Study Presentation

Mike Fisher presented information prepared by Northern Economics on harbor rate structure alternatives. He addressed the three common structures:

- Flat, where moorage per foot is constant
- Progressive Graduated, where rate increases with vessel size

- Regressive graduated, where rate decreases with vessel size

The two main variables in graduated rate structures are size and number of tiers, and rate change between tiers. These can be uniform of varied based on infrastructure, fleet characteristics and demand.

Norther Economics' recommendations and and plan alternatives include:

- Progressive rate structure because larger vessels require more space and stronger facilities and there's no mechanism for the harbor to benefit from economic activity
- Small tier sizes to avoid major jumps in rates
- Small rate increases to have a gradual change from the flat rate and minimize budget impact

Alternative A:

- Progressive graduated rate structure
- Constant tiers of five feet
- Rate increase starts at 1%
- Rate change decreases with vessel size

Alternative B:

- Progressive continuous rate structure
- Base rate starts at current flat rate
- Rate increases at five cents per foot

Chair Ulmer acknowledged this information is more reasonable than what they have seen previously and opened the floor to the Commission for comments.

Harbormaster Hawkins reminded the commission that in their discussions one stated goal was that no one would see a reduction in the current rates, so we wouldn't start lower than we are now. He also reminded them they passed a 10 year budget plan in August starting at our current rate and going up 3.2% plus CPI. They have a forward looking plan and have tried to stay within the parameters as best they can.

Commissioner Carroll commented in looking at Northern Economic alternatives he sees very little consideration for the quality or range of services provided for different vessels sizes. An example is vessels 86 feet and up have very few services available. He commented about the study not recommending adoption of a user-based rate structure since the harbor serves a diverse group of users and doesn't receive financial benefit from the city for sales tax revenue. Mr. Carroll pointed out that the commercial larger fleet has tremendous wharfage and other types of revenues that he doesn't think they are taking into account, but need to to be fair to the larger vessels.

Commissioner Donich questioned if they took into consideration if the harbors in the comparisons were city/state owned or privately owned. Private harbors are in the business to make money where a government run harbor is there to help business, so that creates differences in the rate structures. Mr. Fisher said he isn't sure and will look into that.

Commissioner Zimmerman asked for clarification on the criteria for establishing larger vessels are more expensive and use more infrastructure per square foot of area than small vessels when taking the entire habor basin into account. Mr. Fisher explained they have learned this from engineering firms they have worked with. They did a small model with PND Engineering and looked at what the facilities would be for different vessel sizes. It didn't get into the cost and structure strengths, but did address the actual mooring space, turning basin, and so on, and it wasn't linear. For example, one 80 foot vessel requires more room to turn than two 40 foot vessels combined primarily because of the turning. They also know the size of floats are larger so the capital costs it would be a higher cost for larger vessels, but they don't have costs related to longer term maintenance.

Commissioner Stockburger added the Marine Trades has spent a lot of time, effort, and money trying to attract vessels to come to Homer. There are neighboring harbors that have the benefit of being able to haul out larger vessels, and better facilities and infrastructure, but we feel like there is a better work force here. He is concerned increasing rates may cause vessels to leave. The harbor has diverse user group and some groups bring more money to the harbor in other ways. Private boats bring some money to town, charters bring increased tourism that spends more money around town, and a commercial boat possibly brings in a lot more money. He would like to see that addressed more for our harbor if possible. He agrees that this looks a lot better than the square footage model they looked at previously.

There was brief discussion regarding the 10 year plan that is already approved and clarifying this discussion is addressing rate structure.

The Commission agreed to open the floor to the audience for comment after hearing the presentation and discussion.

Ian Pitzman, city resident and commercial fisherman, noted he is a board member with NPFA, and is commenting on behalf of himself tonight. He explained he has a couple larger boats in different classes including the 100 foot class and gillnetters. He appreciates the presentation and conversation tonight noting this is a lot better than the discussion on the square foot conversation last year. He hasn't seen anything in the little bit of reading he's done that makes him understand why the need to move away from a flat rate. There are good arguments to be made that we all contribute in different ways and he appreciates the comments about the larger vessels that are transient because we don't have slips that size. We have much improved facilities now, but are still tied up two and three out sometimes which is very different than having a slip to come to with a certainty of moorage and electricity. Those boats should probably be considered differently because of that. He acknowledged the industry in Seattle is different and that's why the regressive rate works there. He supports the flat rate in Homer and thanked the group for their discussion tonight.

Commissioner Carroll noted that the lack of haul out facilities for larger vessels is a factor that needs to be addressed in considering their rates.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for January 2016

Harbormaster Hawkins noted his report in the packet and asked if there were any questions.

There was discussion whether there have been requests for ice. Harbormaster Hawkins said he hasn't had any. In response to a reference to Kevin Hogan's comments at the last meeting Harbormaster Hawkins said he has responded to Mr. Hogan over the last few years why it isn't financially feasible to start up the equipment to accommodate cold storage. When they are running the ice plant they can chill the room, but to run the equipment solely for cold storages isn't feasible.

Question was raised about the status of surveillance cameras and Harbormaster Hawkins explained that the cameras are being addressed with the Deep Water Dock Upland Improvements project.

PUBLIC HEARING

PENDING BUSINESS

A. Harbor Rates
   i. Memorandum from Port Director/Harbormaster Hawkins Re: Northern Economics Rate Study and Presentation to Commission

The Commission agreed to keep this on the agenda for two more meetings to give users an opportunity to see it and comment.

B. Boat Trailer Parking Fees
   i. Memorandum from Port Director/Harbormaster Hawkins Re: Staff Talking Points for Implementing Boat Trailer Parking Fees

Harbormaster Hawkins explained his recommendation for trailer parking for this year:

- Step up efforts to have better signage and enforcement of current code.
- Implement a long term boat trailer only parking plan and fee structure for the spit with a monthly rate in a designated area.
- Purchase wheel boots to impound vehicles or trailers in place.

Harbormaster Hawkins added that they are working with R&M Consulting to install drainage to all the lots west of the chip pad and building up and paving Outer Dock Road from Spit Road to the Deep Water Dock. He doesn't have a firm timeline but should be completed in 2016.

There was brief discussion and the Commission stated no objection to the 2016 efforts proposed.

C. Homer Spit Camping
   i. Memorandum from Deputy City Clerk re: Homer Spit Camping

Harbormaster Hawkins updated the Commission on the RV's parked at the Seafarer Memorial parking lot. He explained that City Manager Koester opened the campground by Pier One Theater and they are talking about bringing in a porta-potty since normal camping fees are being charged and the bathroom in the vicinity has to be closed in the winter. They discussed the information in the packet

from the police chief and touched on the transient worker housing comments included with the memo from the Deputy City Clerk.
CARROLL/STOCKBURGER MOVED TO FORWARD THE RECOMMENDATION IN THE MEMO ON PAGE 49 TO CITY COUNCIL.

Move that the City Council amend Homer City Code Chapter 19.08.030 (d) to eliminate the Spit camping area that is designated as the parking area immediately northwest of the Mariner Memorial and on the same side of the Spit Road; and amend the ordinance to provide a winter camping area designated and open to the public with normal camping fees and rules applied.

There was brief discussion clarifying that the 14 day camping limits and fees will apply to winter camping on the spit, that Park and Recreation will manage the campground, and confirming that this amendment will provide for a winter camping location without the City Manager having to take action to open an area each year.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

NEW BUSINESS

INFORMATIONAL ITEMS

A. Harbormaster's Monthly Statistical Report for December 2015
B. Water/Sewer Bills Report for December 2015
C. Crane and Ice Report
D. Deep Water Dock Report
E. Pioneer Dock Report
F. Dock Water Report
G. 2016 City Council Meeting Commissioner Attendance

Commissioner Donich commented about last month's discussion about charging head tax and expressed some of his views opposing it. Discussion ensued and it was noted the Commission will be talking about this as an agenda item at their next meeting.

COMMENTS OF THE AUDIENCE

None

COMMENTS OF THE CITY STAFF

Deputy City Clerk Jacobsen commented that Commissioner Howard is not requesting re-appointment to the commission and the Clerk's Office has advertised for an open seat.

Harbormaster Hawkins commented that next meeting's agenda will also include discussion about a head tax for passenger vessels and information about crane training.

COMMENTS OF THE COUNCILMEMBER *(If one is assigned)*
None

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

Commissioner Carroll commented that he went to a different Commission meeting a while back and that really made theirs look professional.

Commissioner Donich said it was a good meeting. He thanked Mr. Fisher for coming down and giving them tonight's presentation.

Commissioner Zimmerman thanked Mr. Fisher for coming to the meeting. Some of the work was good and some he questions, but he appreciated the presentation.

Commissioner Stockburger thanked Mr. Fisher, and also Bryan and staff for everything they do. And thanks again for that nice load and launch ramp.

ADJOURN
There being no further business to come before the Commission the meeting adjourned at 6:51 p.m. The next regular meeting is scheduled for Wednesday, February 24, 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:_____

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FEBRUARY 2016 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Spit Trail Signage Task Force Meeting at Pratt Museum
- Homer High School Students – Homer Marine Trades Association Classes & Harbor Info
- R&M Consultants – Deep Water Dock Uplands & Interface Discussion Re: East Harbor Expansion
- Holly Wells, City Attorney – Current Issues Pertaining to the Port & Harbor
- Chamber of Commerce – Annual Membership Meeting
- Northern Economics – Teleconference Re: Rate Structure Presentation Review
- Homer Marine Trades – Boat Show Booth Planning
- Department Head Staff Meeting
- R&M Consultants & ADOT&PF – Deep Water Dock Planning Re: East Harbor Expansion
- AAHPA – Teleconference Re: Participation in the Alaska ASCE Report Card
- Harbor Staff & Contractors – Deep Water Dock Mooring Buoy Inspection Safety Meeting
- Homer Marine Trades Association Round-haul Meeting
- Chamber of Commerce – Presentation Re: the Harbor's Role in Business/Economics in Homer
- R&M Consultants – Barge Berth Preliminary Design Meeting
- City Manager & Petro 49 – New Lease Negotiations & Review
- Cook Inlet Harbor Safety Committee – Navigation Work Group Teleconference
- Miranda Weiss – Boat Pavilion Design Review
- Homer Marine Trades Association Board Meeting
- Alaska Derelict Task Force Anchorage Meeting
- IT & Personnel – Port & Harbor IT Review
- City Manager – SpitWSpots Lease Review

Furie Alaska has been working out the details with Port and Harbor Staff to bring a MODU (mobile offshore drilling unit) to the Deep Water Dock beginning early in March. The rig Randolph Yost will be transported by a heavy lift ship from Singapore to Kachemak Bay, offloaded, and then moored at the dock for 30 to 45 days. While at port, their crews will be prepping the jack-up rig to work in the upper Cook Inlet for the 2016 drilling season. Soon the Randolph Yost will be hard at work drilling new gas wells for Cook Inlet's newest production platform in Trading Bay, installed just last year. Furie Alaska is contracted with HEA to provide natural gas to HEA's new gas-turban electric plant in Nikiski, providing us with electricity.

The Port of Homer is proud to play a supporting role in this industry, and as with all our customers we will work hard to ensure that Furie Alaska and the Randolph Yost have a successful Port visit.

2. Operations

As we all know, in the early morning of 1/24, a magnitude 7.1 earthquake occurred 60 miles west of Homer in Cook Inlet. Our immediate concern was for local tsunami wave activity, the safety of the general public on the Homer Spit, and our on-duty harbor officer. Calls were made immediately to verify his safety and the presence of negligible wave activity. At daylight, a thorough inspection of harbor infrastructure including buildings, ocean piers, ramp

approaches and high mast lights did not reveal any notable damage. A review of the tsunami emergency operations procedure was conducted by operations staff.

Landings at all harbor facilities included the following vessels: Dublin Sea, Java Sea & DBL 78, Pacific Wolf & DBL54, CISPRI Perseverance, Millennium Star, Bob Franco, and Tustumena.

Operations staff has been working collectively to update their standard operating procedures and refurbish the eight Kids Don't Float lockers.

Other notable incidents:

- On 1/16 through 1/19, operations staff towed a 32' commercial fishing vessel and a 30' recreational back and forth from their moorings to the wood grid for the purpose of repairs to the vessels' propulsion systems.
- On 1/18, operations staff responded to emergency call of loss of propulsion aboard a 100' crabber/tender in the vicinity of the Fish Dock. Fortunately, a local vessel/operator arrived immediately after the call and was able to safely land the fishing vessel along-side the Fish Dock.
- On 1/20 and 2/1, harbor officers responded to two separate fuel spills occurring in the uplands, one at the Pioneer Dock and one at the Barge Ramp.
- On 2/3, a swing shift harbor officer found a 40' OSRV flooding at its mooring. He successfully commenced dewatering and prevented significant damage to the vessel. A missing transom plug was found to be the cause of the leak.
- On 2/6, a swing shift harbor officer coordinated with USCG and a local fishing vessel to safely return a disabled 25' recreational vessel back to the harbor.
- On 2/9, operations and maintenance staff collaborated on wash-down and repairs to the working deck of the Steel Grid.
- On 2/13, harbor officers responded to a 40' sailboat flooding at its moorings. They successfully commenced dewatering, preventing further property damage.

3. Ice Plant

Ice plant crews are working to complete the winter shut down maintenance; they report that the plant will be fully operational for the beginning of this year's halibut/black cod season in March.

4. Port Maintenance

Port Maintenance has been fabricating new aluminum dock carts, finalizing a bird deterrent scheme for the Deep Water Dock, starting a refurbishment project on an aluminum gangway, and working on converting more harbor lights to LED.

