

# **PORT AND HARBOR ADVISORY COMMISSION**

## **Regular Meeting**

Wednesday,  
January 28, 2015



5:00 P.M.  
City Hall Conference Room  
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. December 17, 2015 Regular Meeting Minutes **Page 5**
- 6. VISITORS/PRESENTATIONS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
  - A. Port and Harbor Director's Report for January 2015 **Page 13**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
  - A. Harbor Rate Increase Proposals
  - B. Sales Tax & Fish Tax Allocation for Spit **Page 15**
    - i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster  
Re: Fisheries Business Tax dated January 21, 2015
      - a. Port & Harbor 2004-2014 Fish Dock Expenses & Fish Tax Revenue Comparison
      - b. Northern Economics Rate Study 2013
      - c. Draft Resolution 15-XXX Requesting Fish Tax from Kenai Peninsula Borough
      - d. 2011-2014 Sales Tax Figures
- 10. NEW BUSINESS**
  - A. Re-allocation of Fish Dock Restroom Monies **Page 35**
    - i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster  
Re: Re-Appropriate Fish Dock Restroom Monies to Crane Refurbishment Project dated January 21, 2015
      - a. Prior Memos for Back-up Information dated May – June 2006
- 11. INFORMATIONAL ITEMS**
  - A. Monthly Statistical & Performance Report **Page 41**
  - B. Weekly Crane and Ice Report **Page 43**
  - C. Deep Water Dock Report **Page 45**
  - D. Pioneer Dock Report & Ferry Landings Report **Page 55**
  - E. Water Usage Report **Page 57**
  - F. 2014 EOY Fuel Wharfage Comparison **Page 59**
  - G. 2014 EOY Parking Pass Comparison **Page 61**
  - H. 2014 EOY Load & Launch Pass Comparison **Page 63**
  - I. Spit Lease Expiration Calendar **Page 65**
  - J. 2015 Council Meeting Attendance **Page 67**
- 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, February 25, 2015 at 5:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.



Session 14-11, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on December 17, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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

ABSENT: HOWARD

STAFF: HARBORMASTER HAWKINS  
DEPUTY CITY CLERK JACOBSEN

### **APPROVAL OF THE AGENDA**

HARTLEY/ZIMMERMAN MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried

### **PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**

Kevin Walker, non-resident, commented in support of maintaining open space on the spit. He is involved with several groups who rely on open space including Kachemak Bay Water Trail, Kachemak Drive Trail, and the Yacht Club. He acknowledged there is a parking problem on the spit, but encouraged that they look at other solutions like carpooling and public transportation.

Don Lane, city resident, thanked the Commission for time they commit to the meetings. He has listened to a lot of the discussion about rates and appreciates that the only increase for the upcoming year is the CPI increase. He thinks that is appropriate, he supports it, and it's predictable so it allows him to budget his funds more effectively.

### **RECONSIDERATION**

### **APPROVAL OF MINUTES**

A. October 22, 2014 Regular Meeting Minutes

ZIMMERMAN/DONICH MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

**VISITORS/PRESENTATIONS**

- A. Presentation by Dave Brann, Parks & Recreation Advisory Commission Re: Preservation of Open Space Recreation on the Spit

Dave Brann, city resident and Parks and Recreation Advisory Commissioner, commented that part of the Parks and Recreations mission is to advocate for maintaining the open space that we have. When he saw the CIP project to expand parking by the Seafarer’s Memorial he started thinking about other ways to find those parking places. He recognizes this proposal is progressing and that there are parking issues out there, in moving forward he is hopeful that they can come up with creative ways to encourage people to park further from the core area and use the new trail or a shuttle system. He hopes they take can take into consideration the open spaces that are out there because it is part of what the spit is all about, along with the economic engine that the harbor is. He talked about the area across from the dredge spoils up to freight dock road and that it could accommodate about 60 or 70 angled parking spaces without needing many improvements.

He updated the Commission on efforts to get a picnic shelter near the fishing hole to replace the one that was removed from in front of Pier One. The Council allocated \$5,000 in the 2015 budget and he is working to raise funds as well. He talked about some options for building the shelter including working through the college or folk school to establish a woodworking class to build it and promote community involvement.

**STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**

- A. Port and Harbor Director’s Report for November and December 2014

Harbormaster Hawkins reviewed his staff reports.

The group discussed the pending GFI compliance requirements that will take place in August 2015 and the possibility of having transformers available to rent.

**PUBLIC HEARING**

**PENDING BUSINESS**

- A. Harbor Rate Increase Proposals

There was no new information provided for the packet. The Commission recognized the 3% CPI increase that was added to next year’s moorage and noted their action to move away from the square foot method. They agreed to take this up again at the January meeting and to try to schedule an open house in February or March to get feedback from the vessel owners.

**NEW BUSINESS**

- A. Deep Water Dock Feasibility Study

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- i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster  
Re: Deep Water Dock Feasibility Study – Proposal Review Committee dated December  
5, 2014

Harbormaster Hawkins advised that Commissioner Howard had expressed interest serving on the Deepwater Dock Feasibility Study Proposal Review Committee.

STOCKBURGER/DONICH MOVED THAT BOB HOWARD BE THE REPRESENTATIVE FROM THIS GROUP TO SIT ON THE COMMITTEE.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Works Director Meyer gave the Commission and overview of the RFP schedule, funding, and cost.

B. Sales Tax & Fish Tax Allocation for Spit

Harbormaster Hawkins referenced the motion from the October 22 minutes.

*CARROLL/DONICH – MOVED THAT 50% OF THE SALES TAX FROM BUSINESSES THAT ARE AROUND AND DEPEND ON THE HARBOR BE CREDITED TO THE PORT AND HARBOR RESERVE ACCOUNT.*

Commissioner Carroll said in talking to the Borough it was confirmed that they can't breakout sales tax figures from a geographic location, only sales tax by city. He said it may come down to trying to estimate the sales tax in Homer that is connected to the boat harbor.

Commissioner Hartley offered that one way to look at it would be by comparing returns during summer months compared to the off season months over the past few years.

Commissioner Zimmerman suggested a port and harbor economic zone and based on addresses maybe the Borough could put something on their sales tax returns that says they are in the port and harbor economic zone and it could be differentiated fairly easily.

Harbormaster Hawkins recommended the Commission focus on the fish tax collected at the fish dock. It is the landing tax that the state collects and then distributes portions, 50% to the borough and 50% city where the fish is processed. The borough's 50% of the fish tax would be a significant contribution to the port and harbor reserves. He feels like requesting the boroughs portion of the fish tax is something that could be justified in that the tax is collected with the idea that it will be used to help communities that are impacted by the activity. The state collects and distributes cruise ship head tax similarly; our borough has decided in the past that their portion of the head tax should go to the city. He suggested they could make some headway by saying the same thing about the fish tax; it was

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collected here for a purpose here and should be sent back to here so we can use it for maintaining the facilities. He thinks it is a more attainable request than a percentage of sales tax.

The Commission continued to address ideas for estimating a percentage of sales tax that could come back to the harbor.

Commissioner Donich another thing to look at is when they did away with the \$500 sales tax cap on tourism related businesses; he thinks it was back 2008 or 2009. They are taxed on the entire amount of money they bring in.

They discussed scheduling a worksession to discuss sales tax and fish tax allocation.

CARROLL/DONICH MOVED TO HOLD A 3:00 WORKSESSION BEFORE THEIR JANUARY 28 MEETING.

They requested that our Borough representatives be invited to attend.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

- C. Seafarer's Memorial Parking Lot Improvements
  - i. Building Plans/Specs for Seafarer's Memorial New Parking Lot

Harbormaster Hawkins and Public Works Director Meyer reviewed the design plans and specifications that were prepared by Nelson Engineering for the parking area by the Seafarer's Memorial.

The plan takes the existing parking lot and reconfiguring the layout for better use of the space. They talked about paving and striping, utilizing dry wells for drainage, erosion control, and the proximity to the boardwalk.

- D. U.S. Coast Guard Lease for Lot 20 – Proposed Lease Amendments
  - i. Memo to Port & Harbor Commission from Bryan Hawkins, Port Director/Harbormaster  
Re: USCG Lease Amendment Proposal for Lot 20 dated December 10, 2014

Harbormaster Hawkins reviewed the staff report. He explained that the normally the process would require that this go out for RPF at the end of the term, but the city has encouraged Coast Guard presence. The Lease Committee recommends extending the lease for an additional 20, one year renewal options.

There was discussion about the one year renewal options. Harbormaster Hawkins explained it is the way the Coast Guard structures their leases, and is how their current lease is now.

DONICH/STOCKBURGER MOVED TO GRANT THE COAST GUARD 20, ONE YEAR LEASE RENEWALS.

There was no further discussion.

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VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

E. Memorandum from Lease Committee Re: Pacific Star Seafoods

Harbormaster Hawkins reviewed the staff report. He explained the Lease Committee sees potential in working with Pacific Star Seafoods, but their proposal isn't in the long term interest of the city. They recommend the option of a guaranteed 5000 square feet area on lot 10 at a monthly billing charge at the current tariff land storage rate and would be subject to vacating the property should a lease proposal on lot 10 be accepted with another tenant.

ZIMMERMAN/DONICH MOVED THAT THE PORT AND HARBOR COMMISSION DOES NOT RECOMMEND PACIFIC STAR SEAFOODS PROPOSAL FOR A LEASE BUT THAT THEY ALLOW THEM TO RENT MONTH TO MONTH UNTIL THERE IS A BETTER USE FOR THE PROPERTY.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

F. Memorandum from Lease Committee Re: Petro Marine Lease Extension

Harbormaster Hawkins reviewed the staff report. The Lease Committee recommends renewing the Coal Point Terminal lease without competitive bidding, pursuant to the lease policy. The committee recommends the lease for the fuel float go out for RFP.

There was discussion regarding the RFP process and opening it up for proposals.

Pete LaPlante, plant manager, was given the opportunity to comment to the Commission that the current owners are in the process of transferring ownership of Petro Marine to their son who currently owns Shoreside. They are working toward combining so that Essential One and Petro cards will work interchangeably between the stations.

HARTLEY/DONICH MOVED TO SUPPORT THE RECOMMENDATIONS OF THE LEASE COMMITTEE.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

G. 2015 City Council Meeting Attendance

Commissioners reviewed the schedule and selected months to attend the City Council meetings. The schedule will be included as an informational item in the monthly meeting packets.

### **INFORMATIONAL ITEMS**

- A. Monthly Statistical & Performance Report October & November, 2014
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report
- E. Water Usage Report
- F. Resolution 14-115 Amending Port of Homer Tariff #600
- G. Resolution 14-120(A) 2015 Council and Commission Regular Meeting Schedule
- H. Resolution 14-123 Supporting Full Funding for the State of Alaska Harbor Facility Grant Program in the FY 2016 State Capital Budget
- I. Resolution 14-124 Support of the Addition of Port and Harbor Employees to the List of Employees Covered by AS 12.55.135

### **COMMENTS OF THE AUDIENCE**

Don Lane, city resident, commented regarding the deep water dock feasibility. He thinks one concept they didn't touch on was the strategic value of having more deep water facilities scattered around the coastline. If we can have another facility that is capable of handling heavy freight, there is a strategic value and public service to having more deep water docks. Regarding the Seafarers Memorial parking, he is having a hard time buying in to it because when the parking is really crowded that is the spot that is such a pinch point. By enhancing the parking in that area, he thinks it will add to the problem. He also likes the open area in that spot. He also thinks the pavement will buckle on the ocean side and create a maintenance problem. Lastly he supports the decision to RFP the fuel float lease because it is important to maintain competition.

Pete LaPlante explained circumstances relating to a circumstance to high diesel prices when Petro tried bringing in the ultra-low sulfur diesel before they had to, but due to the higher cost, it wasn't received as well as expected by the public. He and Harbormaster Hawkins discussed RFP information relating to the fuel float lease.

### **COMMENTS OF THE CITY STAFF**

Harbormaster Hawkins thanked Commissioner Stockburger for his comments at the last Council meeting. He updated them on appropriations to add water lines on floats K through Q and on system four.

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

### **COMMENTS OF THE CHAIR**

### **COMMENTS OF THE COMMISSION**

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Commissioner Stockburger had no comments.

Commissioner Hartley said it was a good meeting.

Commissioner Zimmerman asked if there was anything he should address with Council at the January meeting and it was suggested he could touch on the discussions regarding the sales tax.

Commissioner Donich said it was a good meeting and good to see things moving forward.

Commissioner Carroll said it was a good meeting.

