



DOCKS & HARBORS BOARD DOCKS FEE REVIEW COMMITTEE MEETING

Thursday, October 20th, 2016
CBJ Assembly Chambers

Following the Finance Committee meeting at 5:00 PM

- I. Call to Order** (CBJ Assembly Chambers- immediately following Finance meeting)
- II. Roll Call** (Tom Donek, Weston Eiler, David Seng, David Summers, and John Bush)
- III. Approval of Agenda**
- IV. Approval of March 24th, 2016 Docks Fee Review Committee Minutes**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time)
- VI. Unfinished Business**
 1. Loading permit fees ([05 CBJAC 15.080](#))

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
- VII. New Business**
 1. Potable Water Fee ([05 CBJAC 15.050](#))

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
- VIII. Future Business**
 1. Vessel Lightering Fee ([05 CBJAC 15.060](#))
- IX. Next Docks Fee Review Meeting** - To be determined
- X. Adjournment**



**DOCKS & HARBORS BOARD
DOCKS FEE REVIEW COMMITTEE MEETING MINUTES**

Thursday, March 24th, 2016
City Hall Conference Room 224

- I. Call to Order** Docks Fee Review Committee meeting was called to order at 5:55pm in City Hall Room 224 by Mr. John Bush.
- II. Roll Call** The following members were present: Tom Donek, Weston Eiler, Tom Zaruba, and John Bush.
Also present: Carl Uchtyl – Port Director; Drew Green- Cruise Line Agency.
- III. Approval of Agenda**
MOTION: BY MR. WESTON EILER TO APPROVE THE AGENDA AS PRESENTED AND ASKED UNANIMOUS CONSENT.
Motion passed with no objection.
- IV. Approval of February 18th, 2016 Docks Fee Review Committee Minutes**
MOTION: BY MR. TOM ZARUBA TO APPROVE THE FEBRUARY 18TH, 2016 DOCKS FEE REVIEW COMMITTEE MEETING MINUTES AND ASKED UNANIMOUS CONSENT.
Motion passed with no objection.
- V. Public Participation on Non-Agenda Items - None**
- VI. Unfinished Business**
1. Cruise Ship Fees
 - Dockage Charges (05 CBJAC 15.030)
 - 3/2010; 1/2007; 12/2004
 - \$1.50 per foot for vessels less than 65 feet in length overall;
 - \$2.50 per foot for vessels with a length overall from 65 feet up to 200 feet; and
 - \$3.00 per foot for vessels greater than or equal to 200 feet in length overall.

Mr. Uchtyl stated we are discussing the Cruise Ship Dockage Fees which are based on length. He presented a spreadsheet with the different cruise ships that use Juneau Docks. The spreadsheet shows the different fees that are applicable to each ship depending in the location they use and the size of the ship. There are wharfage fees, port maintenance fees, water, lightering, marine passenger fees, port development fees whether it is public or private dock, and port dues.

Committee Questions

Mr. Donek asked when the last time these rates were changed.

Mr. Uchtyl answered he believes it was in 2010 and that was before his employment.



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Mr. Drew Green, Cruise Line Agencies, answered he believes it was 2008 that the port development fee changed by resolution and not ordinance. He stated he was not aware of the \$.055 per registered net ton port maintenance fee ever changing; it's always been the same. There have been a number of considerations for changing the \$3.00 fee per head and the port dues but they were not changed. The head tax income helped therefore the other fees were not raised.

Mr. Donek asked when the head tax fee went in to effect.

Mr. Green answered in 1999 for a \$5.00 head tax. In 2009 when they built Marine Park they added an additional fee & there were three rates at that time. Then the assembly changed it under a sunset clause and it has been set at a \$3.00 head tax.

Mr. Zaruba asked if there is any reason to change the cruise ship fees now.

Mr. Uchytel answered I have a recommendation. The city does get a lot of head tax. We collect about \$800,000 to \$900,000 in dockage fees and the city collects over 10 times that in head tax. We are profitable at this time so I do not see a need to raise our rates.