Randolph Yost

300 Foot Jack-Up Drilling Unit

General Description

Design ..... Marathon LeTourneau 116-C
Year Built 1979
Hull Dimensions ..... 243 ft. x 200 ft. x 26 ft.
Spud Can Diameter ..... 46 ft.
Legs (3) ..... 410 ft. long square
Quarters Capacity ..... 118 persons
Maximum Water Depth ..... 300 ft.
Cantilever Envelope ..... 45 ft. by 24 ft.
Maximum Variable Load (drilling) ..... Approx. 4,800kips*

**depending on water depth and geographical location*

Drilling Equipment

Derrick Pyramid 160 ft. x 30 ft. x 30 ft., with a static hook load capacity of 1,000,000 lbs. with twelve (12) lines

Drawworks Oilwell E-3000, 1,600 HP driven by two (2) EMD D-79-MB DC motors, and outfitted with a Baylor 7838 auxiliary electric brake

Rotary Table Oilwell A37, 37-1/2 in. opening driven by an independent 800 HP DC motor with two speed gear box

Top Drive Varco TDS-4S, 650 short tons, 1,150 HP motor, maximum continuous drilling torque 50,900 ft.lbs., outfitted with a Varco PH-85 pipe handler

Mud Pumps Two (2) Oilwell A-1700PT, 1,600 HP triplex pumps each driven by two (2) EMD D-79-MB 800 HP DC motors, rated to 5,000 psi working pressure

Solids Control Four (4) MI Swaco Mongoose Pro linear motion shale shakers; one (1) Brandt King Cobra 24/3 desander with 3 x 12 in. cones; one (1) Brandt King Cobra 24/3 desilter with 24 x 4 in. cones.

Storage Capacities

Liquid Mud	1,692 bbls
Drill Water	10,814 bbls
Base Oil	702 bbls
Potable Water	1,283 bbls
Bulk Mud	4,000 cu.ft.
Bulk Cement	4,000 cu.ft.

Power Equipment

Main Power Three (3) EMD 16-645-E8 diesel engines rated 1,950 HP at 900 rpm, driving three (3) EMD A20-N6 2,100 kW 600 volt AC generators

Power Dist. Four (4) Ross Hill SCR units 1,800 amps 750 V DC.

Well Control Equipment

Diverter Hydril MSP 29-1/2 in. diverter rated 500 psi with two (2) 12 in. discharge lines and Demco ball valves

BOP Stack One (1) Cameron 13-5/8 in. 10,000 psi WP Type U double ram preventer; one (1) Cameron 13-5/8 in. 10,000 psi WP Type U single ram preventer; one (1) Hydril GK 13-5/8 in. 5,000 psi WP annular preventer

BOP Handling Two (2) Beebe Hercu-Link BOP hoist system 27 short tons each

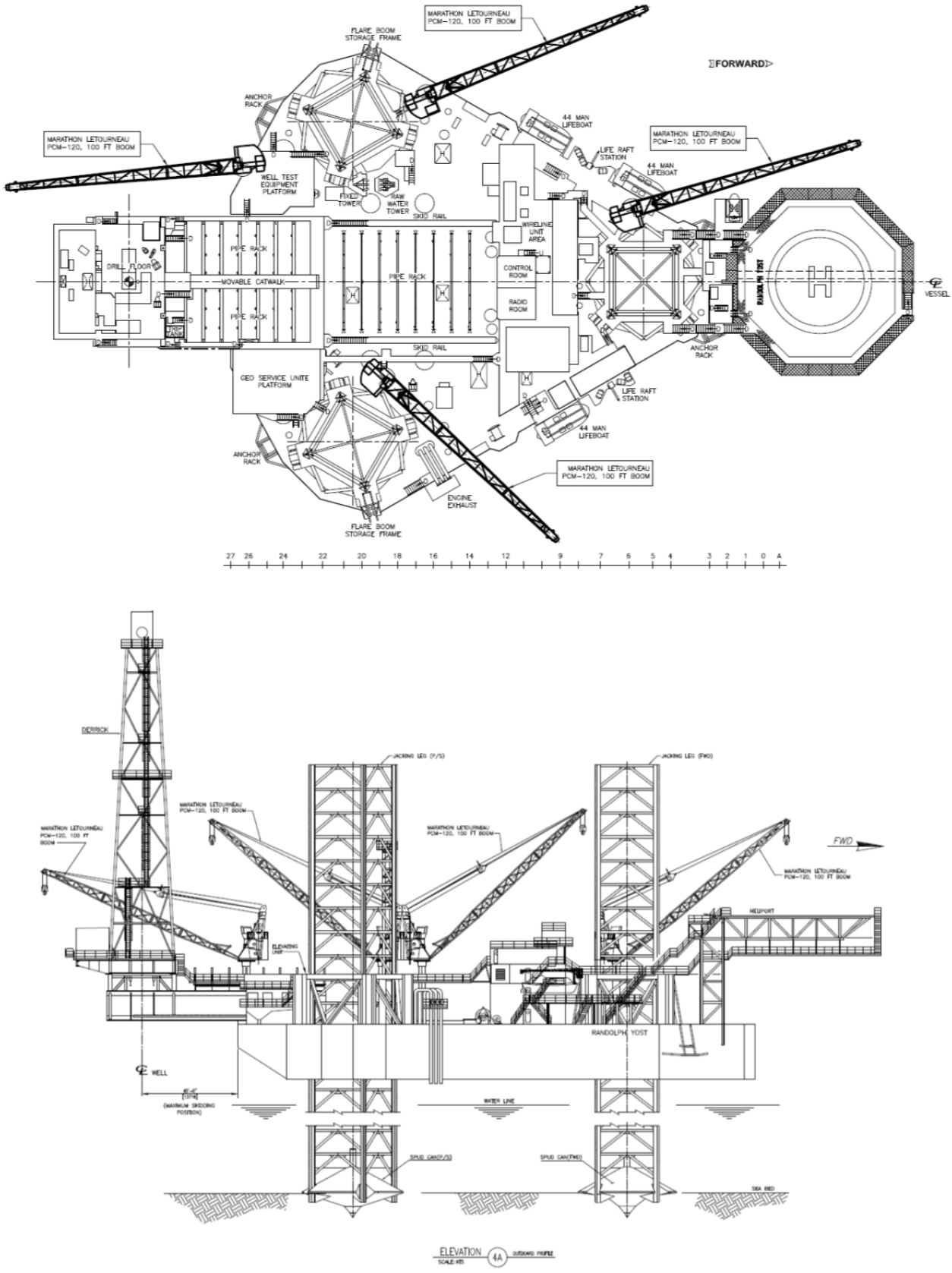
Cranes

Four (4) Marathon LeTourneau PCM-120 cranes, 100 ft. booms, rated for 50 short tons at 24 ft. radius.

Special Features

A coring moonpool with 15" inside diameter and an annulus flooding system to deliver 1,200 GPM of seawater are available.

Conductor Tensioning System rated to 100 kips is available.



Randolph Yost

*R-**Apr-2015***

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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: JANUARY 20, 2016

SUBJECT: NORTHERN ECONOMICS RATE STUDY AND PRESENTATION TO COMMISSION

Included in your packet are the Power Point presentation and backup Memorandum from Northern Economics on the Rate Study for Homer Harbor that they were contracted to prepare. Staff has worked closely with the Northern Economics team throughout this process providing backup information, moorage data, and by acting as a sounding board.

Mike Fisher of Northern Economics will be at the meeting to present his teams findings and to answer any questions that the Commission has on this subject.

Staff has also included the regional rate comparison in your packet from our March 2015 meeting as backup information.

Recommendations:

Staff recommends keeping this on the commission's agenda for two meetings in order that the public have time to comment on this important subject.

Annual Moorage Rates Comparison

rev 3/12/2015

RESERVED MOORAGE
Based on Homer Harbor Stall Sizes*

Harbor	Rate Formula	20'	24'	32'	40'	50'	60'	75'
Homer	$41.70 x length + fee	$884.00	$1,050.80	$1,384.40	$1,718.00	$2,135.00	$2,552.00	$3,177.50
Kodiak	0-40 ft: $30.00 x length 40-60 ft: $41.00 x length 61-80 ft: $61.00 x length 81-100 ft: $71.50 x length	$600.00	$720.00	$960.00	$1,200.00	$2,050.00	$2,460.00	$4,575.00
Seward	$47.47 x length + fee	$1,009.40	$1,259.28	$1,639.04	$2,018.80	$2,553.50	$3,028.20	$3,740.25
Valdez	$34.46 x length	$689.20	$827.04	$1,102.72	$1,288.80	$1,378.40	$2,067.60	$2,584.50
	Tour Boats: $69.46 x length	-	-	-	-	-	$4,167.60	$5,209.50
Whittier	$64.20 x length	$1,284.00	$1,540.80	$2,054.40	$2,568.00	$3,210.00	$3,852.00	$4,815.00

TRANSIENT MOORAGE
Based on Varied Boat Sizes

Harbor	Rate Formula	18'	24'	32'	45'	58'	70'	85'
Homer	$41.70 x length + admin fee	$800.60	$1,050.80	$1,384.40	$1,926.50	$2,468.60	$2,969.00	$3,594.50
Kodiak	0-40 ft: $30.00 x length 40-60 ft: $41.00 x length 61-80 ft: $61.00 x length 81-100 ft: $71.50 x length	$540.00	$720.00	$960.00	$1,845.00	$2,378.00	$4,270.00	$6,077.50
Seward	$52.23 x length + fee	$1,000.14	$1,373.52	$1,791.36	$2,530.35	$3,209.34	$3,836.10	$4,679.55
Valdez	$39.63 x length	$713.34	$951.12	$1,268.16	$1,482.40	$1,783.35	$2,774.10	$3,368.55
Whittier	$64.20 x length***	$1,155.60	$1,540.80	$2,054.40	$2,889.00	$3,723.60	$4,494.00	$5,457.00

* Not all harbor have stalls that are comparable. Because of this, costs are estimated on how much it would be if that size of vessel moored in a Homer slip at a different harbor's rate. This ensures accurate comparisons.

**Kodiak's rates are based on a Graduated Linear Method

***At this time, no annual transient passes are being given in Whittier

Daily moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	$0.35	Skagway	$0.35	Skagway	$0.35	Skagway	$0.35	Skagway	$0.35
Wrangell (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40	**Wrangell** (Prepaid)	$0.40
Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50	Hoonah	$0.50
Kodiak	$0.50	Kodiak	$0.50	Craig	$0.50	Craig	$0.50	Craig	$0.50
Craig	$0.50	Craig	$0.50	Haines	$0.50	Haines	$0.50	Haines	$0.50
Haines	$0.50	Haines	$0.50	Petersburg	$0.50	Petersburg	$0.50	Petersburg	$0.50
Petersburg	$0.50	Petersburg	$0.50	**Bellingham** (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50
Bellingham (Nov-Mar)	$0.50	**Bellingham** (Nov-Mar)	$0.50	Juneau	$0.54	Juneau	$0.54	Juneau	$0.54
Juneau	$0.54	Juneau	$0.54	Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54
Juneau- Auke Bay	$0.54	Juneau- Auke Bay	$0.54	**Seattle** (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62
Seattle (Active C. Fishing)	$0.62	**Seattle** (Active C. Fishing)	$0.62	**Seward** (Tenant)	$0.64	**Seward** (Tenant)	$0.64	**Seward** (Tenant)	$0.64
Seward (Tenant)	$0.64	**Seward** (Tenant)	$0.64	Ketchikan	$0.68	Ketchikan	$0.68	Ketchikan	$0.68
Ketchikan	$0.68	Ketchikan	$0.68	Kodiak	$0.69	Kodiak	$0.69	Kodiak	$0.69
Seward (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70	**Seward** (Transient)	$0.70
Bellingham (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75	**Bellingham** (Apr-Oct)	$0.75
Wrangell (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80	**Wrangell** (Invoiced)	$0.80
Seattle (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80	**Seattle** (Recreational)	$0.80
Sitka	$0.87	Sitka	$0.87	Sitka	$0.87	Sitka	$0.87	Sitka	$0.87
Homer	$1.22	Homer	$1.22	Homer	$1.22	Homer	$1.22	Homer	$1.22

NOTES:

***Bold** = multiple **daily** rate categories

***Whittier not included due to lack of **daily** rate data available

Monthly moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Wrangell Summer Floats	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65	**Wrangell Summer Floats**	$0.65
Hoonah	$2.77	Hoonah	$2.50	Hoonah	$2.73	Hoonah	$2.58	Hoonah	$3.09
Wrangell	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50	**Wrangell**	$3.50
Skagway	$3.50	Skagway	$3.50	Skagway	$3.50	Skagway	$3.50	Skagway	$3.50
Craig	$4.00	Craig	$4.00	Craig	$4.00	Craig	$4.00	Craig	$4.00
Juneau	$4.20	Juneau	$4.20	Juneau	$4.20	Juneau	$4.20	Juneau	$4.20
Haines	$5.00	Haines	$5.00	Haines	$5.00	Haines	$5.00	Haines	$5.00
Bellingham (Active C. Fish)	$5.90	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83	**Seattle** (Active C. Fishing)	$5.83
Petersburg	$6.00	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90	**Bellingham** (Active C. Fish)	$5.90
Homer	$6.39	Petersburg	$6.00	Petersburg	$6.00	Petersburg	$6.00	Petersburg	$6.00
Bellingham (Recreational)	$6.92	Homer	$6.39	Homer	$6.39	Homer	$6.39	Homer	$6.39
Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05	Juneau- Auke Bay	$7.05
Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10	Ketchikan	$7.10
Seward (Reserved)	$8.55	**Bellingham** (Recreational)	$7.13	**Bellingham** (Recreational)	$7.56	**Seattle** (Commercial)	$7.82	**Seattle** (Commercial)	$7.82
Seattle (Recreational)	$8.81	**Seattle** (Commercial)	$7.82	**Seattle** (Commercial)	$7.82	**Bellingham** (Recreational)	$7.86	**Seward** (Reserved)	$8.55
Seward (Transient)	$9.40	**Seward** (Reserved)	$8.55	**Seward** (Reserved)	$8.55	**Seward** (Reserved)	$8.55	**Bellingham** (Recreational)	$9.16
Sitka	$14.94	**Seattle** (Recreational)	$8.94	**Seward** (Transient)	$9.40	**Seward** (Transient)	$9.40	**Seward** (Transient)	$9.40
Seattle (Active C. Fishing)	*min. 30'*	**Seward** (Transient)	$9.40	**Seattle** (Recreational)	$9.73	**Seattle** (Recreational)	$9.76	**Seattle** (Recreational)	$9.76
Seattle (Commercial)	*min. 30'*	Sitka	$14.94	Sitka	$14.94	Sitka	$14.94	Sitka	$14.94

NOTES:

***Bold** = multiple **monthly** rate categories

*Whittier and Kodiak not included due to lack of **monthly** rate data available

***Hoonah monthly rates based on stall length. For this comparison, the most appropriate stall size for the vessels above was chosen, and that monthly rate was divided by the length of the vessel for $ per foot.**

Annual moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	$13.00	Skagway	$13.00	Skagway	$13.00	Skagway	$13.00	Skagway	$13.00
Craig	$15.75	Craig	$15.75	Craig	$15.75	Craig	$15.75	Craig	$15.75
Haines	$20.00	Haines	$20.00	Hoonah	$24.00	Hoonah	$24.00	Hoonah	$24.00
Hoonah	$24.00	Hoonah	$24.00	**Wrangell**	$25.00	**Wrangell**	$25.00	**Wrangell**	$25.00
Wrangell	$25.00	**Wrangell**	$25.00	Haines	$26.00	Haines	$26.00	Haines	$26.00
Ketchikan (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30	**Ketchikan** (Inside City)	$26.30
Kodiak	$30.00	Kodiak	$30.00	**Ketchikan** (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58
Ketchikan (Outside City)	$31.58	**Ketchikan** (Outside City)	$31.58	Sitka	$33.60	Sitka	$33.60	Sitka	$33.60
Sitka	$33.60	Sitka	$33.60	Petersburg	$38.00	Homer	$40.50	Homer	$40.50
Petersburg	$34.00	Petersburg	$34.00	Homer	$40.50	Kodiak	$41.00	Kodiak	$41.00
Homer	$40.50	Homer	$40.50	Kodiak	$41.00	Petersburg	$44.00	Petersburg	$44.00
Seward (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47	**Seward** (Tenant)	$47.47
Juneau	$47.88	Juneau	$47.88	Juneau	$47.88	Juneau	$47.88	Juneau	$47.88
Seward (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23	**Seward** (Transient)	$52.23
Bellingham (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03	**Bellingham** (Active C. Fish)	$69.03
Juneau- Auke Bay	$80.37	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96	**Seattle** (Active C. Fishing)	$69.96
Bellingham (Recreational)	$80.97	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37	Juneau- Auke Bay	$80.37
Seattle (Recreational)	$105.72	**Bellingham** (Recreational)	$83.43	**Bellingham** (Recreational)	$88.46	**Bellingham** (Recreational)	$91.97	**Seattle** (Commercial)	$93.84
Seattle (Active C. Fishing)	*min. 30'*	**Seattle** (Commercial)	$93.84	**Seattle** (Commercial)	$93.84	**Seattle** (Commercial)	$93.84	**Bellingham** (Recreational)	$107.18
Seattle (Commercial)	*min. 30'*	**Seattle** (Recreational)	$107.28	**Seattle** (Recreational)	$116.76	**Seattle** (Recreational)	$117.12	**Seattle** (Recreational)	$117.12

NOTES:

***Bold** = multiple **annual** rate categories

*Whittier not included due to lack of **annual** rate data available

Northern Economics

Memorandum

Date: January 12, 2016

To: Bryan Hawkins, Port Director, City of Homer

From: Northern Economics, Inc.

Re: Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer's current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

Recommendations

Based on the findings of this rate structure analysis, Northern Economics makes the following recommendations to be considered by the Port and Harbor Commission.

Recommended alternatives

Northern Economics recommends two rate structure alternatives to be moved forward for further discussion and evaluation by the Port and Harbor Commission. The first recommended alternative, Alternative A, is a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alterative, Alternative B, is a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$Permanent\ Moorage\ Rate\ \left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

The recommended alternatives were selected from a list of five rate structure options that exemplify the most common trends found throughout the rate structures sampled for this study.

Two different approaches to applying the recommended alternatives have also been identified. The first approach is a rate structure that starts at a minimum vessel length of 6 feet and progresses consistently out to 200 feet, the maximum vessel length serviced by the harbor, similar to the current flat rate structure. The second approach is to place a cap on the rate structure for vessels that are too large to fit into a stall and instead must side tie to a transit raft. This second approach would result in a progressive rate for vessels up to 86 feet in length and a flat rate for larger vessels that are required to use a transient raft instead of a stall. The second approach is aimed at adjusting the rate structure for the different level of service provided to vessels that use a stall compared to vessels using the transient raft.

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User group differentiation

Some of the harbors sampled in the rate structure review charge different rates based on the user type, typically differentiating between recreational and commercial users. The harbors that implemented different user-based rate structures typically catered strongly to a single user group, most commonly commercial fishing, unlike Homer's harbor which accommodates a variety of user groups. Reduced rates for commercial users are often subsidized by other local government departments through transfers and are used as a tool to increase sales tax revenues and job creation within the community or a specific industry. Northern Economics does not recommend that Homer adopt a user-based rate structure at this time since the harbor serves a diverse group of users and does not receive any financial benefits from the city for sales tax revenues its users generate

Continue to offer discounts for longer reserved moorage

Homer Harbor currently offers discounts for yearly, semi-annual, and monthly billing cycles for reserved moorage. These discounts help to reduce administrative costs associated with billing and collecting reserved moorage fees and assist in managing cash flows within the harbor. Northern Economics recommends maintaining this practice under the selected rate structure.

Transition over multiple years

Northern Economics recommends transitioning to the selected rate structure over multiple years to mitigate steep increases in moorage rates that could potentially shock the market and negatively impact demand. Continued annual increases based on the change in the Anchorage Consumer Price Index (CPI), as well as the 3.2 percent annual increased established by Resolution 15-072, should also be factored into the transition plan. Due to the progressive nature of the recommended alternative rate structures, vessels with longer lengths may require a longer transition period than smaller vessels. Table 1 illustrates an example of a transition plan for the two recommended alternatives. This example uses the average annual increase in CPI between 2010 and 2014, 2.3 percent, as a proxy for future annual CPI-based rate adjustments. The columns for years 1 through 7 show the annual percentage increase in moorage rates during the example transition plans. The shaded cells indicate years in which an additional rate increase is added to the annual CPI and Resolution 15-072 rate adjustment to bring the current flat rate structure in line with the recommended alternatives.

Table 1. Example Transition Plan: Percent Increase in Moorage Rate by Year

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5
Current Structure	18	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	86	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	112	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Table 2 shows the annual moorage fees that would result from the transition plan illustrated in Table 1. The transition plan takes place over six years for Alternative A and five years for Alternative B with a maximum annual increase in annual moorage rates of 8.2 percent when the annual CPI-based adjustments and Resolution 15-072 annual increases are factored in.

Table 2. Example Transition Plan- Annual Moorage by Year

Alternative	Vessel Length (ft)	Annual Moorage Fee ($) by Year							
		Current	1	2	3	4	5	6	7
Alternative A	18	782.82	833.70	879.56	927.93	978.97	1,032.81	1,089.62	1,149.55
	32	1,391.68	1,495.40	1,606.85	1,695.23	1,788.47	1,886.83	1,990.61	2,100.09
	54	2,348.46	2,536.63	2,739.87	2,959.41	3,122.17	3,293.89	3,475.06	3,666.18
	86	3,740.14	4,043.95	4,372.44	4,727.61	5,111.63	5,526.85	5,830.83	6,151.52
	112	4,870.88	5,271.95	5,706.05	6,175.89	6,684.42	7,234.82	7,830.54	8,261.22
Alternative B	18	782.82	836.68	882.69	931.24	982.46	1,036.49	1,093.50	1,153.64
	32	1,391.68	1,489.02	1,593.17	1,680.80	1,773.24	1,870.77	1,973.66	2,082.21
	54	2,348.46	2,520.83	2,705.84	2,904.44	3,064.18	3,232.71	3,410.51	3,598.09
	86	3,740.14	4,031.85	4,346.31	4,685.29	5,050.72	5,328.50	5,621.57	5,930.76
	112	4,870.88	5,257.50	5,674.80	6,125.23	6,611.41	7,136.18	7,528.67	7,942.75
Current Structure	18	782.82	825.88	871.30	919.22	969.78	1,023.11	1,079.39	1,138.75
	32	1,391.68	1,468.22	1,548.97	1,634.17	1,724.05	1,818.87	1,918.91	2,024.45
	54	2,348.46	2,477.63	2,613.89	2,757.66	2,909.33	3,069.34	3,238.16	3,416.26
	86	3,740.14	3,945.85	4,162.87	4,391.83	4,633.38	4,888.21	5,157.07	5,440.70
	112	4,870.88	5,138.78	5,421.41	5,719.59	6,034.17	6,366.05	6,716.18	7,085.57

Once a transition plan is developed, Northern Economics recommends publishing planned rate increases a few year in advance to allow vessel owners to plan ahead and make necessary adjustments to absorb the moorage rate increases.

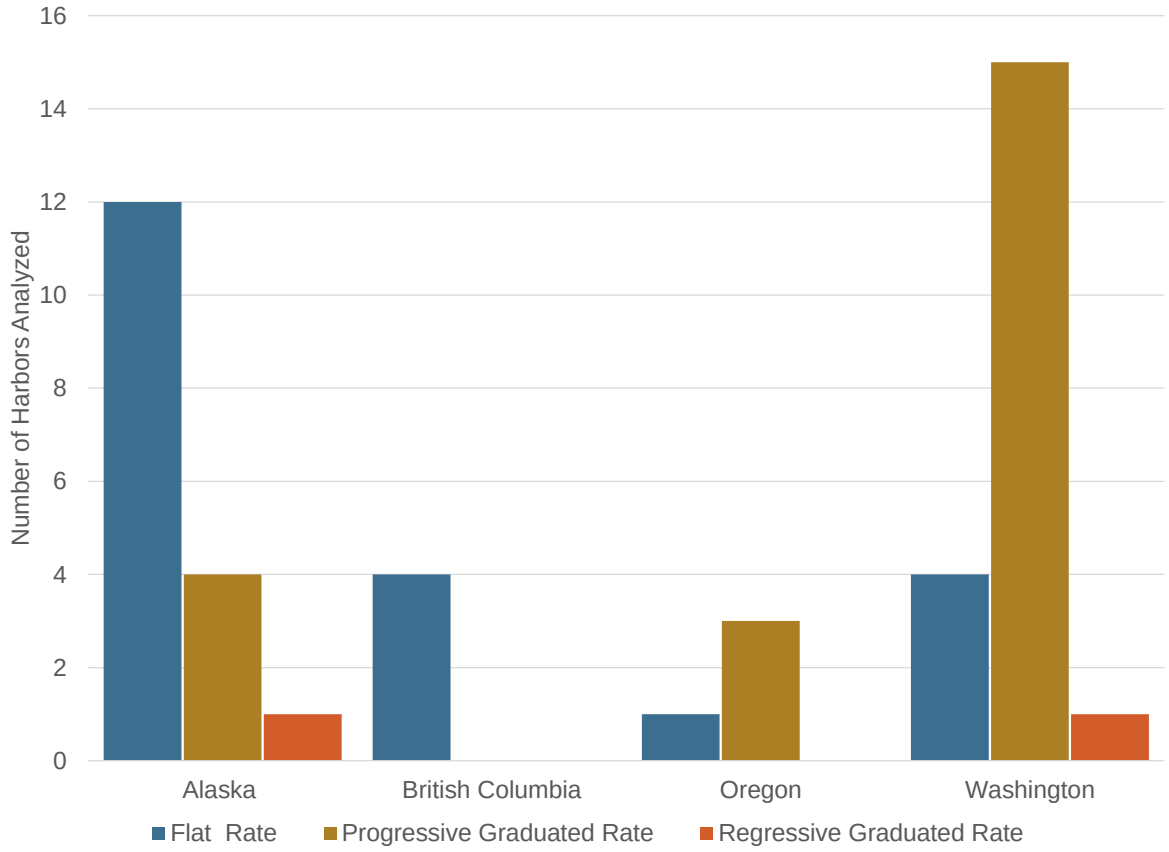
Rate Structure Review

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

Table 3 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five rate structure options and resulting recommended alternatives presented in this report.

Table 3. Graduated Rate Structures by Port

Port[a]	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	$0.01[b]	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	$6[c]	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thorne Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:
[a] Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulsbo (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.
[b] Rate structure uses a $0.01 increase between tiers instead of a consistent percent change between tiers
[c] Rate structure uses a $6 increase between tiers instead of a consistent percent change between tiers
Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that use a flat rate structure for transient moorage.