**ADJOURN**

There being no further business to come before the Commission the meeting adjourned at 7:32 p.m. The next regular meeting is scheduled for Wednesday, January 28, 2015 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_





# City of Homer

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Port and Harbor

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## JANUARY 2015 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- Department Head Staff Meeting
- Ken Deaton, Harris Sand & Gravel Project Manager – Harbor Float Replacement Project Walk-thru
- Rachel Lord, Cook Inletkeepers – Clean Harbor Recertification
- Public Works Staff & Contractors – Harbormaster's Building / DWD Trail Boardwalk Project Update
- City of Homer Safety Committee Meeting
- Homer Marine Trades Association – Planning Advertising
- ProComm Alaska, LLC – Teleconference Re: New Harbormaster Office, Base Station Programming & Installation Discussion
- Public Works Staff & Contractors – Deep Water Dock Feasibility Study Bid Closing
- Public Works & Finance Staff – Spit Restroom Cost Allocations
- Public Works Staff & PND Engineers – Teleconference Re: Bid Dates & Contract Documents for Load & Launch Ramp Project
- Regional Resilience Assessment for Alaska & Canada Focus Group – Maritime Transporters Discussion
- Mike McCune, The Fish Factory – Lease Issues & Outfall Line Agreement Renewal
- FCC – Radio License Renewal

### **2. Operations**

Although the months of December and January have been unseasonably warm, the demand for shore power electricity remains unaffected. There are currently 55 vessels participating in the winter metered power program. Additionally, there are 17 vessels utilizing the new 100 amp, 3-phase power services on System 5. Operations staff continues advising vessel owners of the pending GFI compliance requirements taking place in August 2015. Operations staff is also working with Harris Sand and Gravel in the final stages of water and fire line installation along A Float. Efforts include advising affected boat owners of pending construction, cordoning-off work zones, towing, and relocating vessels. Work on float systems J, R, and S is complete, and the stalls are now available to lessees.

System 5, the large vessel transient moorage system, now supports the largest (length & beam) fleet of vessels ever accommodated in the Homer Harbor. Notable vessels include the Sovereign 180'X40', Helenka B 170'X31', Nunaniq 150'X44', Horizon 160'X28', and the Arctic Seal 130'X36'.

Landings at all harbor facilities included the following vessels: Tustumena, Pacific Wolf & DBL55, Bob Franco, Discovery, Perseverance, and Helenka B.

The Nunaniq and Sustina successfully completed operations in the haul-out yard and have returned to the harbor. The Deannie R is the only vessel remaining.

Other notable events:

- Harbor Officer Chris Dabney will be representing the Port & Harbor during the last week of January at the 2015 Seattle Boat Show.

- On December 9<sup>th</sup>, operations staff responded to a man suffering from a concussion after falling off a ladder and losing consciousness while working on his boat in the haul-out yard.
- On January 19<sup>th</sup>, operations staff and maintenance assisted the owner of a 100' vessel locate two ground faults in its A/C shore power system that were contributing to excessive power usage.
- On January 20<sup>th</sup>, harbor and maintenance staff transferred emergency response equipment out of the two old storage sheds into the newly constructed shed at the bottom of Ramp 2. The two old sheds were dismantled and towed to the Load & Launch Ramp for removal. Additional transient moorage on E float was created by the vacated space.

### **3. Ice Plant**

The crew at the ice plant is working on winter maintenance and preventative maintenance projects. We now have a test LEP (light emitting plasma) fixture up and running so come and look! This lighting device is currently being tested to see if it may be a suitable replacement for the high mast lights.

### **4. Port Maintenance**

In addition to routine maintenance tasks, Port Maintenance has been:

- Adding floatation to concrete floats that need it
- Removing salvaged finger floats
- Working with Harris Sand and Gravel on water and fire line issues
- Enjoying the holidays!



# City of Homer

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Port and Harbor

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## Memorandum

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

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

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

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

### **Fish Tax**

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

### **Impacts**

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

## **Sustainability**

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

## **Recommendation**

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

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

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

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



# Memorandum

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

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

## **Findings and Recommendations**

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

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

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

**Table 1. Annualized Costs and Recommended Rate Increases by Facility**

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

Source: Northern Economics, Inc. analysis

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

**Life Cycle Costing Approach**

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

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

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

**Table 2. Capital Costs and Anticipated Grants by Facility**

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

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

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

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

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

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

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

### **Model Assumptions**

The life cycle cost model is built with several assumptions that allow for adjustment of the results. Assumptions used in the model<sup>3</sup> are shown below, arranged by worksheet:

#### *Interface*

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

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

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

### *Allocation Matrix*

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

### *Rate Adjustment*

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

### *Inflation Adjustment*

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

### *Capital Cost Data*

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

### *Moorage SF and LF*

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

**Benefits to the City of Homer**

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

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

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

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

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

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

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

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

Source: Moore (2013)

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

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

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

Source: Moore (2013)

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

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

**Sensitivity Analysis**

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

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

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

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

Source: Northern Economics, Inc. analysis

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

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

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

Source: Northern Economics, Inc. analysis

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

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

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

Source: Northern Economics, Inc. analysis

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

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

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

Source: Northern Economics, Inc. analysis

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

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

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

Source: Northern Economics, Inc. analysis

**Funding Considerations**

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

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

There are three primary factors that cause this result:

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

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

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

**Discussion about Vessel Size Changes and Alternative Moorage Structures**

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

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

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

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

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

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

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

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

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

Source: Northern Economics, Inc. analysis

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

### **Cost Estimating Approach (Provided by R&M Consultants)**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**CITY OF HOMER  
HOMER, ALASKA**

Port & Harbor  
Advisory Commission

**RESOLUTION 15-XXX**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

68  
69 CITY OF HOMER

70  
71  
72  
73 \_\_\_\_\_  
74 MARY E. WYTHE, MAYOR

75 ATTEST:  
76  
77  
78 \_\_\_\_\_  
79 JO JOHNSON, MMC, CITY CLERK

80  
81 Fiscal Impact:

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





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Port and Harbor

4350 Homer Spit Road  
Homer, AK 99603

[port@cityofhomer-ak.gov](mailto: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: JANUARY 21, 2015  
SUBJECT: RE-APPROPRIATE FISH DOCK RESTROOM MONIES TO CRANE REFURBISHMENT PROJECT

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Several years ago, the Fish Dock Restrooms project was proposed to construct additional restrooms as dock workers did not have adequate restroom facilities in the area. In 2003, the City received a grant from Alaska Department of Community and Economic Development and the Port and Harbor Advisory Commission directed staff to use the monies for Fish Dock restrooms; the attached memos from Harbormaster Steve Dean give background information.

What has changed since then is the fact that Auction Block has built a processing plant next to the Fish Dock and their employees now have restroom facilities in the plant. Another new development is Snug Harbor's construction project, which when completed will supply their employees with facilities as well. Given these new improvements, and the fact that the Fish Dock Restrooms were never constructed, staff feels that the State monies should be re-appropriated to another project.

Staff feels that this grant money would be far better used if re-allocated to the Fish Dock crane refurbishment project. This project began in 2013 and will continue over the next few years until all eight cranes have been rebuilt. Four cranes have been refurbished so far.

### **Recommendation**

Direct staff to use the money received in the 2003 grant from the Alaska Department of Community and Economic Development as Fisheries Revitalization Aid for the purpose of refurbishing another Fish Dock crane.

Attachments: Memo to Port & Harbor Commission from Steve Dean Re: Fish Dock Area Restroom dated 5/17/2006  
Memo to Port & Harbor Commission from Steve Dean Re: Fish Dock Area Restroom dated 6/21/2006  
Memo to Homer City Council from Port & Harbor Commission Re: Fish Dock Area Restroom dated 6/30/2006





# City of Homer

## Port / Harbor

4350 Homer Spit Road  
Homer, Alaska 99603-8005

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Fax (907) 235-3152  
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Web Site <http://port.ci.homer.ak.us>

---

TO: Port and Harbor Advisory Commission  
FROM: Steve Dean, Port and Harbor Director  
DATE: May 17, 2006  
RE: New Business, Item C, Fish Dock area rest room

### **Background**

In July, 2003 City of Homer received a grant of \$80,914.12 from Alaska Department of Community and Economic Development. This Fisheries Revitalization Aid was allocated to regions of the state that were adversely impacted by the downturn in the commercial salmon fisheries.

Homer City Council sought Port and Harbor Advisory Commission advice as to the best use of these funds. The Commission recommended that these funds be used for a plumbed rest room in the vicinity of the Fish Dock. An additional expenditure of \$40,000 from Port and Harbor Reserves was authorized by Homer City Council to increase available funds to \$120,914.

Due to the passage of time and increased cost of construction City Administration has asked the Port and Harbor Advisory Commission to review this proposed project.

### **Recommendation**

Please review the attached information and develop a recommendation to forward to Homer City Council for their consideration.



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---

TO: Port and Harbor Advisory Commission  
FROM: Steve Dean, Port and Harbor Director  
DATE: June 21, 2006  
RE: Pending Business, Item A, Fish Dock area rest room

### **Background**

The Port and Harbor Advisory Commission discussed a number of different improvements that could be implemented in the vicinity of the Fish Dock allowing better access to rest rooms for area workers.

These included:

- 1) Seek City Council approval for additional funds to construct a heated year round facility in the wood grid/fuel float area. Funds currently appropriated \$120,914, additional estimated cost \$60,000.
- 2) Modify access to fish dock rest room in a manner that would maintain secure access to the card reader but allow free access to existing rest rooms.
- 3) Construct a pumpable, unplumbed, unheated facility similar to the one at Baycrest Hill overlook.
- 4) Distribute cards for a nominal fee that would only provide access to the rest rooms.
- 5) Provide temporary Port-A-Potty for fish dock workers, truck drivers and others that don't have access to a crane card.

### **Recommendation**

Please review the options out lined above and develop a recommendation to forward to Homer City Council for their consideration.



# City of Homer

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---

TO: Mayor Hornaday and Homer City Council  
FROM: Port and Harbor Advisory Commission  
DATE: June 30, 2006  
RE: Fish Dock Area Rest Room

### **Background**

The Port and Harbor Advisory Commission discussed construction of a public rest room in the Fish Dock area as Item C, under New Business at its May 24, 2006 meeting and again as Item A, under Pending Business at its June 28, 2006.

After receiving input from Port and Harbor staff, Public Works Director Carey Meyer, Homer City Council member Val McLay and others, the Commission passed the following motion:

**VELSKO/ULMER – MOVED TO MOVE FORWARD THE ORIGINAL RESTROOM PROPOSAL AT THE WOOD GRID FUEL DOCK AREA BACK TO CITY COUNCIL WITH THE COMMISSION’S RECOMMENDATION TO PROCEED WITH RFP.**

**Motion carried.**

The Commission further recommended that Port and Harbor staff contract for a portable toilet to be placed in the Fish Dock area and that rest room only access cards be made available to Fish Dock area workers upon request at a nominal fee. Both these interim measures are being implemented.

### **Recommendation**

Please consider the advice provided by the Port and Harbor Commission to proceed with a Request for Proposal to construct a plumbed public rest room in the area of the fuel float/wood grid and Coal Point Park.