Mr. Zaruba asked if our rates are considerably higher than Sitka and Ketchikan.

Mr. Uchytel answered he did prepare a report with Ketchikan fees to do a comparison. He stated it is not a direct comparison since we have different fee structures. Some fees are similar and some fees are either lower or higher here. He stated Seattle has a different infrastructure since it is mostly a turnaround port compared to Juneau which is a port of call for the passengers.

Mr. Donek stated we have things changing with ships getting bigger, heavier, and carrying more passengers. As time goes on we are going to be making more money since we charge per passenger and per tons. Although I do have a concern with fees not ever changing and it has been years.

Mr. Zaruba stated we should go over every fee structure we have for both Harbors and Docks and see what is working. We could make a motion to just leave them as is for another year.

Mr. Eiler stated he appreciates Mr. Uchytel putting together the Ketchikan information so we can see what other communities do.



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Mr. Bush stated since we are under construction mode with the new cruise ship docks we should not raise fees. If things are working we move forward and table it until next year once the 16B project is complete.

Public Discussion - None

Committee Discussion/Action - None

MOTION: None

VII. New Business

1. Port Dues (85.02.105)

- 3/2005
- Every vessel carrying passengers for compensation and utilizing the port facilities, and not otherwise exempted, shall be assessed and pay port dues for each port visit. The port dues shall be in addition to other port facility fees and charges.
- [Base rate per registered net ton] X [Registered net tonnage]
= Port dues per vessel per use of port facilities

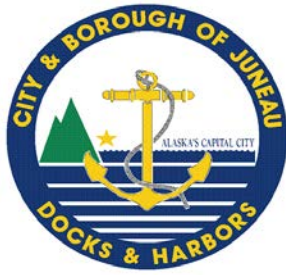
Mr. Uchytal stated we have both port maintenance fees and port dues. He contacted CBJ law department to try and decipher what the difference is between the two and whether or not these are duplicates. The way law explained it was certain vessels are exempt from the port development fees such as vessels that are under 200 tons. The port dues appear to have been created to have the smaller ships help pay for recapitalization of the port. We have never used it because there are very few smaller cruise ships. We need to come up with a base rate so the vessels that have more than 12 passengers but less than 200 tons have comparable fee to pay to the port.

Committee Questions

Mr. Eiler stated there are four vessels that the port dues would be applicable to but some comparable sized ships do not have it, is that because those vessels moor at a different dock.

Mr. Uchytal answered yes. Even the smaller boats out at Auke Bay should have these port dues.

Mr. Donek asked the port dues regulation says every vessel using the port facilities. What are the port facilities, everything we own?



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Mr. Uchytel answered the regulation states the port dues should be placed in the port development fund and then those funds are used to benefit the cruise industry.

Mr. Zaruba asked if the harbor facilities and the port facilities are two different things according to this.

Mr. Uchytel said Auke Bay and the Gitkof dock would fall under this even if not downtown.

Mr. Bush asked if the CBJ Law Department has come back with anything on this regulation.

Mr. Uchytel answered only with as much as they could give me. We thought it was a duplicate but now we think it is to fill the gap for the vessels that have more than 12 passengers but less than 200 tons but not charge the local guys by having some exemptions.

Mr. Zaruba stated there must be a simpler way to determine the exemptions as well. How do we know what their schedule is and if they travel 100 miles or less from Juneau.

Mr. Donek asked what is our objective for the port dues.

Mr. Uchytel answered it is to collect fees from the over-night passengers on vessels of more than 12 people but less than the larger cruise ships of 200 tons.

Mr. Zaruba answered it would be determined by the type of license they have.

Mr. Bush said we could pull the 200 ton limit and merge the port dues and port development fee but still leave the exemptions in place. This will not affect a lot of vessels but it will clean up loose ends of fees out there. Can we run this by CBJ Law to see if we can combine them.