Rate Structure Options for Homer

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change

between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five rate structure options that illustrate the most common attributes found in the graduated rate structures sampled. These structure options illustrate how a graduated rate structure could be applied to Homer.

Option 1: A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

Option 2: A progressive graduated rate structure with smaller tiers set at a constant interval of 5 feet. The rate increase for each tier ranges from 1.0 to 0.1 percent and increases at a decreasing rate.

Option 3: A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

Option 4: A regressive graduated rate structure with tiers set at a constant interval of 10 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

Option 5: A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$Permanent\ Moorage\ Rate\ \left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

To narrow down the five options presented above, Northern Economics considered the pros and cons of each rate structure and how well each option could be adapted to fit Homer Harbor. Table 4 summarizes the pros and cons identified for each rate structure option.

Table 4. Rate Structure Options Pros and Cons

Rate Structure	Pros	Cons
Option #1	Tiers are directly tied to the infrastructure used (slip size)	Larger tiers and bigger rate jumps between tiers
Option #2	Smaller tiers and rate increases, facilitating a smoother transition between tiers	Incentivizes vessel owner to try to fit into the lowest tier possible
Option #3	Simple rate structure with few tiers	Large tiers and big rate jumps between tiers
Option #4	Reduces rates for larger vessels	Does not reflect the cost of accommodating larger vs. smaller vessels
Option #5	Logical and justifiable rates charged per foot of vessel length	Very detailed rate sheets needed for successful implementation

Tier Size

One of the main differentiating factors between the five rate structure options presented above is tier size. Option 3 has the largest tiers (20 feet), followed by Option 1 (corresponding with slip size, ranging from 2 to 25 feet) and Option 4 (10 foot). Option 2 has the smallest tier size (5 feet). Option 5 employs a continuous rate that effectively has a tier size of 1 foot.

Transitioning from a flat rate structure to a graduated rate structure that uses fewer but larger tiers may be seen as a drastic change and cause some dissention among customers whose vessels are close to the transition points between tiers. Larger rate increases between tiers may also been seen as biased towards smaller vessel sizes or a specific user group. For these reasons, Northern Economics recommends implementing a rate structure that uses smaller tier sizes.

Regressive vs Progressive

The majority of the graduated rate structures sampled are progressive, meaning that they employ an increasing rate change between tiers. Progressive rates reflect the logic that larger vessels requiring larger turning basins and exert more force on harbor infrastructure, resulting in decreased utilization of the harbor basin and more wear and tear on facilities than smaller vessels. Larger vessel owners are thus charged a higher rate per foot to account for the increased costs associated with infrastructure designed to accommodate their vessels.

Regressive graduated structures were the least common structure found within the sample. Regressive structures are often used at harbors that want to attract larger vessels to fill available capacity or attract commercial vessels that bring in additional revenue to local governments through other taxes or fees. Homer Harbor currently has a waiting list, attracts a diverse range of harbor users and vessels sizes, and does not receive a financial benefit from the City of Homer's tax revenues. For these reasons Northern Economics does not recommend a regressive rate structure for Homer Harbor.

Recommended Alternative Rate Structures for Homer

Based on the criteria discussed above, Northern Economics recommends Options 2 and 5 as potential alternative rate structures for Homer Harbor. Moving forward, Option 2, a progressive rate structure with smaller tiers and rate increases, will be referred to as Alternative A and Option 5, the continuous progressive rate structure, will be referred to as Alternative B.

Northern Economics developed rate tables for each alternative, shown in Table 5 and Table 6, using the 2016 flat rate of $43.49 per foot as the starting point for each structure.

Table 5 contains the rate structure for Alternative A, a progressive graduated structure using consistent 5-foot tiers. The rate changes between tiers increases incrementally at a decreasing rate between 1.0 percent and 0.1 percent. Under Alternative A, annual moorage for a 30 foot vessel would be $1,343.24, which is 53 percent more than the annual moorage for a 20 foot vessel. Compared to the 2016 flat rate structure, the annual moorage under alternative A for a 30 foot vessel would increase by just over 3 percent.

Table 5. Rate Table, Alternative A

Vessel Size	% Increase in Tier	Annual Rate ($/foot)
0-15	-	43.49
16-20	1.00	43.92
21-25	0.98	44.35
26-30	0.95	44.77
31-35	0.93	45.19
36-40	0.90	45.60
41-45	0.88	45.99
46-50	0.85	46.39
51-55	0.83	46.77
56-60	0.80	47.14
61-65	0.78	47.51
66-70	0.75	47.86
71-75	0.73	48.21
76-80	0.70	48.55
81-85	0.68	48.88
86-90	0.65	49.19
91-95	0.63	49.50
96-100	0.60	49.80
101-105	0.58	50.08
106-110	0.55	50.36
111-115	0.53	50.62
116-120	0.50	50.88
121-125	0.48	51.12
126-130	0.45	51.35
131-135	0.42	51.57
136-140	0.40	51.77
141-145	0.37	51.97
146-150	0.35	52.15
151-155	0.32	52.32
156-160	0.30	52.48
161-165	0.27	52.62
166-170	0.25	52.75
171-175	0.22	52.87
176-180	0.20	52.98
181-185	0.17	53.07
186-190	0.15	53.15
191-195	0.12	53.22
196-200	0.10	53.27

Alternative B is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by $0.05 per foot. The rate is calculated according to the formula:

$$Permanent\ Moorage\ Rate\ \left(\frac{\$}{foot}\right) = \frac{\$43.19 + \frac{\$0.05}{foot} \times vessel\ length\ (feet)}{foot}$$

Table 6 displays the calculated annual moorage rates under Alternative B. The rate increase per foot for this alternative was developed to mirror the rates presented in Alternative A.

Table 6. Rate Table, Alternative B

Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)	Vessel Length (ft)	Annual Rate ($/ft)
6	43.49	40	45.19	74	46.89	108	48.59	142	50.29	176	51.99
7	43.54	41	45.24	75	46.94	109	48.64	143	50.34	177	52.04
8	43.59	42	45.29	76	46.99	110	48.69	144	50.39	178	52.09
9	43.64	43	45.34	77	47.04	111	48.74	145	50.44	179	52.14
10	43.69	44	45.39	78	47.09	112	48.79	146	50.49	180	52.19
11	43.74	45	45.44	79	47.14	113	48.84	147	50.54	181	52.24
12	43.79	46	45.49	80	47.19	114	48.89	148	50.59	182	52.29
13	43.84	47	45.54	81	47.24	115	48.94	149	50.64	183	52.34
14	43.89	48	45.59	82	47.29	116	48.99	150	50.69	184	52.39
15	43.94	49	45.64	83	47.34	117	49.04	151	50.74	185	52.44
16	43.99	50	45.69	84	47.39	118	49.09	152	50.79	186	52.49
17	44.04	51	45.74	85	47.44	119	49.14	153	50.84	187	52.54
18	44.09	52	45.79	86	47.49	120	49.19	154	50.89	188	52.59
19	44.14	53	45.84	87	47.54	121	49.24	155	50.94	189	52.64
20	44.19	54	45.89	88	47.59	122	49.29	156	50.99	190	52.69
21	44.24	55	45.94	89	47.64	123	49.34	157	51.04	191	52.74
22	44.29	56	45.99	90	47.69	124	49.39	158	51.09	192	52.79
23	44.34	57	46.04	91	47.74	125	49.44	159	51.14	193	52.84
24	44.39	58	46.09	92	47.79	126	49.49	160	51.19	194	52.89
25	44.44	59	46.14	93	47.84	127	49.54	161	51.24	195	52.94
26	44.49	60	46.19	94	47.89	128	49.59	162	51.29	196	52.99
27	44.54	61	46.24	95	47.94	129	49.64	163	51.34	197	53.04
28	44.59	62	46.29	96	47.99	130	49.69	164	51.39	198	53.09
29	44.64	63	46.34	97	48.04	131	49.74	165	51.44	199	53.14
30	44.69	64	46.39	98	48.09	132	49.79	166	51.49	200	53.19
31	44.74	65	46.44	99	48.14	133	49.84	167	51.54		
32	44.79	66	46.49	100	48.19	134	49.89	168	51.59		
33	44.84	67	46.54	101	48.24	135	49.94	169	51.64		
34	44.89	68	46.59	102	48.29	136	49.99	170	51.69		
35	44.94	69	46.64	103	48.34	137	50.04	171	51.74		
36	44.99	70	46.69	104	48.39	138	50.09	172	51.79		
37	45.04	71	46.74	105	48.44	139	50.14	173	51.84		
38	45.09	72	46.79	106	48.49	140	50.19	174	51.89		
39	45.14	73	46.84	107	48.54	141	50.24	175	51.94		

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 80 feet in length under the alternative rate structures and the 2016 flat rate of $43.49 per foot. The table also shows the percent change in moorage payments relative to the 2016 flat rate.

Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length

	Vessel Length (ft.)						
Rate Structure	**18**	**24**	**32**	**42**	**54**	**68**	**80**
				Annual Moorage Payment ($)			
Alternative A	790.65	1,064.48	1,446.04	1,931.76	2,525.47	3,254.74	3,883.86
Alternative B	793.62	1,065.36	1,433.28	1,902.18	2,478.06	3,168.12	3,775.20
2016 Flat Rate	782.82	1,043.76	1,391.68	1,826.58	2,348.46	2,957.32	3,479.20
				Change From 2016 Flat Rate (%)			
Alternative A	1.0	2.0	3.9	5.8	7.5	10.1	11.6
Alternative B	1.4	2.1	3.0	4.1	5.5	7.1	8.5

Figure 2 compares the 2016 annual flat rate per foot with the two recommended alternative rate structures.

Figure 2. Comparison of Alternative Rate Structures by Vessel Length

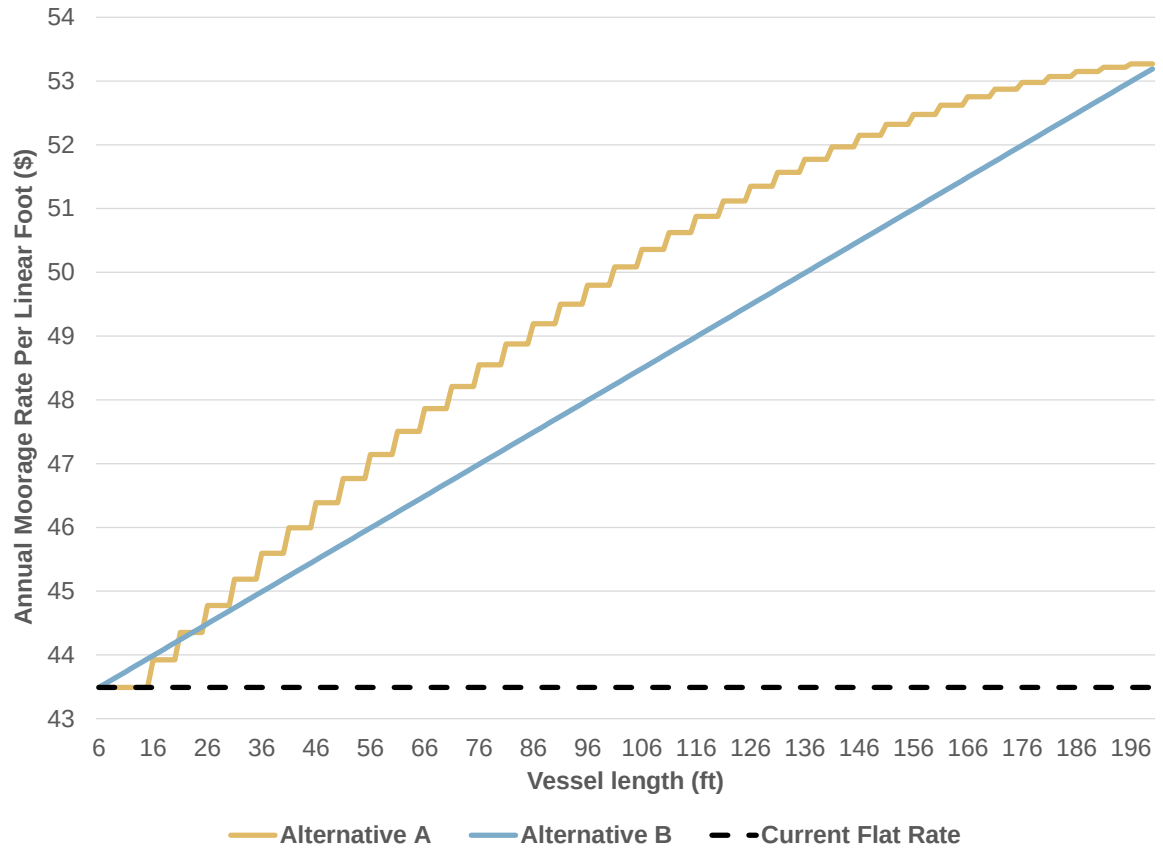
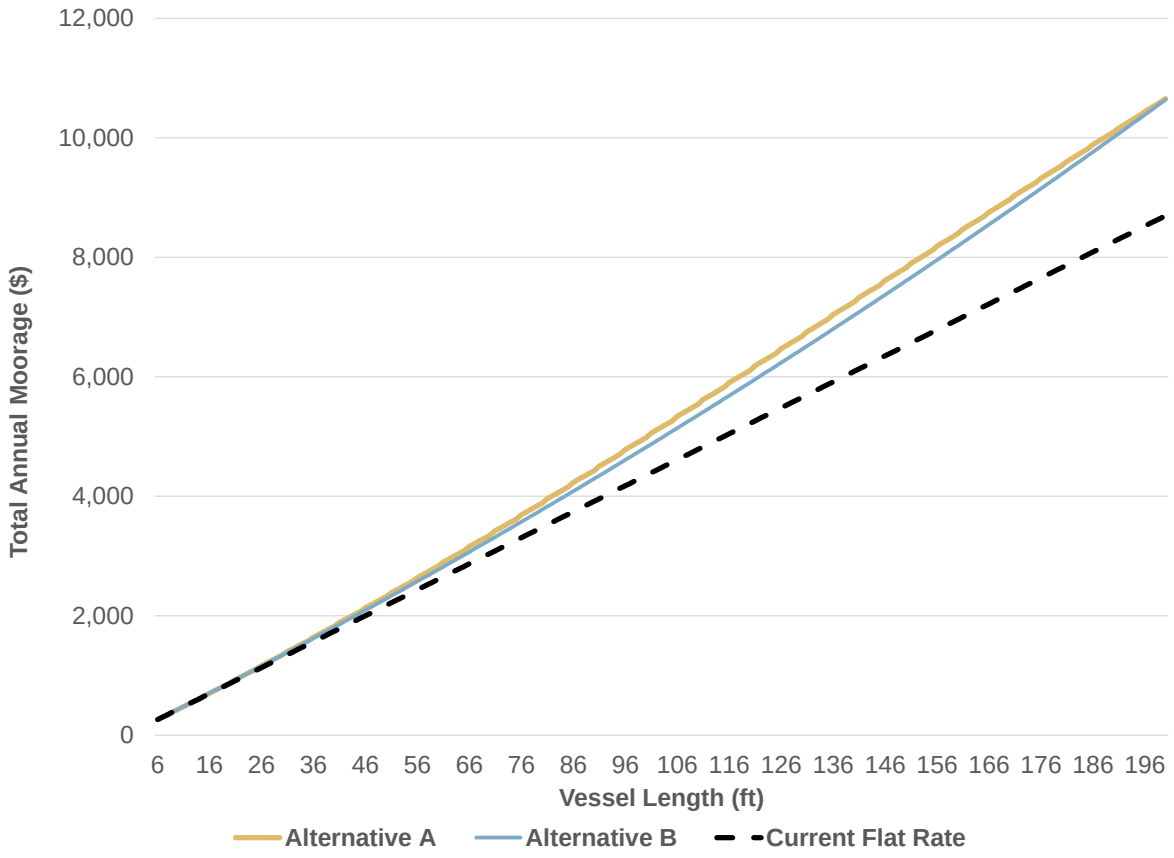