# Port & Harbor Monthly Statistical & Performance Report

## EOY 2014 Statistics

<b><u>Moorage Sales</u></b>	<u>2014</u>	<u>2013</u>	<b><u>Stall Wait List</u></b>	<u>2014</u>	<u>2013</u>
Daily Transient	2,709	2,518	Average of Recipients on SWL		
Monthly Transient	1,748	1,745	18' Stall	1	2
Semi-Annual Transient	58	52	20' Stall	3	1
Annual Transient	61	63	24' Stall	20	19
Annual Reserved	830	756	32' Stall	33	30
			40' Stall	27	29
			50' Stall	22	17
			60' Stall	2	n/a
			75' Stall	6	8
<b><u>Grid Usage</u></b>			Total:	114	105
1 Unit = 1 Grid Tide Use	<u>2014</u>	<u>2013</u>			
Wood Grid	190	171			
Steel Grid	54	54			
			<b><u>Docking &amp; Beach/Barge Use</u></b>		
<b><u>Services &amp; Incidents</u></b>	<u>2014</u>	<u>2013</u>	1 Unit = 1 or 1/2 Day Use	<u>2014</u>	<u>2013</u>
Vessels Towed	34	18	Deep Water Dock	601	679
Vessels Moved	257	182	Pioneer Dock	342	312
Vessels Pumped	73	64	Beach Landings	216	511
Vessels Sunk	2	1	Barge Ramp	185	167
Vessel Accidents	9	10			
Vessel Impounds	3	2	<b><u>Marine Repair Facility</u></b>	<u>2014</u>	<u>2013</u>
Equipment Impounds	66	48	Year Total	4	n/a
Vehicle Impounds	2	0			
Property Damage	18	26			
Pollution Incident	35	30	<b><u>Wharfage (in short tons)</u></b>		
Fires Reported/Assists	2	2	In Tons, Converted from Lb./Gal.	<u>2014</u>	<u>2013</u>
EMT Assists	21	16	Seafood	2,990	6,738
Police Assists	36	33	Cargo/Other	22,895	20,104
Public Assists	284	261	Fuel	469,269	461,010
Thefts Reported	18	5			
<b><u>Parking Passes</u></b>	<u>2014</u>	<u>2013</u>	<b><u>Ice Sales</u></b>	<u>2014</u>	<u>2013</u>
Long-term Pass	68	48	Year Total	2,045	2,723
Monthly Long-term Pass	45	11			
Seasonal Pass	9	9			
<b><u>Crane Hours</u></b>	<u>2014</u>	<u>2013</u>	<b><u>Difference between</u></b>		
	2,157	2,598.50	<b><u>2013 YTD and 2014 YTD:</u></b>	678 tons less	

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

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



## Deep Water Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/2	Red Dog	98	1000/1400	Buccaneer	\$338.00	\$52.00
1/2	Endeavor	181	1520/1830	Cispri	\$506.00	\$52.00
1/3	Sovereign	180	0800/1235	Ocean Marine	\$253.00	na
1/3	Red Dog INSIDE rate	98	0930/1000 1015/1520	Buccaneer	\$56.31	na
1/3	Endeavor INSIDE rate	181	1030/1755	Cispri	\$253.00	na
1/8	Red Dog	98	0930/12(19)00	Buccaneer	\$338.00	\$52.00
1/9	Pacific Challenger	114	0930/1000	Kirby Offshore	\$506.00	\$52.00
1/9	Sovereign INSIDE rate	180	0515/0800	Ocean Marine	\$84.30	na
1/9	Sovereign INSIDE rate	180	1300/1345	Ocean Marine	\$84.30	na
1/9	Red Dog	98	1245/1515	Buccaneer	\$56.31	na
1/10	Sovereign INSIDE rate	180	0755/1215	Ocean Marine	\$253.00	na
1/13	Red Dog INSIDE	98	1145/1300	Buccaneer	\$56.31	na
1/15	Red Dog INSIDE	98	1345/1440	Buccaneer	\$56.31	na
1/16	Endeavor	181	1945/2240	CISPRI	\$506.00	\$52.00
1/17	Sovereign INSIDE RATE	180	1000/1445	Ocean Mar	\$253.00	na
1/17	Red Dog	98	1200/	Buccaneer	\$338.00	\$52.00
1/21	Pacific Chall&DBL 54	300	0510/2045	Kirby	\$788.00	\$52.00
1/22	Red Dog	98	1140/	Buccaneer	\$338.00	\$52.00
1/23	Sovereign INSIDE RATE	180	0645/0815	Ocean Mar	\$84.30	na
1/24	Sovereign INSIDE RATE	180	0740/1200	Ocean Mar	\$253.00	na
1/30	Endeavor	181	1430/2045	CISPRI	\$506.00	\$52.00
1/31	Sovereign INSIDE RATE	180	0545/1145	Ocean Mar	\$253.00	na
1/31	Red Dog INSIDE RATE	98	1145/1430	Buccaneer	\$56.31	na
2/1	Sovereign	180	0900/1100	Ocean Mar	\$506.00	\$52.00
2/3	Red Dog	98	0640/0730	Buccaneer	\$338.00	\$52.00
2/6	Sovereign	180	0715/1100	Ocean Mar	\$506.00	\$52.00
2/6	Discovery	183	1115/1600	Ocean Mar	\$506.00	\$52.00
2/8	Sovereign	180	0800/1230	Ocean Mar	\$506.00	\$52.00
2/8	Discovery	183	0930/1415	Ocean Mar	\$506.00	\$52.00
2/8	Red Dog INSIDE	98	1100/1430	Buccaneer	\$56.31	na
2/9	Tustumena	296	0725/1145	St Of Ak	\$788.00	\$52.00
2/9	Tustumena	296	1830/2200	St Of Ak	\$788.00	\$52.00
2/11	Red Dog INSIDE	98	1130/1500	Buccaneer	\$56.31	na
2/11	Pacific Chall&DBL 54	300	0830/	Kirby	\$788.00	\$52.00
2/12	Pacific Chall&DBL 54	300	/1100	Kirby	\$788.00	
2/12	Red Dog	98	1300/1400	Buccaneer	\$338.00	\$52.00
2/13	Pacific Chall&DBL 54	300	0830/1300	Kirby	\$788.00	\$52.00
2/14	Discovery INSIDE RATE	183	0745/1225	Ocean Mar	\$253.00	na
2/14	Red Dog INSIDE RATE	98	0945/1300	Buccaneer	\$56.31	na
2/18	Endeavor INSIDE	181	1200/1320	Cispri	\$84.30	na
2/20	Red Dog INSIDE	98	1645/1800	Buccaneer	\$56.31	na
2/20	Discovery	183	0745/0900	Ocean Marine	\$506.00	\$52.00
2/20	Discovery	183	1510/1915	Ocean Marine	chrgd above	
2/21	Discovery	183	0830/1215	Ocean Marine	\$506.00	\$52.00
2/21	Red Dog INSIDE	98	1000/1400	Buccaneer	\$56.31	na
2/25	Tustumena	296	1900/2315	St of AK	\$788.00	\$52.00
2/27	Discovery	183	1200/1910	Ocean Marine	\$506.00	\$52.00
2/27	Red Dog INSIDE	98	1245/1400	Buccaneer	\$56.31	na
2/28	Discovery	183	0730/1400	Ocean Marine	\$506.00	\$52.00
2/28	Red Dog	98	1200/1500	Buccaneer	\$338.00	\$52.00
3/3	Red Dog	98	1315/1430	Buccaneer	\$338.00	\$52.00
3/3	Harry M & Andrew barge	112	2100/	Manson Cons	\$506.00	\$52.00
3/4	Barge Andrew	112		Manson Cons	\$506.00	
3/5	Barge Andrew	112		Manson Cons	\$506.00	

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3/6	Barge Andrew	112	/0800	Manson Cons	\$506.00	
3/6	Discovery INSIDE	183	0620/0830	Ocean Marine	\$84.30	na
3/7	Discovery INSIDE	183	0845/1700	Ocean Marine	\$253.00	na
3/7	Red Dog INSIDE	98	0845/1330	Buccaneer	\$169.00	na
3/7	Perseverance	189	1945/	Cispri	\$253.00	na
3/8	Perseverance	189	/1500	Cispri	\$506.00	
3/12	Discovery	189	1300/1450	Ocean Marine	\$506.00	\$52.00
3/14	Discovery	189	0615/1245	Ocean Marine	\$506.00	\$52.00
3/18	Endeavor INSIDE	181	1000/	Cispri	\$506.00	na
3/19	Red Dog	98	1230/1300	Buccaneer	\$338.00	\$52.00
3/19	Endeavor INSIDE	181		Cispri	\$506.00	
3/20	Discovery	183	0700/0745	Ocean Marine	\$84.30	na
3/20	Discovery	183	1300/1900	Ocean Marine	\$253.00	na
3/20	Endeavor INSIDE	181	/1300	Cispri	\$506.00	
3/21	Red Dog	98	0930/1430	Buccaneer	\$338.00	\$52.00
3/21	Discovery INSIDE	183	0700/	Ocean Marine	\$506.00	na
3/24	Red Dog	98	1130/1300	Buccaneer	\$338.00	\$52.00
3/26	Red Dog	98	1100/1230	Buccaneer	\$338.00	\$52.00
3/27	Red Dog	98	1300/1340	Buccaneer	\$338.00	\$52.00
3/27	Sovereign	180	1200/1530	Ocean Marine	\$84.30	na
3/28	Discovery	183	0745/1300	Ocean Marine	\$506.00	\$52.00
4/1	Endeavor	181	1330/	Cispri	\$506.00	\$52.00
4/2	Endeavor	181		Cispri	\$506.00	
4/2	Red Dog	98	0900/1700	Buccaneer	\$338.00	\$52.00
4/3	Endeavor	181	/1300	Cispri	\$506.00	
4/3	Discovery	183	0830/0900	Ocean Marine	\$84.30	na
4/4	Discovery	183	0745/1145	Ocean Marine	\$506.00	\$52.00
4/4	Endurance	207	1430/	Alyeska Pipe	\$788.00	\$52.00
4/5	Endurance	207		Alyeska Pipe	\$788.00	
4/6	Endurance	207	/1045	Alyeska Pipe	\$788.00	
4/8	Endurance	207	1430/	Alyeska Pipe	\$788.00	\$52.00
4/9	Endurance	207	/0730	Alyeska Pipe	\$788.00	
4/10	Endurance	207	1300/1955	Alyeska Pipe	\$788.00	\$52.00
4/11	Discovery	183	0745/1345	Ocean Marine	\$506.00	\$52.00
4/11	Masco Endeavor	166	1845/	Metson Blue	\$506.00	\$52.00
4/12	Masco Endeavor	166		Metson Blue	\$506.00	
4/12	Red Dog	98	1000/1030	Buccaneer	\$338.00	\$52.00
4/13	Masco Endeavor	166		Metson Blue	\$506.00	
4/14	Masco Endeavor	166		Metson Blue	\$506.00	
4/15	Masco Endeavor	166		Metson Blue	\$506.00	
4/16	Masco Endeavor	166	/2340	Metson Blue	\$506.00	
4/17	Pac Chall & DBL 54	300	0045/1100	Kirby Offshore	\$788.00	\$52.00
4/17	Pacific Wolf	121	0730/1330	Kirby Offshore	\$506.00	\$52.00
4/17	Discovery INSIDE	183	0820/1000	Ocean Marine	\$84.30	na
4/18	Discovery	183	0800/1345	Ocean Marine	\$506.00	\$52.00
4/21	Discovery	183	1100/1400	Ocean Marine	\$84.30	na
4/25	Discovery	183	0745/1515	Ocean Marine	\$506.00	\$52.00
4/25	Perseverance	189	1950/2010	Cispri	\$506.00	\$52.00
4/29	Paragon & Kays Point	328	2100/	Kirby Offshore1005	\$1,005.00	\$52.00
4/30	Paragon & Kays Point	328		Kirby Offshore	\$1,005.00	
5/1	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/1	Discovery INSIDE	183	0645/0815	Ocean Marine	\$84.30	na
5/2	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/2	Discovery INSIDE	183	0710/1245	Ocean Marine	\$253.00	na
5/3	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/4	Paragon/Kayes Pt	328		Kirby	\$1,005.00	

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5/4	Perseverance	189	1810/	Cispri	\$253.00	na
5/5	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/5	Perseverance	189		Cispri	\$506.00	
5/6	Paragon/Kayes Pt	328		Kirby	\$1,005.00	
5/6	Perseverance	189		Cispri	\$506.00	
5/7	Paragon/Kayes Pt	328	/1735&2145	Kirby	\$1,005.00	
5/7	Perseverance	189		Cispri	\$506.00	
5/8	Perseverance	189		Cispri	\$506.00	
5/9	Discovery	183	0730/1430	Ocean Marine	\$253.00	na
5/9	Perseverance	189		Cispri	\$506.00	
5/10	Perseverance	189	/0740	Cispri	\$506.00	
5/12	Paragon tug only	105	1400/	Kirby	\$253.00	na
5/13	Paragon tug only	105		Kirby	\$506.00	
5/14	Paragon tug only	105		Kirby	\$506.00	
5/14	Silver Shadow	610	0730/1745	AK Maritime	\$2,957.00	\$481.53
5/15	Discovery	183	0730/	Ocean Marine	\$506.00	\$52.00
5/15	Paragon tug only	105		Kirby	\$506.00	
5/16	Discovery	183	0845/1230	Ocean Marine	\$84.30	na
5/16	Paragon tug only	105		Kirby	\$506.00	
5/17	Perseverance	189	0245/1900	Cispri	\$506.00	\$52.00
5/17	Paragon tug only	105		Kirby	\$506.00	
5/18	Paragon tug only	105		Kirby	\$506.00	
5/19	Paragon tug only	105		Kirby	\$506.00	
5/20	Paragon tug only	105		Kirby	\$506.00	
5/21	Paragon tug only	105		Kirby	\$506.00	
5/22	Paragon tug only	105		Kirby	\$506.00	
5/23	Paragon tug only	105	/2215	Kirby	\$506.00	
5/23	Discovery	183	0700/1430	Ocean Marine	\$253.00	na
5/23	NOAA Fairweather	231	1045/	US Dpt Comm	\$788.00	not charged
5/23	Ramblin Rose	96	1430/1600	Diamond Back	\$56.31	na
5/24	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/25	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/26	NOAA Fairweather	231		US Dpt Comm	\$788.00	
5/26	Amsterdam	781	0900/1800	Holland Am	\$7,459.00	\$481.53
5/27	NOAA Fairweather	231	/1320	US Dpt Comm	\$788.00	
5/29	Discovery	183	0700/0800	Ocean Marine	\$84.30	na
5/29	Westward Wind	160	0445/	SA Explorati	\$506.00	\$52.00
5/30	Discovery	183	0800/1925	Ocean Marine	\$253.00	na
5/30	Westward Wind	160		SA Explorati	\$506.00	
5/31	Westward Wind	160		SA Explorati	\$506.00	
6/1	Westward Wind	160	/1530	SA Exploration	\$506.00	
6/2	Westward Wind INSIDE	160	/1100	SA Exploration	\$253.00	
6/5	Arctic Wolf INSIDE	129	0900/1945	Si Vun Mun	\$253.00	n/a
6/6	Discovery	183	0800/1315	Ocean Marine	\$506.00	\$52.00
6/7	Westward Wind	160	0530/	SA Exploration	\$506.00	\$52.00
6/8	Westward Wind	160	/0615	SA Exploration	\$506.00	
6/8	Arctic Wolf	129	1130/1600	Si Vun Mun	\$506.00	\$52.00
6/12	Discovery	183	0800/0900	Ocean Marine	\$506.00	\$52.00
6/12	Alaska Mariner INSIDE	120	0900/	Western Twbt	\$84.34	
6/13	Discovery	183	0745/1315	Ocean Marine	\$506.00	\$52.00
6/17	Ocean Mariner&Western7	280	0615/	AK Scrap	\$788.00	\$52.00
6/17	Clean Oceans INSIDE	146	1200/1300	Metson Blue	\$84.30	NA
6/18	Ocean Mariner&Western7	280	/1720	AK Scrap	\$788.00	\$52.00
6/18	Rainier INSIDE	231	0730/	NOAA	\$788.00	n/a
6/19	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/20	Discovery	183	0730/1400	Ocean Marine	\$506.00	\$52.00