Public Discussion

Mr. Drew Green stated he believes this was created by the city through an ordinance but Docks & Harbors collects it. This was around the same time the long-range waterfront development plan was created.

Committee Discussion/Action

Mr. Donek asked if these port dues are in addition to port development fee.

Mr. Uchytel answered per Chris Orman, our CBJ attorney, they are separate.

Mr. Zaruba stated he agreed in combining them.



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Thursday, March 24th, 2016
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Mr. Bush said we should do our due diligence and not ignore these. We will come back to this. No motion needed at this time.

MOTION: None

VIII. Future Business

1. Port Maintenance Fee (05 CBJAC 15.040)
2. Marine Passenger Fee (05 CBJAC 15.100(a))
3. Port Development (05 CBJAC 15.100(b))

IX. Next Docks Fee Review Meeting- Thursday, April 21st, 2016 following Finance

X. Adjournment

The Docks Fee Review Committee Meeting adjourned at 6:41pm.

Downtown Loading Zone Expenses & Revenues

Expense	Amount	Comments
Harbor Officers	\$51,770.80	Salary & benefits for 1160 hours designated to the parking lots
Harbor Techs	\$22,967.00	Salary & benefits for 700 hours spent picking up trash and patrolling lots
Admin 1 (Port Office)	\$2,673.75	Salary & benefits for 75 hours spent issuing permits (50% of one month)
Admin 1 (Port Field Office)	\$2,834.00	Salary & benefits for 90 hours spent on "LZ" related tasks (10% of summer)
Parking Decals	\$947.36	225 A Zone Decals, 175 B Zone Decals, 10 Crew Shuttle Decals
Total	\$81,192.91	

Revenue	2012	2013	2014	2015	2016
Loading Zone Permit- Company Fee (P10)	\$10,500.00	\$10,200.00	\$10,800.00	\$10,500.00	\$11,400.00
Loading Zone Permit- "A" Seat Fee (P11)	\$50,897.00	\$50,498.00	\$46,998.00	\$49,735.00	\$49,388.00
Loading Zone Permit- "B" Seat Fee (P12)	\$10,143.00	\$9,765.00	\$13,888.00	\$11,942.00	\$13,220.00
Loading Zone Permit- "C" Seat Fee (P54)					\$77.00
	\$71,540.00	\$70,463.00	\$71,686.00	\$72,177.00	\$74,008.00

Statter Harbor Loading Zone Expenses & Revenues

Expense	Amount	Comments
Staff Labor	\$59,600.00	Salary & Benefits for one Harbor Officer 8 hours per day May-September
Total	\$59,600.00	

Revenue	2012	2013	2014	2015	2016
Statter Bus Parking- Company Fee (H37)	\$1,800.00	\$1,575.00	\$2,700.00	\$1,800.00	\$2,400.00
Statter Bus Parking- Seat Fee (H38)	\$5,190.00	\$4,815.00	\$7,095.00	\$7,485.00	\$6,765.00
	\$6,990.00	\$6,390.00	\$9,795.00	\$9,285.00	\$9,165.00