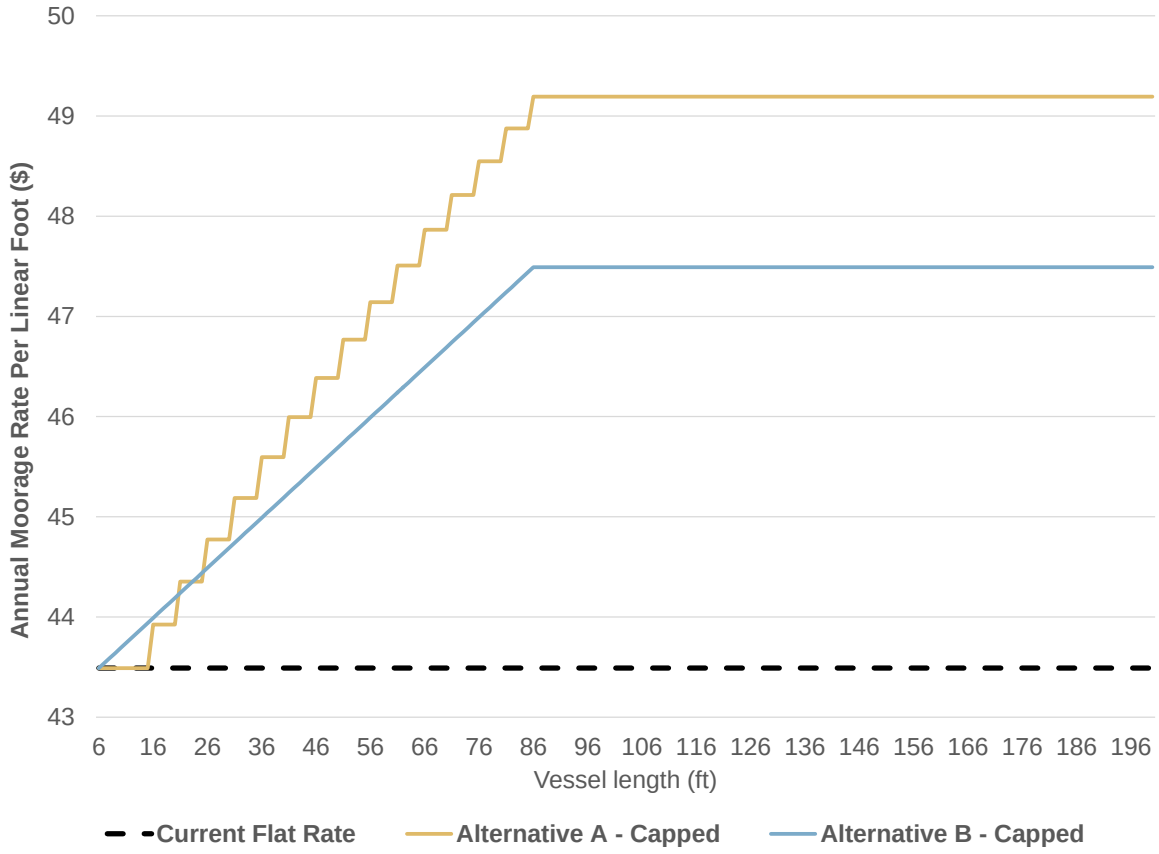
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

Figure 3. Comparison of Annual Moorage under Recommended Alternatives by Vessel Length



Homer Harbor has 883 stalls ranging from 18 feet to 75 feet and can accommodate vessels up to 86 feet in length. Vessels longer than 86 feet use the harbor by side tying to transit rafts. Due to the lower level of service offered to vessels at the transit rafts, one modification could be to add a cap on the annual rate for vessels over 86 feet in length. Figure 4 shows the two recommended alternatives with the rate cap.

Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap



Differentiation by User Type

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen's Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen's Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

Table 8. Commercial Moorage Discounts by Harbor

Harbor	Rate Structure	Discount for Commercial Relative to Recreational (%)
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated–Progressive	13-39
Nanaimo	Flat Rate	32-35

Source: Websites and rate sheets collected from harbors.

Both Fishermen's Terminal and Blaine Harbor require proof of active commercial fishing in order to qualify for the commercial rates. Fish tickets, landing permits, or fishing permits from the current or previous season are acceptable as proof of active commercial fishing. Both harbors emphasize that the vessel must be actively participating in commercial fishing activities and require that these documents be submitted every two years for long term tenants.

Blaine Harbor implemented a reduced rate structure for commercial vessels in 2011 in an effort to promote the local fishing and maritime trade community. Commercial users are subsidized through the Economic Development Fund. Blaine Harbor's goal in offering reduced commercial moorage is to attract vessels from other harbors, increase taxes paid to Whatcom County, and promote job creation within the community. After a review of its active commercial fishing rate structure in 2014, Blaine's Port Commission approved a two percent increase in commercial rates starting in 2017 in an attempt to reduce the amount of subsidy provided by the Economic Development Fund.

Fishermen's Terminal has a long history of supporting the commercial fishing industry, and for its first 88 years in operation this facility was exclusively for commercial fishing vessels. Fishermen's Terminal is part of the larger Port of Seattle system, which includes Sea-Tac Airport, cargo terminals, cruise ship terminals, Bell Harbor Marina, and Shilshole Bay Marina. The facilities within this port system are focused on specific user groups and Fishermen's Terminal, as the name suggests, caters primarily to commercial fishermen. The reduced rate structure for active commercial vessels, like Blaine Harbor, was implemented to encourage commercial fishing activities within the community. Fishermen's Terminal does not operate as an enterprise and is not expected to break even, but instead is used as an economic driver that results in increased revenues through other tax structures in King County. While this program is not directly subsidized, the Port of Seattle receives a portion of the revenues collected through King County property taxes and the Port Authority then distributes a portion of the transferred revenues to Fishermen's Terminal.

In the case of both Blaine Harbor and Fishermen's Terminal, user-specific rate structures are used as an economic stimulant with the goal of generating additional revenues through other local tax structures. Subsidies or transfers from local governments allow for the ports implementing these rate structures to be compensated for the increased economic activity they are encouraging.

Harbor Rate Structure Alternatives

Presentation to

Homer Port and Harbor Commission

Mike Fisher

January 27, 2016

Northern Economics

Agenda

- Approach
- Findings
- Recommendations
- Commission input

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Approach

- **Evaluate alternative rate structures for the Homer Harbor**
  - Gather and review rate sheets from 45 harbors in Alaska, British Columbia, Oregon, and Washington.
  - Identify common rate structure trends
  - Present recommendations to the Port and Harbor Commission for feedback

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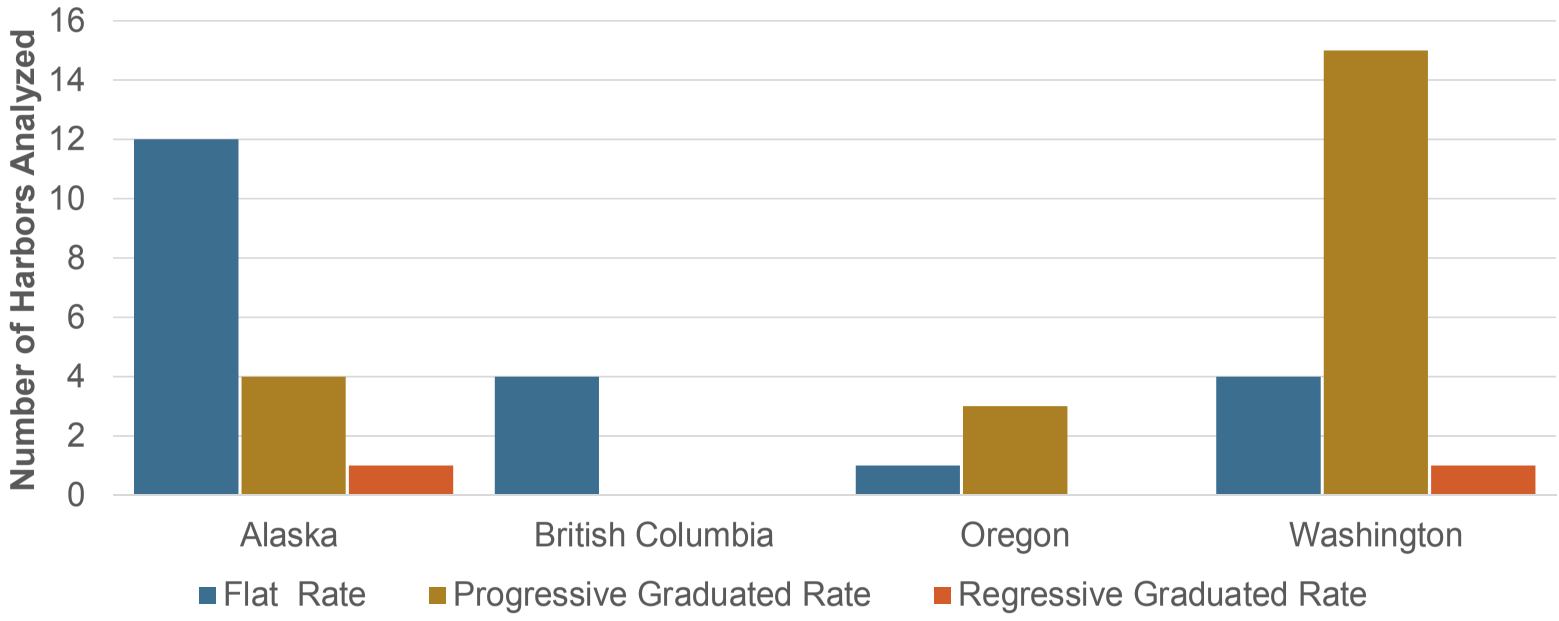
Findings: Rate Structure Review & Analysis

- **Three common rate structures**
  - ***Flat:*** moorage per foot is constant
  - ***Progressive Graduated:*** rate increases with vessel size
  - ***Regressive Graduated:*** rate decreases with vessel size

35



Findings: Graduated Rate Structures

- **Two main variables**
  - Size and number of tiers
  - Rate change between tiers
- **These can be uniform or varied**
  - Infrastructure
  - Fleet characteristics
  - Demand

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Recommendations

- **Progressive rate structure**
  - Larger vessels require more space and stronger facilities
  - No mechanism for harbor to benefit from economic activity
- **Small tier sizes**
  - Avoids major jumps in rates
- **Small rate increases**
  - Gradual change from flat rate
  - Minimize budget impact

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Recommendations: Rate Structure Alternatives

- **Alternative A:**
  - Progressive graduated rate structure
  - Constant tiers of 5 feet
  - Rate increase starts at 1 percent
  - Rate change decreases with vessel size
- **Alternative B:**
  - Progressive continuous rate structure
  - Base rate starts at the current flat rate
  - Rate increases by 5 cents per foot