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6/20	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/21	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/22	Rainier INSIDE	231		NOAA	\$788.00	n/a
6/23	Rainier INSIDE	231	/1300	NOAA	\$788.00	n/a
6/24	Jovalon Barge/Perseverance	300	0830/1200	CISPRI	\$788.00	\$52.00
6/25	Perseverance	189	0730/1230	CISPRI	\$506.00	\$52.00
6/25	Barge 141/Perseverance	300	1730/2030	CISPRI	\$788.00	\$52.00
6/25	Clean Oceans INSIDE	146	0100/	Metson Blue	\$506.00	na
6/26	Discovery	183	0710/0755	Ocean Marine	\$506.00	\$52.00
6/27	Discovery	183	0700/1600	Ocean Marine	\$506.00	\$52.00
6/27	Pacific Wolf & 54	395	1870/	Kirby Offshore	\$1,206.00	\$52.00
6/28	Millenium Star INSIDE	105	1730/	Olympic	\$253.00	na
6/29	Millenium Star INSIDE	105		Olympic	\$506.00	
6/30	Amsterdam	781	0900/1755	Holland Am	\$7,459.00	\$481.53
6/30	Millenium Star INSIDE	105	/1430	Olympic	\$506.00	
7/2	Discovery	183	1700/	Ocean marine	\$506.00	\$52.00
7/3	Discovery	183	/1100	Ocean marine	\$506.00	
7/4	Discovery	183	0730/1200	Ocean marine	\$253.00	na
7/4	Millenium Star INSIDE	105	0245/	Olympic Tug	\$506.00	na
7/5	Millenium Star INSIDE	105	/1200	Olympic Tug	\$253.00	
7/9	Millenium Star TRESTLE	105	0030/	Olympic Tug	\$506.00	
7/10	Discovery	183	0600/0800	Ocean marine	\$506.00	\$52.00
7/10	Discovery INSIDE	183	1440/	Ocean marine	chargd above	
7/10	Guardsman/Salvation	300	1515/	Pacific Pile	\$788.00	\$52.00
7/11	Discovery INSIDE		/1300	Ocean marine	\$506.00	
7/11	Guardsman/Salvation	300		Pacific Pile	\$788.00	
7/12	Guardsman/Salvation	300		Pacific Pile	\$788.00	
7/13	Guardsman/Salvation	300		Pacific Pile	\$788.00	
7/14	Guardsman/Salvation	300		Pacific Pile	\$788.00	
7/15	Guardsman/Salvation	300		Pacific Pile	\$788.00	
7/15	Clean Ocean INSIDE	146	145/	Metson Marine	\$506.00	na
7/16	Salvation	300		Pacific Pile	\$788.00	
7/16	Guardsman		/1445		chrgd above	
7/16	Clean Ocean INSIDE	146	/1445	Metson Marine	\$506.00	
7/16	Clean Ocean	146	1450/	now w/Salv	nc	
7/17	Clean Ocean&Salvation	300		Pacific Pile	\$788.00	
7/18	Clean Ocean&Salvation	300	/0930	Pacific Pile	\$788.00	
7/18	Bering Sea	114	0730/2230	Snug	\$506.00	na
7/18	Gordon Jenson	325	1230/	Icicle	\$1,005.00	\$52.00
7/19	Gordon Jenson	325		Icicle	\$1,005.00	
7/20	Gordon Jenson	325		Icicle	\$1,005.00	
7/20	Guardsman	127	0830/1000	Crowley	\$84.30	na
7/20	Millenium Star	105	1015/	Olympic Tug	\$506.00	na
7/21	Gordon Jenson	325		Icicle	\$1,005.00	
7/21	Millenium Star	105		Olympic Tug	\$506.00	
7/22	Gordon Jenson	325		Icicle	\$1,005.00	
7/22	Millenium Star INSIDE	105	/1200	Olympic Tug	\$253.00	
7/22	Perseverance INSIDE	189	1830/	Cispri	\$253.00	na
7/23	Gordon Jenson	325		Icicle	\$1,005.00	
7/23	Perseverance INSIDE	189	/1130	Cispri	chrgd below	
7/23	Perseverance INSIDE	189	1420/	Cispri	\$506.00	na
7/23	Guardsman INSIDE	127	1300/1345	Crowley	\$84.30	na
7/24	Gordon Jenson	325		Icicle	\$1,005.00	
7/24	Perseverance INSIDE	189	/1345	Cispri	\$506.00	
7/25	Gordon Jenson	325		Icicle	\$1,005.00	
7/26	Gordon Jenson	325		Icicle	\$1,005.00	

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7/27	Gordon Jenson	325	/0545	Icicle	\$1,005.00	
7/27	Lazy Bay INSIDE	104	1220/1800	Lazy Bay LLC	\$253.00	na
7/28	Chahunta	100	1845/	Amak Tow	\$338.00	\$52.00
7/29	Chahunta	100		Amak Tow	\$338.00	
7/29	Guardsman	127	1130/1810	Crowley	\$506.00	\$52.00
7/29	Ocean Wave	142	0700/1810	Crowley	\$506.00	\$52.00
7/30	Chahunta	100		Amak Tow	\$338.00	
7/30	Discovery	183	0800/1200	Ocean marine	\$506.00	\$ 52.00
7/31	Chahunta	100		Amak Tow	\$338.00	
8/1	Bob Franco INSIDE	120		Olympic Tug	nc per agrmt	
8/1	Chahunta	100	/0830	Amak	\$338.00	
8/4	Amsterdam	781	0900/1745	Holland Am	\$7,459.00	\$481.53
8/4	Ocean Mariner&Western7	271	2100/	AK Logistics	\$788.00	\$52.00
8/5	Ocean Mariner&Western7	271	per BerReq	AK Scrap	\$788.00	
8/5	Guardsman	127	1300/1330	Crowley	\$84.30	na
8/6	Ocean Mariner&Western7	271	/1245	AK Scrap	\$788.00	
8/6	Discovery INSIDE	183	0815/0845	Ocean Marine	\$84.30	na
8/6	Discovery INSIDE	183	1130/1300	Ocean Marine	\$84.30	na
8/7	Discovery INSIDE	183	0800/0930	Ocean Marine	\$84.30	na
8/11	Endeavor	181	0745/	Cispri	\$506.00	\$52.00
8/11	Barge Javalon	300	0745/	Cispri	\$788.00	
8/11	Perseverance	189	0815/1910	Cispri	\$84.30	na
8/12	Endeavor	181		Cispri	\$506.00	
8/12	Barge Javalon	300		Cispri	\$788.00	
8/13	Endeavor	181		Cispri	\$506.00	
8/13	Barge Javalon	300		Cispri	\$788.00	
8/13	Discovery INSIDE	183	0700/0845	Ocean Marine	\$84.30	na
8/13	Discovery INSIDE	183	1515/1650	Ocean Marine	\$84.30	na
8/14	Endeavor	181		Cispri	\$506.00	
8/14	Barge Javalon	300		Cispri	\$788.00	
8/14	Discovery INSIDE	183	0700/0930	Ocean Marine	\$84.30	na
8/15	Endeavor	181	/1500	Cispri	\$506.00	
8/15	Barge Javalon	300	/1500	Cispri	\$788.00	
8/15	Anna T	99	1830/	Amak Tow	\$338.00	\$52.00
8/16	Anna T	99		Amak Tow	\$338.00	
8/17	Anna T	99	/0645	Amak Tow	\$338.00	
8/18	Anna T	99	/0615	Amak Tow	\$338.00	
8/18	Guardsman	127	1200/1930	Crowley	\$506.00	\$52.00
8/18	Discovery INSIDE	183	0845/2000	Ocean Marine	\$253.00	na
8/21	Barge Salvation	300	0930/	Pacific Pile	\$788.00	\$52.00
8/21	Clean Ocean	146	1000/	Metson	\$506.00	\$52.00
8/22	Barge Salvation	300		Pacific Pile	\$788.00	
8/22	Clean Ocean	146	/1400	Metson	\$506.00	
8/22	Guardsman	127		Crowley	\$506.00	
8/22	Itswoot INSIDE	65	1300/1400	Vitus Marine	\$56.31	na
8/23	Barge Salvation	300		Pacific Pile	\$788.00	
8/23	Guardsman	127		Crowley	\$506.00	
8/23	Itswoot INSIDE	65	1215/1300	Vitus Marine	\$56.31	na
8/24	Barge Salvation	300		Pacific Pile	\$788.00	
8/24	Guardsman	127		Crowley	\$506.00	
8/24	Itswoot INSIDE	65	1300/1400	Vitus Marine	\$56.31	na
8/25	Barge Salvation	300		Pacific Pile	\$788.00	
8/26	Barge Salvation	300		Pacific Pile	\$788.00	
8/26	Ocean Wave	142		Crowley	\$506.00	\$52.00
8/26	Perseverance INSIDE	189	1345/	Cispri	\$253.00	na
8/27	Barge Salvation	300	/1015	Pacific Pile	\$788.00	