Downtown 2016 Loading Zone Use by Company

Current Loading Zone Fee Structure: \$300 company fee + \$7.00 per seat

Company	A Zone		B Zone		C Zone		Total # Seats	Company Fee + Seat Fee
	# Vehicles	# Seats	# Vehicles	# Seats	# Vehicles	# Seats		
12th Street Taxi & Tours**			2	28			28	\$ 496.00
Above & Beyond Alaska			7	73			73	\$ 811.00
Admiralty Air Service			1	7			7	\$ 349.00
Admiralty Excursions			1	14			14	\$ 398.00
Adventure Flow			1	10			10	\$ 370.00
Airboat Alaska			1	14			14	\$ 398.00
Alaska Excursions	2	48	2	30			78	\$ 846.00
Alaska Independent Coach	24	1187	5	36			1,223	\$ 8,861.00
Alaska Pedicab					4	11	11	\$ 377.00
Alaska Travel Adventures	14	502	9	114			616	\$ 4,612.00
Alaska Zipline Adventures			4	56			56	\$ 692.00
Alaskan Kiwis			9	119			119	\$ 1,133.00
Allen Marine			7	64			64	\$ 748.00
Bear Creek Outfitters			3	32			32	\$ 524.00
Coastal Helicopters			8	96			96	\$ 972.00
Crew International	1	25	5	70			95	\$ 965.00
Dolphin Tours	9	340	4	47			387	\$ 3,009.00
Era Helicopters			3	33			33	\$ 531.00
Gastineau Guiding	17	508	6	84			592	\$ 4,444.00
Glacier Taxi & Tours LLC**			11	78			78	\$ 846.00
Harv & Marv's	3	70	9	86			156	\$ 1,392.00
Hooked on Juneau			1	10			10	\$ 370.00
Juneau Limousine Service	1	32	6	55			87	\$ 909.00
Juneau Shore Fishing			3	25			25	\$ 475.00
Juneau Taxi & Tours**			25	172			172	\$ 1,504.00
Juneau Tours	16	628	3	26			654	\$ 4,878.00
Last Chance	6	167	1	14			181	\$ 1,567.00
Liquid Alaska Tours			3	42			42	\$ 594.00
M & M Tours	6	230	6	76			306	\$ 2,442.00
Moore Charters			1	14			14	\$ 398.00
Northstar Trekking			5	62			62	\$ 734.00
Panhandle Excursions			1	14			14	\$ 398.00
R and C Shuttles			4	48			48	\$ 636.00
Royal Highway	69	3295	9	110			3,405	\$ 24,135.00
Rum Runner Charters			2	12			12	\$ 384.00
Temasco Helicopters			7	74			74	\$ 818.00
Willy's Wee Haul			5	38			38	\$ 566.00
Wings Airways			3	18			18	\$ 426.00
TOTALS	168	7032	183	1901	4	11	8,944	\$ 74,008.00

NOTES:

"A Zone" vehicles have 18 or more seats

Taxi companies are marked with **



**DOCKS & HARBORS BOARD
DOCKS FEE REVIEW COMMITTEE
MEETING MINUTES**

December 3rd, 2015, 6:00 PM
CBJ Assembly Chambers

- I. ~~Call to Order~~** Mr. Zaruba called the Docks Fee Review Committee Meeting to order at 6:02 pm.
- II. ~~Roll Call~~** The following members were present: Tom Donek, Weston Eiler (via phone), and Tom Zaruba.
Also in attendance: Carl Uchytel—Port Director, Dave Borg—Harbormaster, and Teena Larson—Admin Officer
Absent: David Summers and John Bush.
- III. ~~Approval of Agenda~~**
MOTION BY MR. DONEK: TO APPROVE THE AGENDA AS PRESENTED AND ASKED UNANIMOUS CONSENT.

Motion passed with no objections.
- IV. ~~Approval of October 21st, 2015 Docks Fee Review Committee Minutes~~**
Hearing no objection, the October 21st, 2015 minutes were approved.
- V. ~~Public Participation on Non-Agenda Items – None~~**
- VI. Unfinished Business –**

1. Loading Permit Fees ([05 CBJAC 15.080](#))

- 12/2004

"A" or "B" Permit	\$300 per company plus \$7 per passenger seat
Limited Loading Permit	\$15 per vehicle for each permit day; or \$250 per year, whichever is less

- *Statter Harbor Lower Parking Lot Permit Fee ([05 CBJAC 20.090](#))*
 - 4/2005; 5/2006
 - *The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Lower Parking Lot.*
 - *Calendar year permit: \$300.00 per company plus \$15.00 per passenger seat.*

Mr. Zaruba said at the last meeting Mr. Peterson proposed a plan for adjusting the loading zone fees for Statter Harbor and Downtown Harbors. He asked if staff wanted to comment.