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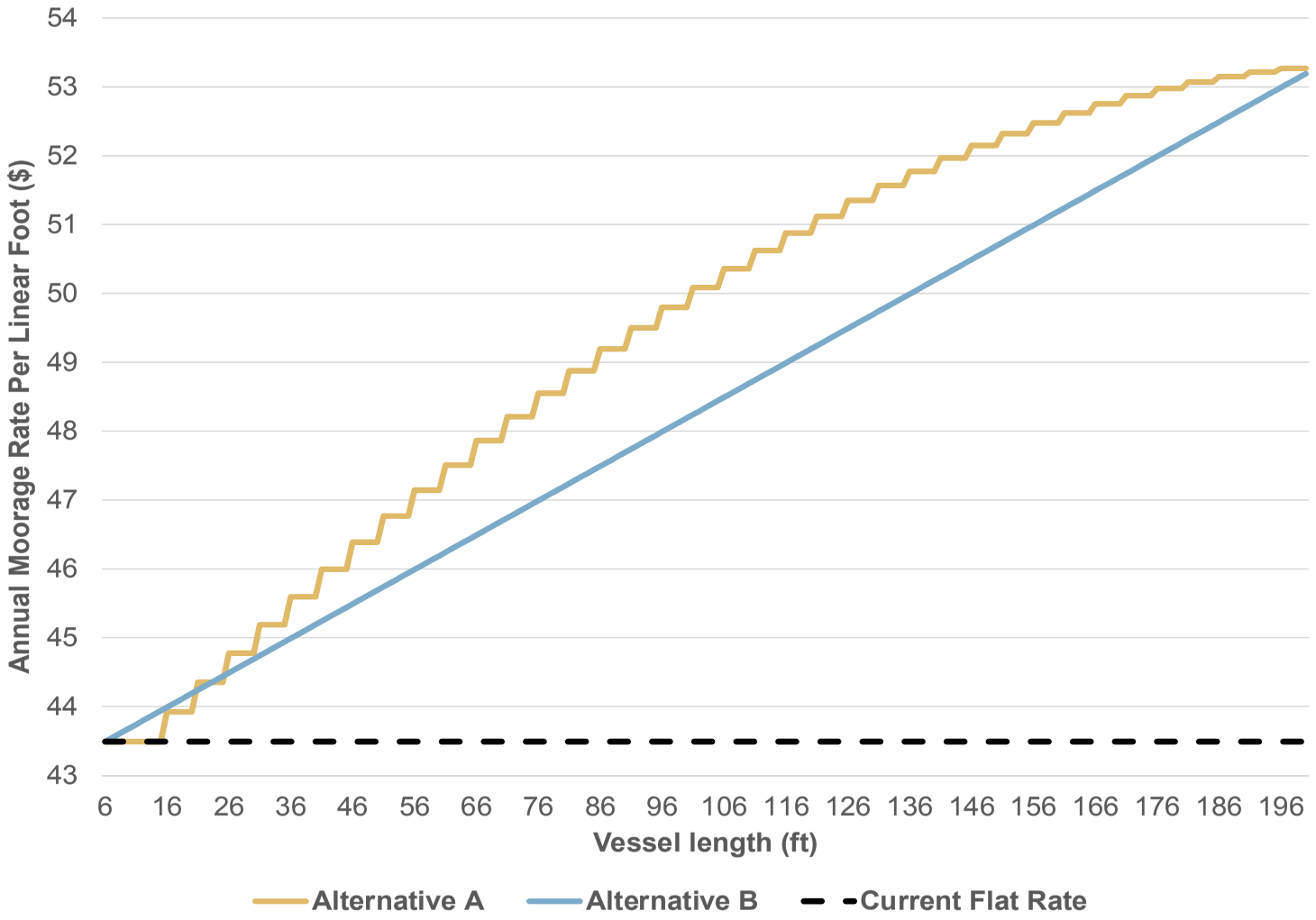
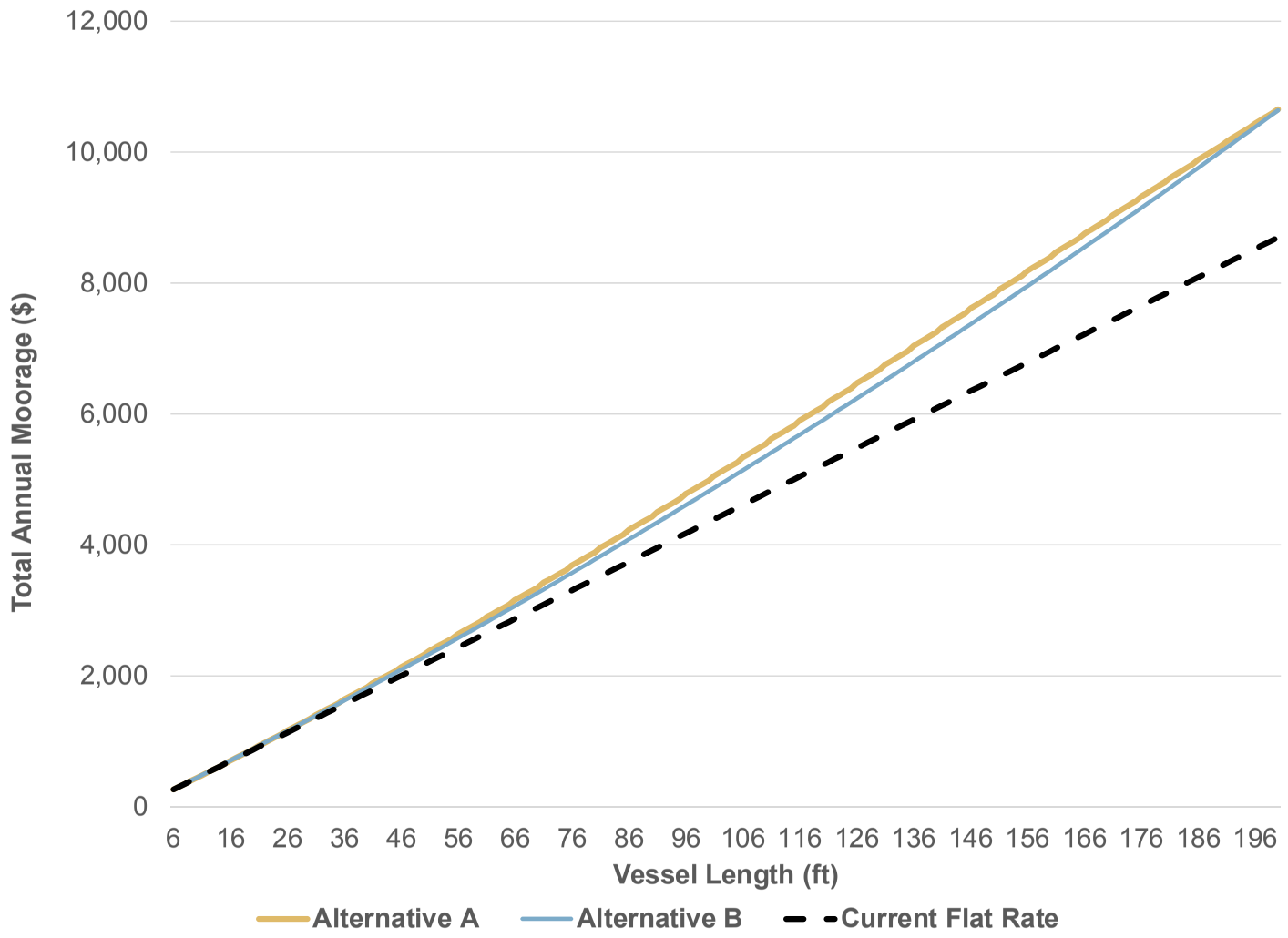
Comparison of Alternatives



Comparison of Alternatives



40

Recommendations: Transition Plan

- **Implement increases over multiple years**

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5

Adjustment Options for Alternatives

- **We are seeking Commission input on:**
  - Graduated or continuous
  - Rate of increase
  - Start at current rate or lower
  - Total increase over current revenues
  - Impacted user groups
  - Rate cap at specified length
  - Other exemptions

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CITY OF HOMER
HOMER, ALASKA

Lewis/
Port and Harbor Advisory Commission

RESOLUTION 15-072

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600 AND THE CITY OF HOMER FEE SCHEDULE ANNUAL MOORAGE RATES.

WHEREAS, City Council Resolution 06-100 resolves to establish a goal of gradually, over ten years, attaining a cash balance in depreciation reserve accounts equal to 40% of depreciable capital assets (excluding land); and

WHEREAS, In November 2012, the Homer City Council allocated $20,000 for the purpose of a port and harbor fee and tariff rate study; and

WHEREAS, In May 2013 an RFP was issued requesting proposals from qualified firms to enter into a contract to conduct the study; and

WHEREAS, The contract was awarded to Northern Economics who completed the work in November 2013; and

WHEREAS, Northern Economics presented the report to the City Council in December, 2013 and forward the report to the Port and Harbor Commission with the direction to review and implement; and

WHEREAS, The Commission determined to focus on the harbor rates as its first priority of recommendations of the report; and

WHEREAS, Northern Economics recommended either a square foot method or a graduated linear foot method (the per foot moorage rate increases as vessels become longer) to achieve a fair and equitable distribution of moorage fees; and

WHEREAS, The Commission considered and rejected a square foot method to achieve the rate increase over a ten year period; and

WHEREAS, The Commission has selected the graduated linear foot method as its preferred alternative to achieve a fair and equitable rate distribution; and

WHEREAS, The Commission has determined it necessary to increase rates at 3.2% per year for the next ten years, plus the annual consumer price index (CPI) to achieve the financial goal; and

WHEREAS, The Commission held an open house on April 22 and a public hearing on June 24 to receive testimony.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule for annual moorage fees to include a 3.2% moorage fee increase per year in addition to the annual CPI increase effective January 1, 2016 and;

BE IT FURTHER RESOLVED that a graduated linear foot rate structure be developed, along with its implementation schedule in time for its use in assessing moorage rates effective January 1, 2017.

PASSED AND ADOPTED by the Homer City Council on this ~~10th~~ 24th day of August, 2015.

CITY OF HOMER

Mary E. Wythe

MARY E. WYTHE, MAYOR

ATTEST:

Melissa Jacobsen Acting City Clerk

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER
HOMER, ALASKA

Lewis/
Port and Harbor Director

RESOLUTION 15-073

A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING A CONTRACT IN AN AMOUNT NOT TO EXCEED $20,000 TO NORTHERN ECONOMICS TO PREPARE A GRADUATED RATE STRUCTURE, AND ALSO LINEAR RATE STRUCTURE FOR COMPARISON, AMENDING THE PORT OF HOMER TERMINAL TARIFF MOORAGE RATES TO INCORPORATE A 32% RATE INCREASE OVER TEN YEARS TO FUND THE PORT AND HARBOR RESERVES AS RECOMMENDED IN THE NORTHERN ECONOMICS NOVEMBER 2013 RATE STUDY; AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Port and Harbor Advisory Commission held a worksession on April 8, 2014 to review and discuss the Port and Harbor Rate Study prepared by Northern Economics; and

WHEREAS, The Commission has addressed the Port and Harbor Rate Study at each of their regular meetings since then, considering a square foot methodology of assessing rates and also a straight linear method; and

WHEREAS, The Commission received input from large vessel owners that the square foot methodology put an unfair burden on their class of vessel; and

WHEREAS, The Commission brought forward a linear rate increase and received input from small vessel owners that supported considering a graduated methodology that would spread the cost more fairly among vessel classes; and

WHEREAS, Harbor staff suggested and the Commission agreed they have done as much as they can developing a rate structure that is perceived as fair and equitable and that Northern Economics has the experience to develop a graduated rate structure for the Commission to consider.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby awards a contract in an amount not to exceed $20,000 to Northern Economics to prepare a graduated rate structure, and also linear rate structure for comparison, amending the Port of Homer Terminal Tariff Moorage Rates to incorporate a 32% rate increase over ten years to fund the Port and Harbor Reserves as recommended in the Northern Economics November 2013 Rate Study and authorizing the City Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council on this 10th day of August, 2015.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: $20,000 funded under account 400.600

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: FEBRUARY 17, 2016

SUBJECT: NEW FISH DOCK CRANE CARD TRAINING/CERTIFICATION PROGRAM

Background

Staff has been reviewing the crane access policies for the Fish Dock and Deep Water Dock cranes. As you know, this equipment is owned and maintained by the City and managed to allow public access use. The training program currently in use is outdated; it was developed a very long time ago and consists of a 15 minute homemade video that crane card trainees watch, and then conduct a simple, practical test on the with one of our Fish Dock employees. Current policy does not require re-certification, which created a "trained for life" situation that no one in this industry supports. We all need a little reminder/refresher once in a while on safety.

Staff and our attorneys strongly feel that it is time to re-visit this process and have worked to improve the crane access program. Our current crane card access system allows us the ability to build in time-stops on the cards and even shut-down cards if necessary for any number of reasons such as lack of payment, abuse of the equipment, unsafe operations, operations outside of the contracted agreement, or timed re-training certifications.

The Results of Our Work

Staff and our attorneys have reviewed and consulted with OSHA standards for this industry and have found an OSHA-approved program that will replace our old one. It will be an online, user-pay, interactive program that potential operators will be able to access via link from our website. The fee for the approximately one-hour interactive class is $50.00. Once the "student" pays for and completes the training, they will be able to print out a certificate that they will bring into the City's Ice Plant/Fish Dock. The Fish Dock employee will copy the certificate, give an on-the-dock orientation of our crane operations, and observe the student demonstrate their abilities in actual operations before issuing an operators permit.