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8/27	Ocean Wave	142	/1015	Crowley	\$506.00	
8/27	Perseverance INSIDE	189		Cispri	\$506.00	
8/28	Perseverance INSIDE	189		Cispri	\$506.00	
8/29	Perseverance INSIDE	189		Cispri	\$506.00	
8/30	Perseverance INSIDE	189		Cispri	\$506.00	
8/31	Perseverance INSIDE	189		Cispri	\$506.00	
9/1	Amsterdam	781	/1745	Holland Am	\$7,459.00	\$481.53
9/1	Perseverance INSIDE	189		Cispri	\$506.00	
9/2	Perseverance INSIDE	189		Cispri	\$506.00	
9/3	Polar Bear	152	1000/2140	AK Marine Tr	\$506.00	\$52.00
9/3	Perseverance INSIDE	189		Cispri	\$506.00	
9/3	Clean Ocean	146	1830/	MetsonMarine	\$253.00	na
9/4	Perseverance INSIDE	189		Cispri	\$506.00	
9/4	Clean Oceans INSIDE	146	/?	MetsonMarine	\$253.00	
9/5	Polar Bear	152	0900/1500	AK Marine Tr	\$506.00	\$52.00
9/5	Perseverance INSIDE	189		Cispri	\$506.00	
9/6	Resolve Pioneer	207	1100/	Resolve Mar	\$788.00	\$52.00
9/6	Perseverance INSIDE	189		Cispri	\$506.00	
9/7	Resolve Pioneer	207		Resolve Mar	\$788.00	
9/7	Perseverance INSIDE	189		Cispri	\$506.00	
9/8	Resolve Pioneer	207	/1330	Resolve Mar	\$788.00	
9/8	Anna T	99		Amak Towing	\$338.00	\$52.00
9/8	Perseverance INSIDE	189		Cispri	\$506.00	
9/9	Anna T	99		Amak Towing	\$338.00	
9/9	Perseverance INSIDE	189		Cispri	\$506.00	
9/9	Clean Oceans INSIDE	146	1500/1700	MetsonMarine	\$84.30	na
9/10	Anna T	99		Amak Towing	\$338.00	
9/10	Ocean Wave	142	0945/2020	Crowley	\$506.00	\$52.00
9/10	Perseverance INSIDE	189		Cispri	\$506.00	
9/11	Polar Bear	152	1400/1600	AK Marine Tr	\$506.00	\$52.00
9/11	Resolve Pioneer	207	0130/1830	Resolve Mar	\$788.00	\$52.00
9/11	Anna T	99		Amak Towing	\$338.00	
9/11	Perseverance INSIDE	189		Cispri	\$506.00	
9/12	Polar Bear	152	1200/1400	AK Marine Tr	\$506.00	\$52.00
9/12	Anna T	99		Amak Towing	\$338.00	
9/12	Perseverance INSIDE	189		Cispri	\$506.00	
9/13	Anna T	99		Amak Towing	\$338.00	
9/13	Perseverance INSIDE	189		Cispri	\$506.00	
9/14	Anna T	99		Amak Towing	\$338.00	
9/14	Perseverance INSIDE	189		Cispri	\$506.00	
9/15	Anna T	99		Amak Towing	\$338.00	
9/15	Perseverance INSIDE	189		Cispri	\$506.00	
9/16	Discovery	183	1900/2400	Ocean Marine	\$506.00	\$52.00
9/16	Anna T	99		Amak Towing	\$338.00	
9/16	Perseverance INSIDE	189		Cispri	\$506.00	
9/17	Anna T	99		Amak Towing	\$338.00	
9/17	Perseverance INSIDE	189		Cispri	\$506.00	
9/18	Polar Bear	152	1200/	AK Marine Tr	\$506.00	\$52.00
9/18	Anna T	99		Amak Towing	\$338.00	
9/18	Perseverance INSIDE	189		Cispri	\$506.00	
9/19	Polar Bear	189	1200/1645	AK Marine Tr	\$506.00	\$52.00
9/19	Anna T	99		Amak Towing	\$338.00	
9/19	Perseverance INSIDE	189		Cispri	\$506.00	
9/20	Anna T	99		Amak Towing	\$338.00	
9/20	Perseverance INSIDE	189		Cispri	\$506.00	
9/21	Masco Endeavor	165	0815/1650	MetsonMarine	\$506.00	\$52.00

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9/21	Anna T	99		Amak Towing	\$338.00	
9/21	Perseverance INSIDE	189		Cispri	\$506.00	
9/22	Masco Endeavor	165	1045/1400	MetsonMarine	\$506.00	\$52.00
9/22	Anna T	99	/1330	Amak Towing	\$338.00	
9/22	Perseverance INSIDE	189		Cispri	\$506.00	
9/23	Perseverance INSIDE	189		Cispri	\$506.00	
9/23	Anna T&Salvation	300	1530/	Pacific Pile	\$788.00	\$52.00
9/24	Anna T&Salvation	300		Pacific Pile	\$788.00	
9/24	Perseverance INSIDE	189		Cispri	\$506.00	
9/25	Anna T&Salvation	300		Pacific Pile	\$788.00	
9/25	Perseverance INSIDE	189		Cispri	\$506.00	
9/26	Anna T&Salvation	300	/1030	Pacific Pile	\$788.00	
9/26	Perseverance INSIDE	189		Cispri	\$506.00	
9/27	Resolve Pioneer	207	0415/	Resolve Mar	\$788.00	\$52.00
9/27	Perseverance INSIDE	189		Cispri	\$506.00	
9/28	Resolve Pioneer	207		Resolve Mar	\$788.00	
9/28	Anna T	99		Amak Towing	\$338.00	
9/28	Perseverance INSIDE	189		Cispri	\$506.00	
9/29	Resolve Pioneer	207		Resolve Mar	\$788.00	
9/29	Anna T	99		Amak Towing	\$338.00	
9/29	Perseverance INSIDE	189		Cispri	\$506.00	
9/30	Resolve Pioneer	207		Resolve Mar	\$788.00	
9/30	Anna T	99		Amak Towing	\$338.00	
9/30	Perserverance INSIDE	189		Cispri	\$506.00	
10/1	Resolve Pioneer	207	/2230	Resolve Mar	\$788.00	
10/1	Anna T	99		Amak Towing	\$338.00	
10/1	Perseverance INSIDE	189		Cispri	\$506.00	
10/2	Anna T	99		Amak Towing	\$338.00	
10/2	Perseverance INSIDE	189		Cispri	\$506.00	
10/3	Emmit Foss & AMS 250	260	1200/	Foss Maritime	\$788.00	\$52.00
10/3	Anna T	99	/1600	Amak Towing	\$338.00	
10/3	Perseverance INSIDE	189		Cispri	\$506.00	
10/3	Guardsman	127	1115/1630	Crowley	\$253.00	na
10/4	Emmit Foss & AMS 250	260		Foss Maritime	\$788.00	
10/4	Perseverance INSIDE	189		Cispri	\$506.00	
10/5	Emmit Foss & AMS 250	260	/1600	Foss Maritime	\$788.00	
10/5	Resolve Pioneer	207	2215/	Resolve Mar	\$788.00	\$52.00
10/5	Perseverance INSIDE	189		Cispri	\$506.00	
10/6	Resolve Pioneer	207	/1100	Resolve Mar	\$788.00	
10/6	Perseverance INSIDE	189	/1400	Cispri	\$506.00	
10/8	Discovery	183	0730/0900	Ocean Marine	\$506.00	\$52.00
10/10	Discovery INSIDE	183	0900/1315	Ocean Marine	\$253.00	na
10/10	Resolve Pioneer INSIDE	207	1345/1700	Resolve Mar	\$131.28	na
10/13	Nokea/Sasanoa	317	0930/2240	Kirby Offshore	\$1,005.00	\$52.00
10/15	Masco Endeavor	165	0005/	Metson Marine	\$506.00	\$52.00
10/16	Masco Endeavor	165		Metson Marine	\$506.00	
10/16	Discovery INSIDE	183	0730/0800	Ocean Marine	\$84.30	na
10/16	Discovery INSIDE	183	1400/1745	Ocean Marine	\$84.30	na
10/17	Masco Endeavor	165	/1545	Metson Marine	\$506.00	
10/17	Discovery INSIDE	183	0749/1400	Ocean Marine	\$253.00	na
10/19	Paragon & Nakao	275	2300/	Kirby Offshore	\$788.00	\$52.00
10/23	Discovery INSIDE	183	1145/	Ocean Marine	\$506.00	na
10/24	Discovery	183	0800/1300	Ocean Marine	\$506.00	\$52.00
10/30	Polar Bear	152	1100/1430	AK Marine	\$506.00	\$52.00
10/30	Discovery INSIDE	183	0745/0830	Ocean Marine	\$84.30	na
10/30	Discovery INSIDE	183	1515/1845	Ocean Marine	\$84.30	na

## Deep Water Dock 2014

10/31	Arctic Seal	130	0815/1215	Bering Marine	\$506.00	\$52.00
10/31	Discovery INSIDE	183	1030/1400	Ocean Marine	\$84.30	na
11/1	Polar Bear	152	1715/	AK Marine	\$506.00	\$52.00
11/2	Polar Bear	152	/0715	AK Marine	\$506.00	
11/3	Polar Bear	152	0800/1100	AK Marine	\$506.00	\$52.00
11/7	Discovery INSIDE	183	0800/1330	Ocean Marine	\$253.00	NA
11/10	Pacific Freedom & DBL 79	345	0930/	Kirby Offshore	\$1,005.00	\$52.00
11/10	Pacific Freedom INSIDE	120	1230/1800	Kirby Offshore	\$253.00	na
11/11	Pacific Freedom & DBL 79	345	/0800	Kirby Offshore	\$1,005.00	
11/11	Anna T	99	0830/	Amak Tow	\$338.00	\$52.00
11/11	Perseverance INSIDE	189	0830/	Cispri	\$506.00	na
11/12	Anna T	99	/0845	Amak Tow	\$338.00	
11/12	Perseverance INSIDE	189		Cispri	\$506.00	
11/13	Anna T	99	1230/?	Amak Tow	\$338.00	\$52.00
11/13	Discovery INSIDE rate	183	0730/0800	Ocean Marine	\$84.30	na
11/13	Perseverance INSIDE	189	0730/0800	Cispri	\$506.00	
11/14	Anna T	99	/0715	Amak Tow	\$338.00	\$52.00
11/14	Discovery INSIDE	183	0900/1445	Ocean Marine	\$253.00	na
11/14	Perseverance INSIDE	189	/0815	Cispri	\$506.00	
11/14	Pacific Wolf & DBL 55	395	0814/	Kirby Offshore	\$1,206.00	\$52.00
11/15	Perseverance INSIDE	189		Cispri	\$506.00	
11/16	Perseverance INSIDE	189		Cispri	\$506.00	
11/16	Tustumena	296	1900/2250	St of AK	\$788.00	\$52.00
11/17	Perseverance INSIDE	189		Cispri	\$506.00	
11/18	Anna T	99	0030/	Amak Tow	\$338.00	\$52.00
11/18	Perseverance INSIDE	189	/1145	Cispri	\$253.00	
11/19	Anna T	99	/0300	Amak Tow	\$338.00	
11/21	Discovery	183	0745/1200	Ocean Marine	\$253.00	na
11/24	Pacific Wolf & DBL 55	395	0815/	Kirby Offshore	\$1,206.00	\$52.00
11/25	Pacific Wolf & DBL 55	395	/2000	Kirby Offshore	\$1,206.00	
11/27	Discovery	183	0750/0825	Ocean Marine	\$506.00	\$52.00
11/28	Discovery INSIDE	183	0800/1300	Ocean Marine	\$253.00	na
12/5	Discovery	183	0745/1245	Ocean Marin	\$253.00	na
12/9	Pacific Freedom&DBL 79	345	1900/	Kirby Offshore	\$1,005.00	\$52.00
12/10	Pacific Freedom&DBL 79	345		Kirby Offshore	\$1,005.00	
12/11	Pacific Freedom&DBL 79	345		Kirby Offshore	\$1,005.00	
12/11	Discovery INSIDE	183	0725/1030	Ocean Marin	\$84.30	na
12/11	Discovery INSIDE	183	1430/	Ocean Marin	\$253.00	na
12/12	Pacific Freedom&DBL 79	345	1200/1000	Kirby Offshore	\$1,005.00	\$52.00
12/12	John Brix	140	1000/2115	Kirby Offshore	\$506.00	\$52.00
12/12	Discovery INSIDE	183		Ocean Marin	\$506.00	
12/13	Discovery INSIDE	183	/1330	Ocean Marin	\$506.00	
12/13	Sovereign INSIDE	180	1430/1530	Ocean Marin	\$84.30	na
12/13	Discovery INSIDE	183	1600/	Ocean Marin	\$253.00	na
12/14	Tustumena	296	1030/1200	St of AK	\$788.00	\$52.00
12/14	Tustumena	296	1900/2200	St of AK	\$788.00	\$52.00
12/14	Discovery INSIDE	183		Ocean Marin	\$506.00	
12/15	Discovery INSIDE	183		Ocean Marin	\$506.00	
12/16	Discovery INSIDE	183		Ocean Marin	\$506.00	
12/17	Discovery INSIDE	183	/1645	Ocean Marin	\$506.00	
12/19	Discovery INSIDE	183	0730/1415	Ocean Marin	\$253.00	na
12/20	Clean Oceans INSIDE	146	1215/1315	Metson Marin	\$84.30	na
12/22	Pacific Wolf & DBL 55	395	0640/	Kirby Offshore	\$1,206.00	\$52.00
12/23	Pacific Wolf & DBL 55	395		Kirby Offshore	\$1,206.00	
12/24	Pacific Wolf & DBL 55	395	/1330	Kirby Offshore	\$1,206.00	
12/25	Discovery	183	0735/0735	Ocean Marine	\$84.30	