Mr. Uchytel said staff is looking for direction to raise the seat fee and remove the company fee, or leave as is.

Committee Questions-

Mr. Zaruba distributed a handout(attached to minutes). He said he prepared a spread sheet to show some comparative costs and distribution of equity for who is paying what and how much they are paying based on the size of the company and the number of seats which is consistent to what staff prepared for the loading zone use per company.



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DOCKS FEE REVIEW COMMITTEE
MEETING MINUTES**

December 3rd, 2015, 6:00 PM
CBJ Assembly Chambers

Mr. Uchytel asked what is column (H) the per seat fee comparison?

Mr. Zaruba said he took samplings of various size companies and various number of seats and did some calculations. He used the total amount a company is currently paying and divided it by the amount of seats on a company's permit. The amounts show the smaller companies are paying too much and the larger companies are not paying enough. This is just a comparative analysis. This is trying to get to some kind of equity that turns into a black number at the end of the season.

Public Discussion-

Dennis Harris, Juneau, AK (12th Street Taxi & Tours)

He said in the 2015 season he had six vehicles with 40 seats. In the 2016 season some of those seven passenger vehicles are going to be replaced with ten passenger vehicles and he anticipates he will have 50 to 56 seats. This will be depending on how many people replace their vehicles. He said the \$300 company fee which was the same for smaller and larger company's was inequitable. He is in favor of the fee structure that was proposed at the last meeting having a new seat fee of \$8.25 per seat. This would be more equitable for him. He said currently his drivers each pay the seat fee for their own vehicle and split the company fee. He understands why the rates are different at Statter Harbor because it is so congested. He said when he receives a call for a taxi out of Statter Harbor he will call the individual and let them know when he will be there so he just doesn't sit in the parking lot waiting because there are too many people. The objection last year with a proposed increase was the loading zone users currently were not provided the services they were paying for in terms of enforcement in the B-zone at the Red Dog and Tram. He realizes staff is very busy, but there is consistent violators who use the B-zone at the Red Dog as a loading zone. The violators are Odom Company, Alaska Brewing Company, Fed Ex, and the US Postal Service who all act like they don't have to pay attention to the B-zone signs. He said every time he called the port field office, staff was very busy and by the time they did check the area the company was already gone. When he called JPD, they could never make it either. Enforcement had improved over the previous year, but it still has a way to go. There were a number of Taxi's that were using the B-zone by the Tram and did not have a B-zone permit. Occasionally staff would approach the taxi and they would drive away, but he never saw any of them get a ticket. He would like to see someone without a B-zone permit to be ticketed immediately when using the B-zone area. He said he will talk to the City about changing the signage on the loading zone on the other side of the Red Dog on Franklin Street from being an early morning loading zone only to being an all day loading zone. He commented on Mr. Hagevigs email; He said the larger company's have been getting a real good deal for years, much better than the small operators. He said it is time that they carried their own weight.



**DOCKS & HARBORS BOARD
DOCKS FEE REVIEW COMMITTEE
MEETING MINUTES**

December 3rd, 2015, 6:00 PM
CBJ Assembly Chambers

Committee Discussion/Action-

Mr. Zaruba said there are two problems. One is currently Docks & Harbors is operating at a \$25,000 loss which is not acceptable. The second problem is the inequity of the current rates. He said on his spread sheet he took the revenues and expenses and divided it by the total amount of seats in all the Harbors and came up with a \$11.50 seat fare. With this new rate, Docks & Harbors will have a small profit if all things stay consistent.

Mr. Harris said currently he was paying \$14.50 per seat, and so anything less than \$14.50 will help.

Ms. Larson said downtown is Port revenues and Statter is Harbor revenues. In your proposal, you are raising the seat fee for all the loading zone areas downtown to make up for the Statter Harbor loading zone operations loss.