At this time we are working out the details of implementing this new program without disrupting fish dock operations and collaborating with the City Attorney on developing a new crane card user contract that will reinforce the new policies. I will keep the Commission informed on our progress.

Recommendation

Informational Item

City of Homer
www.cityofhomer-ak.gov

Port and Harbor
4311 Freight Dock Road
Homer, AK 99603
port@cityofhomer-ak.gov
(p) 907-235-3160
(f) 907-235-3152

Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: FEBRUARY 17, 2016

SUBJECT: PASSENGER HEAD TAX IN HOMER HARBOR

As part of our ongoing conversation about a sustainable Port and Harbor Enterprise, please refresh your memory from a recent trip I took to Juneau. One key point I would like to make on fee structures is the fact that our current budget is structured around vessel moorage in the harbor implemented over 50 years ago, without ever any real substantiated change to the basic fee structure. However, when you step back and look at the actual use of the facilities today, we have to admit that use of our harbor facility has changed. Not only are we facilitating a first-class harbor catering to commercial and industrial uses, but also as a destination point in Alaska, and much of our operations cost is centered on facilitating to the summertime multitude.

Background Information: Pacific Coast Congress Conference in Juneau, Alaska

The first day of the conference was Wednesday, September 16th in the Westmark Baranof Hotel in downtown. Good venue and great when you have the meeting in a place that can fill all the needs: lodging, meeting, and food.

Downtown Juneau is very walkable. The conference was planned around the last two days of cruise ship landings so that we could experience an average "trap day" in the downtown. Very thought-provoking; Juneau received over 1,000,000 cruise ship passengers this year. One of the shop owners told me that they had to pass an ordinance a few years ago making it illegal to use umbrellas on the sidewalks downtown because people were getting hurt by the pointed tips. Don't know if it's true or not but the fact is that I didn't see a single umbrella on the sidewalks, and yes it was raining.

The attached agenda holds interesting information on some of the topics and speakers at the conference. The last topic had to do with changes in how the public is using harbors. Nationwide, more and more harbors are being used as "adventure centers" with many Lower 48 harbors seeing as much as 65% increase in this use. Adventure or eco-tourism in Homer could be taking a taxi boat to the State park, renting kayaks and going for a paddle, going for a ride on one of the tour boats, charter fishing, paddle boarding, biking or walking the trails, fishing in the lagoon or off the end of the spit, using the kayak trails, and so on. Maybe we're not seeing as big an increase as what this report is stating, but I think we can all agree that adventure tourism is alive and well in Homer, Alaska. What struck me in this presentation is that it was being presented as an opportunity to be marketed to and that other communities are working to bring more of this business to their harbors. Conversely, here in Homer we behave as though this use is a burden and grump and gripe about there being too many people on the Spit in the summer. It makes you think: Do we have a thinking error? Are we missing out on opportunity? Do we have any choice in the matter?

I have been saying that the reason we are looking at rate models for over the past year, is that the use in and out of the harbor has changed since it was first built. Use is no longer confined to just boat owners and dock users; the use is much bigger and more complicated than that. I believe that we need to try and wrap our heads around this view and see if we can come up with a way to spread the operations costs over as wide a population of users as possible.

Also, FYI, one of the questions that came up in this discussion was "what can we do or build to support and encourage adventure tourism business in our town?" and the answer came back without hesitation: RESTROOMS! You can't seem to have enough of them.

There you go, Homer ahead of the curve…again!

Recommendation

Informational Item

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **January 2016**

Moorage Sales	2016	2015
Daily Transient	19	38
Monthly Transient	59	38
Semi-Annual Transient	1	1
Annual Transient	6	6
Annual Reserved	0	3

Grid Usage		
1 Unit = 1 Grid Tide Use	2016	2015
Wood Grid	7	5
Steel Grid	1	0

Services & Incidents	2016	2015
Vessels Towed	1	0
Vessels Moved	3	9
Vessels Pumped	0	8
Vessels Sunk	0	0
Vessel Accidents	0	0
Vessel Impounds	0	0
Equipment Impounds	0	0
Vehicle Impounds	0	0
Property Damage	1	0
Pollution Incident	4	0
Fires Reported/Assists	0	0
EMT Assists	0	0
Police Assists	1	0
Public Assists	17	21
Thefts Reported	0	0

Parking Passes	2016	2015
Long-term Pass	2	5
Monthly Long-term Pass	0	0
Seasonal Pass	0	0

Crane Hours	2016	2015
	87.6	70.9

Stall Wait List		
No. on list at Month's End	2016	2015
20' Stall	34	6
24' Stall	13	12
32' Stall	45	16
40' Stall	27	18
50' Stall	28	27
60' Stall	3	4
75' Stall	3	2
Total:	153	85

Docking & Beach/Barge Use		
1 Unit = 1 or 1/2 Day Use	2016	2015
Deep Water Dock	16	31
Pioneer Dock	19	14
Beach Landings	3	6
Barge Ramp	5	2

Marine Repair Facility	2016	2015
Vessels Hauled-Out	1	1
Year to Date Total	1	1

Wharfage (in short tons)		
In Tons, Converted from Lb./Gal.	2016	2015
Seafood	0	24
Cargo/Other	284	1,217
Fuel	31,990	16,841

Ice Sales	2016	2015
For the Month of January	*	*
* closed for season		
Year to Date Total	0	0

Difference between 2015 YTD and 2016 YTD:	0 tons

U:Office/Stats-Monthly/January 2016

Port & Harbor Water/Sewer Bills

Service Period End Date: January 31, 2016 — Meter Reading Period: 12/15/2015 to 1/19/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
~~4350 HOMER SPIT RD - Old Harbor Office~~	~~1.0280.01~~	~~70316095~~	~~$0.00~~	Meter disconnected					
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	$9.50			$9.50	316,700	316,700	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	$9.50			$9.50	8,144,800	8,144,800	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	$9.50			$9.50	22,616,300	22,616,300	-
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	$9.50			$9.50	103,200	103,200	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	$9.50	$147.15		$156.65	2,924,500	2,938,000	13,500
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	$19.00			$19.00	412,700	412,700	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	$19.00	$64.31		$83.31	8,054,300	8,060,200	5,900
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	$9.50			$9.50	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	$19.00	$349.89	$0.00	$368.89	86,463,400	86,466,600	3,200
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	$19.00	$14.17	$30.16	$63.33	914,500	915,800	1,300
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	$19.00			$19.00	1,441,100	1,441,100	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	$19.00	$13.08	$27.84	$59.92	1,253,600	1,254,800	1,200
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	$19.00	$32.70	$69.60	$121.30	669,700	672,700	3,000
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	$9.50			$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	$19.00	$11.99	$25.52	$56.51	33,900	35,000	1,100
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	$19.00	$26.16	$37.68	$82.84	19,300	21,700	2,400
4000 FREIGHT DOCK RD - Ramp 5 Restroom	5.125.01		$19.00			$19.00	-	-	-
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	$19.00	$90.47	$0.00	$109.47	63,500	71,800	8,300
				Overall Charges:		**$1,216.22**	**Overall Water Usage:**		**39,900**

Water/Sewer Monthly Comparison
CY 2013 to Current

	2013		2014		2015		2016	
January	$1,039.71	62,100	$3,545.49	288,500	$2,526.35	183,700	$1,216.22	39,900
February	$995.09	57,300	$4,042.38	322,400	$2,015.14	140,800		
March	$3,777.17	91,400	$3,968.26	320,400	$3,339.49	253,700		
April	$2,825.07	208,200	$5,792.92	452,200	$4,997.38	467,700		
May	$11,647.05	1,176,600	$12,019.73	973,600	$6,982.27	541,900		
June	$19,728.26	1,660,800	$13,396.30	1,106,200	$14,116.19	1,134,100		
July	$73,511.61	6,344,600	$16,516.50	1,348,000	$12,038.01	919,900		
August	$18,766.53	1,547,500	$15,883.21	1,279,500	$15,033.97	1,197,000		
September	$12,784.77	1,057,600	$13,105.89	1,073,100	$15,661.07	1,307,300		
October	$6,823.64	558,200	$3,874.68	266,000	$5,445.90	406,300		
November	$5,696.76	456,800	$3,658.86	283,400	$1,917.85	106,100		
December	$2,699.74	186,900	$1,748.09	111,900	$1,284.30	30,100		
YTD Total	$160,295.40	13,408,000	$97,552.31	7,825,200	$85,357.92	6,688,600	$1,216.22	39,900

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
1/4/2016	1/10/2016	6	6	shut down for maintenance	
1/11/2016	1/17/2016	24	30	shut down for maintenance	
1/18/2016	1/24/2016	29.1	59.1	shut down for maintenance	
1/25/2016	1/31/2016	28.5	87.6	shut down for maintenance	
2/1/2016	2/7/2016	30.1	117.7	shut down for maintenance	
2/8/2016	2/16/2016	64.5	182.2	shut down for maintenance	
2/15/2016	2/21/2016			shut down for maintenance	
2/22/2016	2/28/2016			shut down for maintenance	
2/29/2016	3/6/2016			shut down for maintenance	
3/7/2016	3/13/2016			shut down for maintenance	
3/14/2016	3/20/2016				
3/21/2016	3/27/2016				
3/28/2016	4/3/2016				
4/4/2016	4/10/2016				
4/11/2016	4/17/2016				
4/18/2016	4/24/2016				
4/25/2016	5/1/2016				
5/2/2016	5/8/2016				
5/9/2016	5/15/2016				
5/16/2016	5/22/2016				
5/23/2016	5/29/2016				
5/30/2016	6/5/2016				
6/6/2016	6/12/2016				
6/13/2016	6/19/2016				
6/20/2016	6/26/2016				
6/27/2016	7/3/2016				
7/4/2016	7/10/2016				
7/11/2016	7/17/2016				
7/18/2016	7/24/2016				
7/25/2016	7/31/2016				
8/1/2016	8/7/2016				
8/8/2016	8/14/2016				
8/15/2016	8/21/2016				
8/22/2016	8/28/2016				
8/29/2016	9/4/2016				
9/5/2016	9/11/2016				
9/12/2016	9/18/2016				
9/19/2016	9/25/2016				
9/26/2016	10/2/2016				
10/3/2016	10/9/2016				
10/10/2016	10/16/2016				
10/17/2016	10/23/2016				
10/24/2016	10/30/2016				
10/31/2016	11/6/2016				
11/7/2016	11/13/2016				
11/14/2016	11/20/2016				
11/21/2016	11/27/2016			shut down for maintenance	
11/28/2016	12/4/2016			shut down for maintenance	
12/5/2016	12/11/2016			shut down for maintenance	
12/12/2016	12/18/2016			shut down for maintenance	
12/19/2016	12/25/2016			shut down for maintenance	
12/26/2016	1/1/2017			shut down for maintenance	
				shut down for maintenance	

Deep Water Dock 2015

Date	Vessel	LOA	Times	Billed	$ Dock	Srv Chg
1/3	Tustumena	296	1900/2200	St of AK	788.00	52.00
1/7	Swiftwater	218	1000/2100	Turnagain Ma	788.00	52.00
1/13	DBL 54	300	0820/1215	Kirby Offshor	788.00	52.00
1/13	Pacific Wolf	121	0845/1215	Kirby Offshor	506.00	52.00
1/17	Java Sea & DBL 78	395	0430/0900	Kirby Offshor	1,206.00	52.00
1/17	Java Sea INSIDE	121	0900/	Kirby Offshor	506.00	na
1/18	Java Sea & DBL 78	395		Kirby Offshor	1,206.00	
1/18	Java Sea INSIDE	121	/1000	Kirby Offshor	253.00	na
1/19	Java Sea & DBL 78	395	/0245	Kirby Offshor	1,206.00	
1/27	Tustumena INSIDE 1/6	296	0915/1200	St of AK	131.28	na
1/30	Java Sea & DBL 78	395	0500/	Kirby Offshor	1,206.00	52.00
1/31	Java Sea & DBL 78	395	/2020	Kirby Offshor	1,206.00	
1/31	Millennium Star	105	1800/	Olympic	253.00	na
02/19/16				**Year to Date Totals:**	$10,043.28	$312.00

Pioneer Dock 2015

Date	Vessel	LOA	Times	Billed	$ Dock	Srv Chg
1/8	Pacific Wolf &DBL54	395	0030/1315	Kirby Offshore	1,206.00	52.00
1/13	Perseverance	207	0600/1400	Cispri	788.00	52.00
1/22	Pacific Wolf &DBL55	395	0730/1400	Kirby Offshore	1,206.00	52.00
1/23	Bob Franco	120	0030/	Olympic	506.00	52.00
1/24	Bob Franco	120	/1200	Olympic	506.00	
02/19/16				**Year to Date Totals:**	**$4,212.00**	**$208.00**

Ferry Landings 2016

	Pioneer Dock	Deep Water Dock
January	14	2
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		

Water Usage 2015

Pioneer Dock						
Date	**Vessel**	**Beg. Read**	**End Read**	**Gal.**	**Charged**	**Conx Fee**
1/15	Tustumena	2,924,600	2,933,100	8,500	$ 329.88	$ 102.00
1/16	Tustumena	2,933,100	2,938,190	5,090	$ 197.54	$ 102.00
1/22	Tustumena	2,938,190	2,948,895	10,705	$ 415.46	$ 102.00
1/23	Bob Franco	2,948,895	2,953,055	4,160	$ 194.05	$ 102.00
1/28	Tustumena	2,953,055	2,957,900	4,845	$ 194.05	$ 102.00
				-		
Year to Date Totals:				**33,300**	**$ 1,330.98**	**$ 510.00**
Notes:						
Washing down dock results in missing begin/end reads						
$194.05 Min Charge						
$102.00 CONX						

Deep Water Dock						
Date	**Vessel**	**Beg. Read**	**End Read**	**Gal.**	**Charged**	**Conx Fee**
1/31	Java Sea	8,060,000	8,062,000	2,000	$ 194.05	$ 102.00
				-		
				-		
				-		
				-		
				-		
Year to Date Totals:				**2,000**	**$ 194.05**	**$ 102.00**
Notes:						
Washing down dock results in missing begin/end reads						
$194.05 Min Charge						
$102.00 CONX						

Celebrating Woodard Creek!