**Deep Water Dock 2014**

12/26	Discovery	183	1000/1230	Ocean Marine	\$84.30	
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## Pioneer Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Bob Franco	120	1015/1345	Olympic Tug	\$506.00	\$52.00
1/9	Pacific Challenger&54	300	0815/1600	Kirby Offshore	\$788.00	\$52.00
1/18	Endeavor	181	0830/1430	CISPRI	\$506.00	\$52.00
1/21-22/14	Pacific Challenger & DBL 54	300	2145/ 0200	Kirby	\$788.00	\$52.00
1/22	Perseverance	189	0900/1200	Cispri	\$506.00	\$52.00
1/24	Sovereign	180	1200/1445	Ocean Mar	\$506.00	\$52.00
1/30	Bob Franco	120	1200/1515	Olympic Tug	\$506.00	\$52.00
2/3	Pacific Challenger & DBL 54	300	1120/	Kirby	\$788.00	\$52.00
2/11	Discovery	183	1300/1800	Ocean Mar	\$506.00	\$52.00
2/11	Sovereign	180	1445/1815	Ocean Mar	\$506.00	\$52.00
2/12	Discovery	183	0930/1100	Ocean Mar	\$506.00	\$52.00
2/12	Pacific Challenger & DBL 54	300	1130/1500	Kirby	\$788.00	\$52.00
2/14	Discovery	183	1235/1630	Ocean Mar	\$506.00	\$52.00
2/25	Pacific Challenger&54	300	1315/1730	Kirby	\$788.00	\$52.00
3/5	Harry M	93	0830/1245	Manson Cons	\$338.00	\$52.00
3/7	Pacific Challenger& 54	300	0815/1700	Kirby Offshore	\$788.00	\$52.00
3/7	Perseverance	189	1715/1930	Cispri	\$506.00	\$52.00
3/13	Bob Franco	120	0900/1200	Olympic Tug	\$506.00	\$52.00
3/13	Endeavor	181	1330/1800	Cispri	\$506.00	\$52.00
3/26/14	Discovery	183	1630/2000	Ocean Mar	\$506.00	\$52.00
3/27/14	Pacific Challenger & DBL 54	300	0800/1530	Kirby	\$788.00	\$52.00
4/9	Pacific Challenger & DBL54	300	0830/	Kirby Offshore	\$788.00	\$52.00
4/10	Pacific Challenger & DBL54	300	/0345	Kirby Offshore	\$788.00	\$52.00
4/10	Bob Franco	120	1030/1315	Olympic Tug	\$506.00	\$52.00
4/10	water 5392000/5394000		2,000g	Olympic Tug	\$194.05	\$102.00
4/23	Va Va II	300	0830/1200	Lighthouse	\$788.00	\$52.00
4/24	Discovery	183	1500/1630	Ocean Marine	\$506.00	\$52.00
4/25	Pacific Challenger & DBL54	300	0415/1430	Kirby Offshore	\$788.00	\$52.00
5/1	Sam M Taalak	147	0300/0700	Lynden	\$506.00	\$52.00
5/4	Bob Franco	120	1810/	Olympic	\$506.00	\$52.00
5/5	Bob Franco	120		Olympic	\$506.00	
5/6	Bob Franco	120	/1215	Olympic	\$506.00	
5/7	Bob Franco	120	0800/1800	Olympic	\$506.00	\$52.00
5/10	Masco Endeavor	165	1200/1800	Metson Mar	\$506.00	\$52.00
5/14	Pacific Wolf & DBL 54	395	0900/1915	Kirby	\$1,206.00	\$52.00
5/23	Millie Cruz & Barge Inniko	150	0645/1100	Cruz Marine	\$506.00	\$52.00
5/29	Discovery	183	1515/1845	Ocean Marine	\$506.00	\$52.00
6/1	Pac Wolf&54	395		Kirby Offsho	\$1,206.00	\$52.00
6/4	Pac Wolf&54	395	0815/1945	Kirby Offsho	\$1,206.00	\$52.00
6/9	Bob Franco	120	0745/1145	Olympic	\$506.00	\$52.00
6/13	Pacific Wolf&54	395	1330/1900	Kirby Offshore	\$1,206.00	\$52.00
6/17	Westward Wind	160	0900/1230	SA Explore	\$506.00	\$52.00
6/26	Westward Wind	160	0030/	SA Explore	\$506.00	\$52.00
6/28	Pacific Wolf&54	395	0245/0900	Kirby Offsho	\$1,206.00	\$52.00
6/30/14	Pacific Wolf&54	395	0245/1115	Kirby Offshore	\$1,206.00	\$52.00
7/11/14	Bering Sea	114	1400/1600	Snug Harbor	\$506.00	\$52.00
7/16/14	Pacif Wolf&54	395	1015/1900	Kirby Offshore	\$1,206.00	\$52.00
7/23/14	Bob Franco	120	1200/1700	Olympic Tug	\$506.00	\$52.00
8/1	Pacif Wolf & DBL 54	395	0815/1745	Kirby	\$1,206.00	\$52.00
8/6	Ocean Mariner	94	1300/1415	AK Scrap	\$338.00	\$52.00
8/6	Clean Ocean	146	1545/2100	Metson Mar	\$506.00	\$52.00
8/7-8/14	Pacif Wolf & DBL 54	395	2400/0615	Kirby	\$1,206.00	\$52.00
8/15	Endeavor	181	1615/1800	Cispri	\$506.00	\$52.00
8/16	Pacif Wolf & DBL 54	395	1800/2145	Kirby	\$1,206.00	\$52.00
8/18	Anna T	99	0645/0900	Amak Tow	\$338.00	\$52.00
8/27	Pacif Wolf & DBL 54	395	0815/1035	Kirby	\$1,206.00	\$52.00

## Pioneer Dock 2014

8/29	Pacif Wolf & DBL 54	395	0900/2010	Kirby	\$1,206.00	\$52.00
9/4	Bob Franco	120	/1230	Olympic	\$506.00	\$52.00
9/12	Pacific Wolf & 54	395	0430/1400	Kirby Offshor	\$1,206.00	\$52.00
9/16	Clean Ocean	146	1200/1520	Metson Mari	\$506.00	\$52.00
9/24	Guardsman	127	1130/2000	Crowley	\$506.00	\$52.00
9/28	Pacific Wolf & 54	395	1315/1615	Kirby Offshor	\$1,206.00	\$52.00
10/2	Pacific Wolf & DBL 54	395	2230/	Kirby Offsho	\$1,206.00	\$52.00
10/4	Pacific Wolf & DBL 54	395	/1530	Kirby Offsho	\$1,206.00	
10/8	Discovery	183	1415/1600	Ocean Marine	\$506.00	\$52.00
10/8	Resolve Pioneer	207	1633/2130	Resolve Mar	\$788.00	\$52.00
10/13	Pacific Wolf & DBL 54	395	0645/1130	Kirby Offsho	\$1,206.00	\$52.00
10/20	Bob Franco	120	1200/1430	Olympic Tug	\$506.00	\$52.00
10/21	Pacific Wolf & DBL 54	395	1215/1800	Kirby Offsho	\$1,206.00	\$52.00
11/2	Pacific Wolf & DBL 54	395	1915/2345	Kirby Offsho	\$1,206.00	\$52.00
11/11	Anna T	99	0100/0600	Amak Towing	\$338.00	\$52.00
11/12	Anna T	99	0900/1700?	Amak Towing	\$338.00	\$52.00
11/14	Discovery	183	1445/1800	Ocean Marine	\$506.00	\$52.00
11/15	Anna T	99		Amak Towing	\$338.00	
11/21	Bob Franco	120	1155/1515	Olympic Tug	\$506.00	\$52.00
12/5	Pacific Wolf & DBL 54	395	0020/1130	Kirby Offshore	\$1,206.00	\$52.00
12/10	Pacific Wolf & DBL 54	395	0100/1000	Kirby Offshore	\$1,206.00	\$52.00
12/19/14	Discovery	183	1430/1545	Ocean Marine	\$506.00	\$52.00
12/24/14	Bob Franco	120	0900/1115	Olympic Tug	\$506.00	\$52.00
			<b>Year to Date Totals:</b>		<b>\$56,738.05</b>	<b>\$3,950.00</b>
<b>01/22/15</b>						

### Ferry Landings 2014

	Pioneer Dock	Deep Water Dock
January	13	
February	21	
March	14	
April	12	
May	24	
June	26	
July	26	
August	24	
September	26	
October	22	2
November	22	
December	23	2

# Water Usage 2014

Pioneer Dock							Deep Water Dock						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/2	Tustumena	2,322,300	2,341,100	18,800	\$ 729.63	\$ 102.00	1/2	Endeavor	4,735,000	4,750,000	15,000	\$ 582.15	\$ 102.00
1/5	Tustumena	2,341,100	2,345,960	4,860	\$ 194.05	\$ 102.00	1/6	Bob Franco	4,750,000	4,753,000	3,000	\$ 194.05	\$ 102.00
1/18	Endeavor	2,345,900	2,364,300	18,400	\$ 714.10	\$ 102.00	1/9	Sovereign	4,752,000	4,769,000	17,000	\$ 659.77	\$ 102.00
1/21	Tustumena	2,364,300	2,369,600	5,300	\$ 205.69	\$ 102.00	1/10	Sovereign	4,769,000	4,782,000	13,000	\$ 504.53	\$ 102.00
2/13	Tustumena	2,369,600	2,380,400	10,800	\$ 419.15	\$ 102.00	1/16	Endeavor	4,782,620	4,809,000	26,380	\$ 1,023.81	\$ 102.00
2/16	Tustumena	2,380,400	2,387,100	6,700	\$ 260.03	\$ 102.00	1/17	Sovereign	4,809,250	4,828,050	18,800	\$ 729.63	\$ 102.00
2/25	Pacific Challen	2,396,600	2,398,500	1,900	\$ 194.05	\$ 102.00	1/24	Sovereign	4,827,000	4,845,840	18,840	\$ 731.18	\$ 102.00
2/27	Tustumena	2,398,500	2,404,165	5,665	\$ 219.86	\$ 102.00	1/25	Bob Franco	4,845,000	4,850,150	5,150	\$ 199.87	\$ 102.00
3/13	Endeavor	2,419,485	2,431,885	12,400	\$ 481.24	\$ 102.00	1/30	Endeavor	4,850,150	4,877,320	27,170	\$ 1,054.47	\$ 102.00
4/11	Kennicott	2,438,000	2,454,400	16,400	\$ 636.48	\$ 102.00	1/31	Sovereign	4,877,000	4,895,500	18,500	\$ 717.99	\$ 102.00
4/21	Tustumena	2,466,800	2,480,200	13,400	\$ 520.05	\$ 102.00	1/31	Bob Franco	4,895,500	4,898,800	3,300	\$ 194.05	\$ 102.00
4/26	Kennicott	2,480,200	2,492,700	12,500	\$ 485.13	\$ 102.00	1/31	Red Dog okperMC	4,898,800	4,899,100	300	\$ 194.05	\$ 102.00
5/1	Sam M Taalak	2,492,745	2,495,635	2,890	\$ 194.05	\$ 102.00	2/1	Sovereign	4,899,000	4,918,000	19,000	\$ 737.39	\$ 102.00
5/4	Kennicott	2,496,000	2,507,000	11,000	\$ 426.71	\$ 102.00	2/6	Sovereign	4,918,000	4,959,000	41,000	\$ 1,591.21	\$ 102.00
6/2	Helenka B	2,518,700	2,522,300	3,600	\$ 194.05	\$ 102.00	2/6	Discovery	4,959,000	5,008,000	49,000	\$ 1,901.69	\$ 102.00
6/8	Tustumena	2,522,300	2,530,800	8,500	\$ 329.89	\$ 102.00	2/8	Sovereign	5,008,000	5,026,000	18,000	\$ 698.58	\$ 102.00
6/17	Westward Win	2,530,700	2,538,800	8,100	\$ 314.36	\$ 102.00	2/13	Pacific Challenger	5,026,000	5,030,000	4,000	\$ 194.05	\$ 102.00
6/22	wash down	2,538,800	2,539,300	500			2/14	Bob Franco	5,030,000	5,034,000	4,000	\$ 194.05	\$ 102.00
6/26	Westward Win	2,539,395	2,552,660	13,265	\$ 514.81	\$ 102.00	2/20	Discovery	5,034,000	5,073,500	39,500	\$ 1,532.99	\$ 102.00
7/16	Pacific Wolf	345,200	347,800	2,600	\$ 194.05	\$ 102.00	2/24	Bob Franco	5,073,500	5,078,000	4,500	\$ 194.05	\$ 102.00
8/3	Tustumena	2,573,640	2,583,700	10,060	\$ 390.43	\$ 102.00	2/25	Tustumena	5,078,000	5,092,000	14,000	\$ 543.34	\$ 102.00
8/6	Ocean Mariner	2,585,600	2,587,000	1,400	\$ 194.05	\$ 102.00	2/27	Discovery	5,092,000	5,159,300	67,300	\$ 2,611.91	\$ 102.00
8/6	Clean Ocean	2,587,000	2,598,400	11,400	\$ 442.43	\$ 102.00	3/7	Discovery	5,159,000	5,196,700	37,700	\$ 1,463.14	\$ 102.00
8/13	Tustumena	2,600,600	2,618,300	17,700	\$ 686.94	\$ 102.00	3/13	Bob Franco	5,196,700	5,201,400	4,700	\$ 194.05	\$ 102.00
8/15	Endeavor	2,618,530	2,624,800	6,270	\$ 243.34	\$ 102.00	3/20	Discovery	5,201,400	5,259,870	58,470	\$ 2,269.22	\$ 102.00
8/28	Tustumena	2,624,800	2,635,600	10,800	\$ 419.15	\$ 102.00	3/21	Discovery	5,259,000	5,267,000	8,000	\$ 310.48	\$ 102.00
9/2	Tustumena	2,637,500	2,643,200	5,700	\$ 221.22	\$ 102.00	3/24	Bob Franco	5,267,000	5,270,000	3,000	\$ 194.05	\$ 102.00
9/9	Tustumena	2,646,300	2,654,900	8,600	\$ 333.77	\$ 102.00	3/28	Discovery	5,270,000	5,326,475	56,475	\$ 2,191.79	\$ 102.00
9/24	Guardsman	2,655,900	2,662,000	6,100	\$ 236.75	\$ 102.00	4/2	Endeavor	5,326,000	5,367,000	41,000	\$ 1,591.21	\$ 102.00
10/13	Pacific Wolf	349,100	352,800	3,700	\$ 194.05	\$ 102.00	4/3	Bob Franco	5,367,000	5,369,000	2,000	\$ 194.05	\$ 102.00
11/2	Pacific Wolf	352,800	357,968	5,168	\$ 200.57	\$ 102.00	4/4	Discovery	5,369,000	5,392,000	23,000	\$ 892.63	\$ 102.00
11/11	Tustumena	2,663,000	2,670,700	7,700	\$ 298.84	\$ 102.00	4/10	Bob Franco	5,392,000	5,394,000	2,000	\$ 194.05	\$ 102.00
11/13	Tustumena	2,670,000	2,675,000	5,000	\$ 194.05	\$ 102.00	4/11	Discovery	5,393,800	5,434,000	40,200	\$ 1,560.16	\$ 102.00
11/14	Anna T	357,900	371,000	13,100	\$ 508.41	\$ 102.00	4/18	Discovery	5,434,000	5,456,000	22,000	\$ 853.82	\$ 102.00
11/16	Tustumena	2,675,000	2,682,400	7,400	\$ 287.19	\$ 102.00	4/21	Discovery	5,456,000	5,485,000	23,000	\$ 1,125.49	\$ 102.00
12/10	Pacific Wolf	2,682,400	2,685,500	3,100	\$ 194.05	\$ 102.00	4/22	Bob Franco	5,485,000	5,488,000	3,000	\$ 194.05	\$ 102.00
				<b>300,778</b>	<b>\$ 12,272.62</b>	<b>\$ 3,570.00</b>	4/22	Tigllax	5,488,000	5,490,000	2,000	\$ 194.05	\$ 102.00
<b>Notes:</b>							4/25	Perseverance	5,490,000	5,504,000	14,000	\$ 543.34	\$ 102.00
Washing down dock results in missing begin/end reads							4/29	Bob Franco	5,504,000	5,505,000	1,000	\$ 194.05	\$ 102.00
\$194.05 Min Charge							5/2	Discovery	5,505,000	5,542,000	37,000	\$ 1,435.97	\$ 102.00
\$102.00 CONX							5/8	Perseverance	5,542,000	5,573,700	31,700	\$ 1,230.28	\$ 102.00
							5/9	Discovery	5,573,700	5,609,000	35,300	\$ 1,370.00	\$ 102.00
							5/9	Perseverance	5,609,000	5,648,800	39,800	\$ 1,544.64	\$ 102.00
							5/12	Bob Franco	5,649,000	5,653,000	4,000	\$ 194.05	\$ 102.00
							5/12	Paragon	5,653,000	5,655,000	2,000	\$ 194.05	\$ 102.00
							5/14	Silver Shadow	5,655,000	5,704,000	49,000	\$ 1,901.69	\$ 102.00
							5/16	Discovery	5,704,000	5,725,000	21,000	\$ 815.01	\$ 102.00
							5/23	Discovery	5,725,500	5,764,000	38,500	\$ 1,494.18	\$ 102.00
							5/23	NOAA Fairweath	5,764,000	5,776,000	12,000	\$ 465.72	\$ 102.00
							5/24	Bob Franco	5,776,000	5,781,800	5,800	\$ 225.10	\$ 102.00
							5/25	wash down	5,781,500	5,786,000	4,500		
							5/26	Amsterdam	5,786,000	5,853,000	67,000	\$ 2,600.27	\$ 102.00
							5/27	NOAA Fairweath	5,853,000	5,857,000	4,000	\$ 194.05	\$ 102.00
							5/30	Discovery	5,857,500	5,887,000	29,500	\$ 1,144.90	\$ 102.00
							5/30	Westward Wind	5,887,000	5,889,000	2,000	\$ 194.05	\$ 102.00
							6/2	Westward Wind	5,889,000	5,891,000	2,000	\$ 194.05	\$ 102.00
							6/5	Arctic Wolf	5,891,000	5,908,000	17,000	\$ 659.77	\$ 102.00
							6/6	Discovery	5,908,000	5,926,000	18,000	\$ 698.58	\$ 102.00
							6/7	Westward Wind	5,926,000	5,932,000	6,000	\$ 232.86	\$ 102.00
							6/8	Bob Franco	5,932,000	5,936,000	4,000	\$ 194.05	\$ 102.00
							6/13	Discovery	5,936,000	5,956,000	20,000	\$ 776.20	\$ 102.00
							6/19	Rainier	5,956,000	5,967,000	11,000	\$ 426.91	\$ 102.00
							6/20	Discovery	5,967,000	6,008,000	41,000	\$ 1,591.21	\$ 102.00
							6/27	Discovery	6,008,450	6,028,000	19,550	\$ 758.74	\$ 102.00
							6/28	Bob Franco	6,028,000	6,037,000	9,000	\$ 349.29	\$ 102.00
							6/29	wash down	6,037,000	6,045,000	8,000		
							7/1	gravel project	6,048,000	6,054,300	6,300		
							7/4	Millennium Star	6,067,400	6,069,400	2,000	\$ 194.05	\$ 102.00
							7/5	Millennium Star	6,078,000	6,085,200	7,200	\$ 279.43	\$ 102.00
							7/9	Millennium Star	6,118,000	6,123,000	5,000	\$ 194.05	\$ 102.00
							7/11	Discovery	6,133,000	6,183,000	50,000	\$ 1,940.50	\$ 102.00
							7/11	Guardsman	6,183,000	6,191,000	8,000	\$ 310.48	\$ 102.00
							5/7/12	Salvation	6,191,000	6,214,000	23,000	\$ 892.63	\$ 102.00

# Water Usage 2014

Pioneer Dock							Deep Water Dock						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
							7/13	Salvation	6,214,000	6,234,750	20,750	\$ 805.31	\$ 102.00
							7/21	Millennium Star	6,234,700	6,241,000	6,300	\$ 244.50	\$ 102.00
							7/23	Bob Franco	6,241,000	6,248,000	7,000	\$ 271.67	\$ 102.00
							7/23	Perseverance	6,248,000	6,266,800	18,800	\$ 729.63	\$ 102.00
							7/24	Gordon Jenson	6,266,000	6,316,000	50,000	\$ 1,940.50	\$ 102.00
							7/29	Ocean Wave	6,321,000	6,334,000	13,000	\$ 504.53	\$ 102.00
							8/3	wash down	6,334,000	6,338,000	4,000	nc	
							8/4	Bob Franco	6,338,000	6,343,000	5,000	\$ 194.05	\$ 102.00
							8/12	Bob Franco	6,344,000	6,346,000	2,000	\$ 194.05	\$ 102.00
							8/17	Anna T	6,346,400	6,347,650	1,250	\$ 194.05	\$ 102.00
							8/18	Guardsman	6,347,600	6,355,200	7,600	\$ 294.96	\$ 102.00
							8/22	Barge Salvation	6,355,000	6,356,000	1,000	\$ 194.05	\$ 102.00
							8/26	Barge Salvation	6,356,600	6,357,300	700	\$ 194.05	\$ 102.00
							8/26	Ocean Wave	6,357,000	6,361,750	4,750	\$ 194.05	\$ 102.00
							9/3	Polar Bear	6,367,650	6,384,000	16,350	\$ 634.54	\$ 102.00
							9/4	Bob Franco	6,384,000	6,389,000	5,000	\$ 194.05	\$ 102.00
							9/5	Polar Bear	6,389,800	6,405,450	15,650	\$ 607.38	\$ 102.00
							9/8	Anna T	6,405,450	6,408,850	3,400	\$ 131.95	\$ 102.00
							9/10	Ocean Wave	6,408,000	6,415,000	7,000	\$ 271.67	\$ 102.00
							9/13	Bob Franco	6,440,000	6,442,000	2,000	\$ 194.05	\$ 102.00
							9/13	Perseverance	6,415,000	6,440,000	25,000	\$ 970.25	\$ 102.00
							9/16	Anna T	6,442,000	6,445,000	3,000	\$ 194.05	\$ 102.00
							9/19	Polar Bear	6,445,000	6,449,000	4,000	\$ 194.05	\$ 102.00
							9/29	Perseverance	6,449,000	6,471,000	22,000	\$ 853.82	\$ 102.00
							9/29	Anna T	6,471,000	6,477,000	6,000	\$ 232.86	\$ 102.00
							10/10	Discovery	6,477,000	6,510,000	33,000	\$ 1,280.73	\$ 102.00
							10/13	Nokea	6,510,000	6,511,000	1,000	\$ 194.05	\$ 102.00
							10/17	Discovery	6,511,000	6,537,000	26,000	\$ 1,009.06	\$ 102.00
							10/19	Bob Franco	6,537,000	6,544,000	7,000	\$ 271.67	\$ 102.00
							10/20	Paragon	6,544,000	6,547,000	3,000	\$ 194.05	\$ 102.00
							10/23	Discovery	6,547,000	6,549,000	2,000	\$ 194.05	\$ 102.00
							10/24	Discovery	6,549,000	6,573,000	24,000	\$ 931.44	\$ 102.00
							11/1	Bob Franco	6,589,000	6,591,000	2,000	\$ 194.05	\$ 102.00
							11/3	Polar Bear	6,591,000	6,594,000	3,000	\$ 194.05	\$ 102.00
							11/7	Discovery	6,594,000	6,622,000	28,000	\$ 1,086.68	\$ 102.00
							11/11	Anna T	6,622,250	6,628,000	5,750	\$ 223.16	\$ 102.00
							11/11	Perseverance	6,628,000	6,648,000	20,000	\$ 776.20	\$ 102.00
							11/12	Perseverance	6,648,000	6,655,000	7,000	\$ 271.67	\$ 102.00
							11/14	Discovery	6,655,000	6,677,000	22,000	\$ 853.82	\$ 102.00
							11/14	Bob Franco	6,677,000	6,679,000	2,000	\$ 194.05	\$ 102.00
							11/21	Discovery	6,679,000	6,706,000	27,000	\$ 1,047.87	\$ 102.00
							11/22	Bob Franco	6,706,000	6,708,000	2,000	\$ 194.05	\$ 102.00
							11/25	Pacific Wolf	6,708,000	6,712,000	4,000	\$ 194.05	\$ 102.00
							11/28	Discovery	6,712,000	6,730,000	18,000	\$ 698.58	\$ 102.00
							12/5	Discovery	6,730,000	6,752,750	22,750	\$ 882.93	\$ 102.00
							12/8	Bob Franco	6,752,000	6,756,000	4,000	\$ 194.05	\$ 102.00
							12/12	Discovery	6,756,000	6,769,000	13,000	\$ 504.53	\$ 102.00
							12/19	Discovery	6,769,000	6,786,000	17,000	\$ 659.77	\$ 102.00
							12/26	Bob Franco	6,786,000	6,789,000	3,000	\$ 194.05	\$ 102.00
							12/26	Discovery	6,789,000	6,807,000	18,000	\$ 698.58	\$ 102.00
											<b>1,974,485</b>	<b>\$ 79,412.46</b>	<b>\$ 12,138.00</b>
							<b>Notes:</b>						
							Washing down dock results in missing begin/end reads						
							\$194.05 Min Charge						
							\$102.00 CONX						

# 2014 Monthly Fuel Reports

Petro Marine & Home Run Oil

1/21/2015  
10:26 AM

Month	Gallons	Rate	Total	Tons (1ton=29.42gal)	Notes
January	849,774	0.02	\$ 16,995.48	28,884	paid correct fee
February	633,188	0.02	\$ 12,663.76	21,522	paid correct fee
March	1,343,523	0.02	\$ 26,870.46	45,667	paid correct fee
April	897,877	0.02	\$ 17,957.54	30,519	paid correct fee
May	803,307	0.02	\$ 16,066.14	27,305	paid correct fee
June	2,378,901	0.02	\$ 47,578.02	80,860	paid correct fee
July	1,529,773	0.02	\$ 30,595.46	51,998	paid correct fee
August	1,827,964	0.02	\$ 36,559.28	62,133	paid correct fee
September	1,268,592	0.02	\$ 25,371.84	43,120	paid correct fee
HRO 3rd Qtr. Report	124,633	0.02	\$ 2,492.66	4,236	7/29/14: 50,153g; 9/10/14: 36,574g; 9/24/14: 37,906g
October	1,009,761	0.02	\$ 20,195.22	34,322	paid correct fee
November	467,521	0.02	\$ 9,350.42	15,891	paid correct fee
December	671,087	0.02	\$ 13,421.74	22,811	paid correct fee
<b>Total for 2014</b>	<b>13,805,901</b>		<b>\$ 276,118.02</b>	<b>469,269</b>	