Woodard Creek Coalition

- February 24
- 5:00 pm– 7:00 pm

Pratt Museum lower level and outdoor event along Woodard Creek

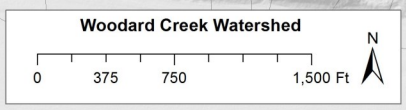
The Pratt Museum and the Woodard Creek Coalition will be hosting a celebration of Woodard Creek.

Learn what the Coalition has been working on, and hear some exciting news from the Pratt.

Join us for free food and find out how you can become involved and join others in celebrating this community asset!

- **Free Food!**
- **Kids Activity Zone**
- **Interactive parcel and map viewer**
- **Stewardship Information and Resources**

Bringing together diverse groups, property owners and citizens to promote the health and safety of the Woodard Creek Watershed



Background Image of the Woodard Creek Watershed showing the headwaters on the Ridge, and properties in Homer. Colors show slope (green=low slope, red=high slope).

Port & Harbor Monthly Statistical & Performance Report

For the End of Year: 2015

Moorage Sales	2015	2014
Daily Transient	2,834	2,709
Monthly Transient	1,785	1,748
Semi-Annual Transient	69	58
Annual Transient	60	61
Annual Reserved	859	830

Grid Usage		
1 Unit = 1 Grid Tide Use	2015	2014
Wood Grid	175	190
Steel Grid	48	54

Services & Incidents	2015	2014
Vessels Towed	23	34
Vessels Moved	405	257
Vessels Pumped	59	73
Vessels Sunk	0	2
Vessel Accidents	10	9
Vessel Impounds	1	3
Equipment Impounds	45	66
Vehicle Impounds	3	2
Property Damage	29	18
Pollution Incident	31	35
Fires Reported/Assists	8	2
EMT Assists	43	21
Police Assists	39	36
Public Assists	388	284
Thefts Reported	9	18

Parking Passes	2015	2014
Long-term Pass	75	67
Monthly Long-term Pass	35	45
Seasonal Pass	7	9

Crane Hours	2015	2014
	2266	2,157

Stall Wait List		
Average of Recipients on SWL	2015	2014
18' Stall	n/a	3
20' Stall	7	10
24' Stall	27	25
32' Stall	46	27
40' Stall	25	26
50' Stall	27	16
60' Stall	3	n/a
75' Stall	2	6
Total:	136	114

Docking & Beach/Barge Use		
1 Unit = 1 or 1/2 Day Use	2015	2014
Deep Water Dock	421	601
Pioneer Dock	258	342
Beach Landings	82	216
Barge Ramp	105	185

Marine Repair Facility	2015	2014
Vessels Hauled-Out	2	n/a
Year to Date Total	2	n/a

Wharfage (in short tons)		
Tons, Converted from Lb./Gal.	2015	2014
Seafood tons	3,925	3,964
Cargo/Other tons	11,079	22,895
Fuel	438,438	469,273

Ice Sales	2015	2014
For the 2015 Year	1,652	2,045

Difference between	
2014 YTD and 2015 YTD:	393 tons less

U:Office/Stats-Monthly/2015 EOY Stats

2015 Load and Launch

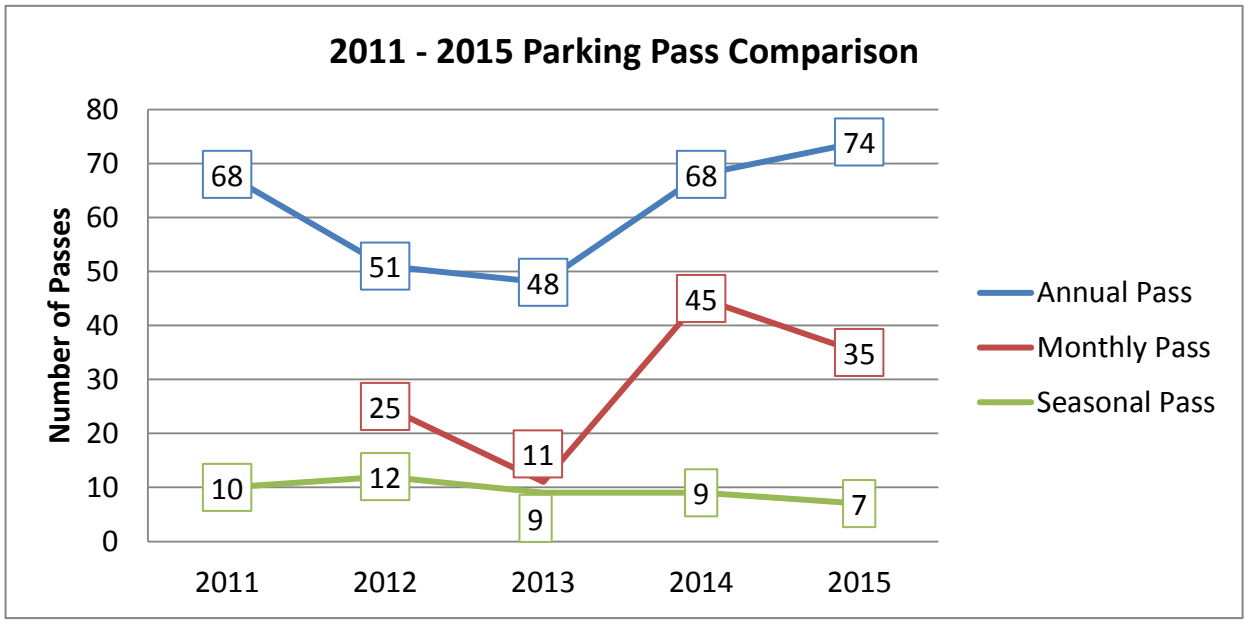
2/17/2016

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Season Pass Office	0	1	21	43	50	32	7	1	0	0	1	1	**157**
Season Pass Booth	0	0	0	5	60	40	11	3	0	0	0	0	**119**
Total Season Passes	0	1	21	48	110	72	18	4	0	0	1	1	**276**
Single Launch Office	0	0	0	5	10	11	15	7	1	0	0	0	**49**
Single Launch Booth	0	0	0	27	809	1,265	1,963	930	176	0	0	0	**5,170**
Single Launch Iron Ranger	0	0	0	146	325	228	322	107	38	0	0	0	**1,166**
Total Launches	0	0	0	178	1,144	1,504	2,300	1,044	215	0	0	0	**6,385**
Est. Season Passes x 120.93	0.00	120.93	2,539.53	5,804.64	13,302.30	8,706.96	2,176.74	483.72	0.00	0.00	120.93	120.93	**$33,376.68**
Est. Single Launch x 12.09	0.00	0.00	0.00	2,152.02	13,830.96	18,183.36	27,807.00	12,621.96	2,599.35	0.00	0.00	0.00	**$77,194.65**
Revenue w/o tax	0.00	120.93	2,539.53	7,956.66	27,133.26	26,890.32	29,983.74	13,105.68	2,599.35	0.00	120.93	120.93	**$110,571.33**
Actual Revenue from Billing	0.00	120.93	2,539.53	7,571.55	22,772.99	29,084.47	30,220.43	14,834.64	2,856.74	0.00	167.45	120.93	**$110,289.66**

2015 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	$930.25	5	0	0	0	0	5
February	$93.02	0	1	0	0	0	1
March	$558.15	3	0	0	0	0	3
April	$1,023.25	3	5	0	0	0	8
May	$6,027.98	20	7	4	0	6	37
June	$3,423.32	10	7	14	0	0	31
July	$1,218.64	0	4	13	0	0	17
August	$130.24	0	0	2	0	0	2
September	$697.68	2	1	0	0	1	4
October	$251.17	1	0	1	0	0	2
November	$186.05	1	0	0	0	0	1
December	$716.29	3	1	1	0	0	5
2015 Total	$15,256.04	48	26	35	0	7	116
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



2015 Ramp 1 - 4 Parking Revenue

Marina Account #9748

Memorial Day to Labor Day

Past Year Comparison

	Ramp 1	Ramp 2	Ramp 3	Ramp 4	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
May	$414.89	$437.13	$487.45	$139.52	**$1,478.99**	$654.87	$745.25	$710.68	$683.72	$590.00	$362.78	$359.95	$560.54	$155.54
Env. Count:	71	61	85	20	**237**	132	144	136	130					
June	$1,105.10	$1,348.83	$1,724.01	$288.35	**$4,466.29**	$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:	187	231	324	58	**800**	789	698	694	613					
				Subtotal	**$5,945.28**	$4,662.57	$4,224.97	$4,297.70	$3,798.58					
July	$2,057.47	$2,493.01	$3,097.82	$766.51	**$8,414.81**	$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:	387	428	586	144	**1,545**	1,655	1,253	1,230	1,575					
				Subtotal	**$14,360.09**	$13,306.43	$10,593.65	$10,566.35	$11,840.55					
August	$1,380.48	$1,701.40	$2,049.91	$481.82	**$5,613.61**	$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:	262	313	392	95	**1,062**	1,133	816	730	795					
				Subtotal	**$19,973.70**	$19,631.68	$14,612.48	$14,262.69						
September	$172.09	$349.77	$234.93	$55.81	**$812.60**	$144.19	$123.71	$203.72	$374.65	$395.00	$449.28	$421.38	$538.02	$521.10
Env. Count:	30	62	44	8	**144**	28	25	44	74					
				Year Total	**$20,786.30**	$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
						2014-2015	2013-2014	2012-2013	2011-2012	2010-2011	2009-2010	2008-2009	2007-2008	2006-2007
				Envelope Total	**3,788**	5% inc.	26% inc.	2% inc.	11% dec.	4% dec.	20% inc.	5% dec.	13% dec.	6% dec.

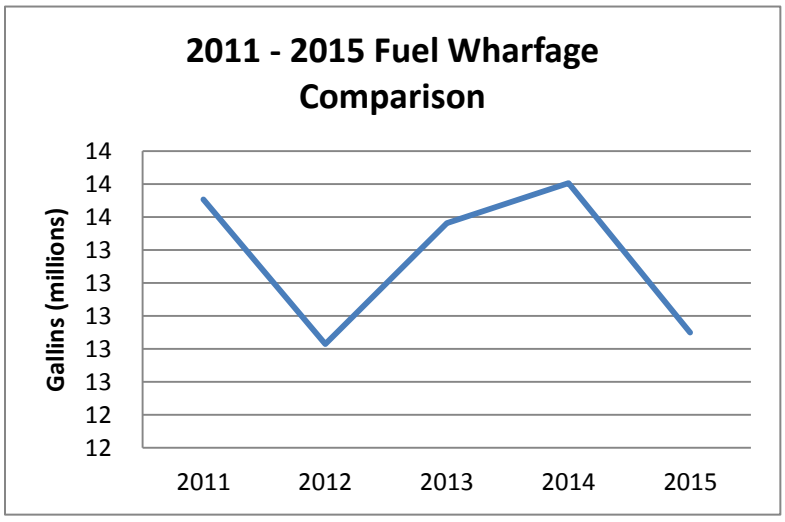
2015 Monthly Fuel Reports

2/17/2016

Petro Marine & Home Run Oil

2:54 PM

Month	Gallons	Rate	Total	Tons (1ton=29.42gal)	Notes
January	495,469	0.02	$ 9,909.38	16,841	paid correct fee
February	778,825	0.02	$ 15,576.50	26,473	paid correct fee
March	193,259	0.02	$ 3,865.18	6,569	paid correct fee
April	1,606,277	0.02	$ 32,125.54	54,598	paid correct fee
May	829,305	0.02	$ 16,586.10	28,188	paid correct fee
June	2,076,351	0.02	$ 41,527.02	70,576	paid correct fee
July	2,115,714	0.02	$ 42,314.28	71,914	paid correct fee
August	1,191,894	0.02	$ 23,837.88	40,513	paid correct fee
September	909,427	0.02	$ 18,188.54	30,912	paid correct fee
October	1,881,855	0.02	$ 37,637.10	63,965	paid correct fee
November	100,634	0.02	$ 2,012.68	3,421	paid correct fee
December	719,836	0.02	$ 14,396.72	24,468	paid correct fee
Total for 2015	**12,898,846**		**$ 257,976.92**	**438,438**	
Total for 2014	13,805,901		$ 276,118.02	469,269	
Total for 2013	13,562,906		$ 271,258.12	461,010	
Total for 2012	12,829,300		$ 164,119.39	436,074	
Total for 2011	13,706,459		$ 141,176.53	465,889	



2016 HOMER CITY COUNCIL MEETINGS
PORT & HARBOR ADIVSORY COMMISSION ATTENDANCE

It is the goals 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 Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2016 is as follows:

January 11, 25	Ulmer
February 8, 22	Stockburger
March 14, 28	Hartley
April 11, 25	Carroll
May 9, 23	Zimmerman
June 13, 27	
July 25	
August 8, 22	Ulmer
September 12, 26	Zimmerman
October 10, 24	Donich
November 28	Donich
December 12	Stockburger