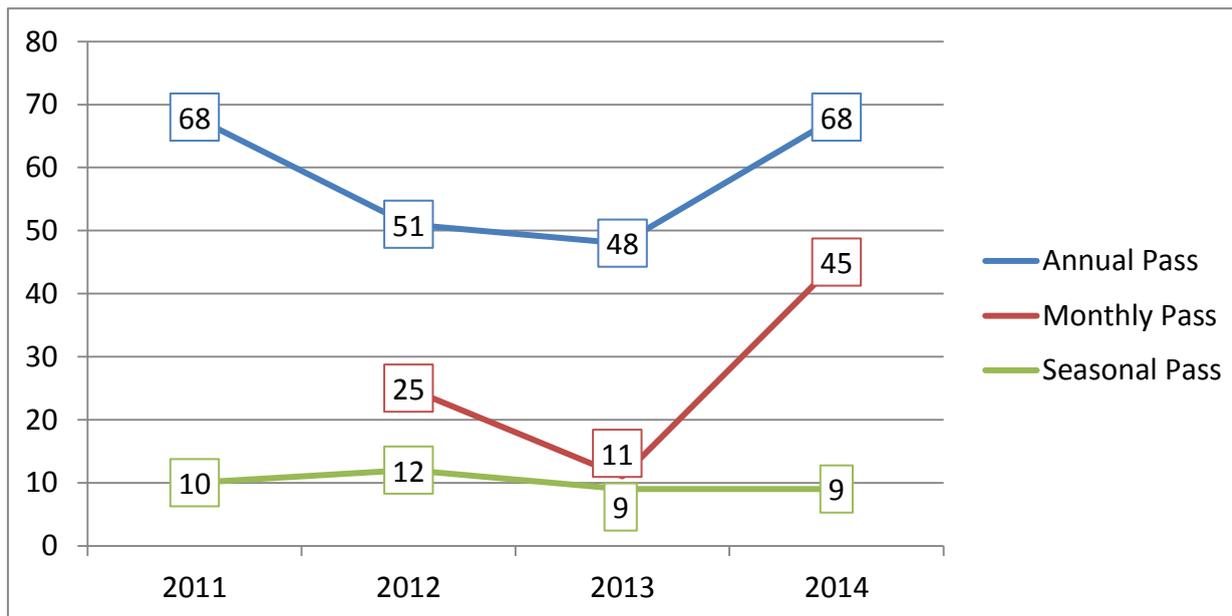
Total for 2013	13,562,906	\$ 271,258.12	461,010
Total for 2012	12,829,300	\$ 164,119.39	436,074
Total for 2011	13,706,459	\$ 141,176.53	465,889



## 2014 Parking Pass Revenues

Marina Account #9748

	Revenue w/o tax	Reg Long Term	RSV/TA Long Term	Monthly Less Than 20'L	Monthly Over 20'L	Seasonal Pass	Month Total
January	\$372.10	2	0	0	0	0	2
February	\$279.07	1	1	0	0	0	2
March	\$651.17	3	1	0	0	0	4
April	\$2,511.64	10	7	0	0	0	17
May	\$3,655.86	10	4	4	0	5	23
June	\$3,721.01	9	3	14	2	3	31
July	\$1,339.58	2	0	10	4	0	16
August	\$734.91	1	1	7	0	0	9
September	\$586.06	0	1	4	0	1	6
October	\$186.04	0	2	0	0	0	2
November	\$744.20	4	0	0	0	0	4
December	\$1,023.27	5	1	0	0	0	6
<b>2014 Total</b>	<b>\$15,804.91</b>	<b>47</b>	<b>21</b>	<b>39</b>	<b>6</b>	<b>9</b>	<b>122</b>
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

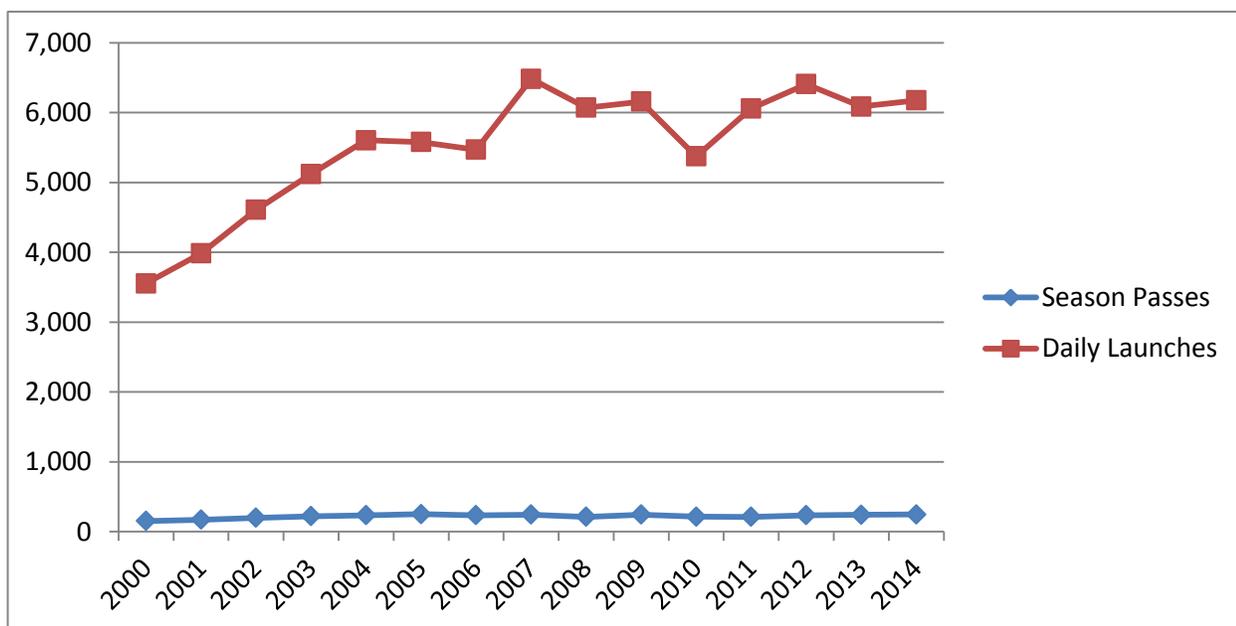




## Load and Launch Figures

Comparative of 2000 to 2014

Year	Season Passes	Daily Launches	Total Revenue
2000	151	3,554	<u>Note for 2000-2005:</u> The following estimations are based on the following constant: Season Passes = 30% of total L&L Revenues
2001	171	3,984	
2002	197	4,608	
2003	220	5,120	
2004	234	5,603	
2005	249	5,578	
2006	234	5,468	\$91,521.10
2007	243	6,482	\$103,095.12
2008	212	6,071	\$92,617.23
2009	244	6,157	\$97,186.50
2010	213	5,372	\$84,608.56
2011	212	6,058	\$99,475.66
2012	233	6,407	\$105,153.33
2013	240	6,085	\$102,969.63
2014	246	6,175	\$106,935.27
<b>Average:</b>	220	5,515	



**2014 Load and Launch**

1/21/2015

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Season Pass Office	1	1	10	36	54	32	10	0	0	0	1	0	145
Season Pass Booth	0	0	0	0	32	53	13	3	0	0	0	0	101
Total Season Passes	1	1	10	36	86	85	23	3	0	0	1	0	246
Single Launch Office	0	0	0	6	21	7	16	5	2	2	0	3	62
Single Launch Booth	0	0	0	0	492	1,226	1,906	1,130	233	24	0	0	5,011
Single Launch Iron Ranger	0	0	0	126	243	199	197	221	100	16	0	0	1,102
Total Launches	0	0	0	132	756	1,432	2,119	1,356	335	42	0	3	6,175
<hr/>													
Est. Season Passes x 120.93	120.93	120.93	1,209.30	4,353.48	10,399.98	10,279.05	2,781.39	362.79	0.00	0.00	120.93	0.00	\$29,748.78
Est. Single Launch x 12.09	0.00	0.00	0.00	1,595.88	9,140.04	17,312.88	25,618.71	16,394.04	4,050.15	507.78	0.00	36.27	\$74,655.75
Revenue w/o tax	120.93	120.93	1,209.30	5,949.36	19,540.02	27,591.93	28,400.10	16,756.83	4,050.15	507.78	120.93	36.27	\$104,404.53
Actual Revenue from Billing	120.93	120.93	1,209.30	5,918.45	19,637.09	26,077.90	30,590.45	15,931.49	6,814.33	357.20	120.93	36.27	\$106,935.27

## Homer Spit Lease Expiration Calendar

updated 1/20/2015

<b>Expiration</b>	<b>Leaseholder</b>	<b>Details</b>
7/31/2010	Fish Factory	6 mo. lease for 12B strip expires - Paying month-to-month until CUP requirements are met, which then will be included in their 12A lease as an amendment.
1/1/2015	Alaska Scrap & Recycling	6 mo. lease expires; Paying month-to-month until final scrap haul-outs are completed summer 2015
11/30/2015	Mike Yourkowski	Lease expires; one 10 yr option
2/1/2016	El Pescador	Lease expires; no options remain
9/30/2016	USCG - Roanoke Island	Lease expires? Not in file
5/1/2017	Pier One Theatre	Lease expires
12/31/2017	Fish Factory	Outfall Line Agreement Expires
3/31/2018	Sportsman Supply	Lease expires; no options remain
3/31/2018	AK High Hopes-Bob's Trophy Charters	Lease expires; no options remain
12/1/2018	Harbor Enterprise - 30 Acres	Lease expires; no options remain
3/31/2020	Fish Factory	Lease expires; two 10 yr options
4/15/2022	Kachemak Bay Seafoods - Sullivan	Lease expires; two 2.5 year options remain
9/30/2022	USCG-Pioneer Dock	Lease expires; no options remain
11/15/2022	Southcentral Radar	Lease expires; two 5 yr options
4/30/2023	Fortune Sea	Lease expires; no options
9/30/2023	USCG-Lot #20 by PD	Lease expires; no options remain
10/15/2024	Kachemak Bay Seafoods - Sullivan	Lease expires; one 2.5 year options remain
1/1/2025	Harbor Leasing LLC	Outfall Line Agreement Expires
1/31/2026	Salty Dawg	Lease expires; no options remain
12/21/2026	Homer Spit Campground	Lease expires; two 3 yr options
4/15/2027	Kachemak Bay Seafoods - Sullivan	Lease expires; no options remain
3/31/2028	Harbor Leasing LLC	Lease expires; two 5 yr options
9/14/2029	Icicle Seafoods	Lease expires; no options remain
11/1/2029	Homer Enterprise - Sport Shed	Lease expires; two 5 year options remain
5/31/2030	Seldovia Village Tribe	Lease Expires, two 5 year options
7/31/2033	Alaska Custom Seafoods	Lease expires; two 5 yr options remain
11/1/2033	ACS of the Northland, LLC - Tower	Lease Expires, two 5 year options
11/1/2033	ACS of the Northland, LLC - Building Site	Lease Expires, two 5 year options

4/30/2034	Snug Harbor	Lease expires; two 5 yr options
5/15/2034	Happy Face Restaurant	Lease expires; two 5 yr options
7/31/2038	Alaska Custom Seafoods	Lease expires; one 5 yr option remain
11/1/2038	ACS of the Northland, LLC - Tower	Lease expires; one 5 yr option remain
11/1/2038	ACS of the Northland, LLC - Building Site	Lease expires; one 5 yr option remain
4/30/2039	Snug Harbor	Lease expires; one 5 yr option remain
5/15/2039	Happy Face Restaurant	Lease expires; one 5 yr option remain
7/31/2043	Alaska Custom Seafoods	Lease expires; no options remain
11/1/2043	ACS of the Northland, LLC - Tower	Lease expires; no options remain
11/1/2043	ACS of the Northland, LLC - Building Site	Lease expires; no options remain
4/30/2044	Snug Harbor	Lease expires; no options remain
5/15/2044	Happy Face Restaurant	Lease expires; no options remain
4/30/2060	AK Marine Highway	Lease expires

2015 Homer City Council Meetings  
Port & Harbor Advisory Commission Attendance

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

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

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

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

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

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

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