Mr. Zaruba said the fee is going against commercial operators bringing customers to the Harbors. As far as where the money goes really doesn't make a difference. It is still a commercial enterprise delivering passengers to and from Harbors or Docks.

Mr. Uchytel said the push back on this fee increase will be from the company's with the big coaches.

Mr. Zaruba said he understands that.

MOTION By MR. ZARUBA: MOVE THAT THE PETERSON PLAN ANALYSIS THAT MR. ZARUBA PREPARED BE ADOPTED AND RECOMMEND SETTING THE FEE AT \$11.50 STRAIGHT ACROSS THE BOARD, NO COMPANY FEE, AND MOVE THIS TO THE STANDING COMMITTEES FOR THEIR CONSIDERATION AND ACTION AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VII. New Business—None

VIII. ~~Items for Discussion & Coordination~~

~~1. Review of previous Docks Fee Review Process & Activity~~

~~3. Electricity Fees (05-CBJAC 15.090)—~~

~~▪ 12/2004~~

	A	B	C	D	E
1	Budget Unit	Source	Revenue	Expense	Profit/Loss
2					
3	Statter Harbor	Company/Seat Fee Combined	\$ 9,285.00		
4	Statter Harbor	Staff Labor		\$ (14,072.24)	
5	Statter Harbor	Parking Decals		\$ (152.56)	
6	Downtown	Company/Seat Fee Combined	\$ 72,177.00		
7	Downtown	Staff Labor		\$ (91,844.00)	
8	Downtown	Parking Decals		\$ (929.97)	
9					
10	Total		\$ 81,462.00	\$ (106,998.77)	\$ (25,536.77)
11					
12					
13					
14	Proposed Zero Based standardized plan, eliminate \$300 company fee and average seat fees based upon gross operating overhead / total seats				
15					
16					
17					
18					
19					
20	Statter Harbor	499 Seats @ 11.50 per seat	\$ 5,738.50		
21	Statter Harbor	Staff Labor		\$ (14,072.24)	
22	Statter Harbor	Parking Decals		\$ (152.56)	
23	Downtown Zone A	7105 @ 11.50 per seat	\$ 81,707.50		
24	Downtown Zone B	1706 @ 11.50 per seat	\$ 19,619.00		
25	Downtown	Staff Labor		\$ (91,844.00)	
26	Downtown	Parking Decals		\$ (929.97)	
27					
28	Total		\$ 107,065.00	\$ (106,998.77)	\$ 66.23

	A	B	C	D	E	F	G	H	I
1	Vendor (example)	# of Vehicles	# of Seats	Existing Cost	New Plan Cost	Existing Seat cost	New Plan Seat Cost	Seat Cost Comparison	Adj %
2									
3	Downtown								
4									
5	Hooked on Juneau	1	10	\$ 370.00	\$115.00	\$37.00	\$11.50	(\$25.50)	
6	Allen Marine	3	30	\$ 510.00	\$345.00	\$17.00	\$11.50	(\$5.50)	
7	Juneau Limousine Svc	6	76	\$ 832.00	\$874.00	\$10.95	\$11.50	\$0.55	
8	Alaska Excursions	4	78	\$ 846.00	\$897.00	\$10.85	\$11.50	\$0.65	
9	Glacier Taxi	16	113	\$ 1,091.00	\$1,299.50	\$9.65	\$11.50	\$1.85	
10	Dolphin Tours	8	295	\$ 2,365.00	\$3,392.50	\$8.02	\$11.50	\$3.48	
11	Juneau Tours	17	612	\$ 4,584.00	\$7,038.00	\$7.49	\$11.50	\$4.01	
12	Ak independent Coaches	29	1243	\$ 9,001.00	\$14,294.50	\$7.24	\$11.50	\$4.26	
13	Royal Highway	80	3424	\$ 24,268.00	\$39,376.00	\$7.09	\$11.50	\$4.41	
14									
15	Statter Harbor								
16									
17	Yamada Richard	2	20	\$600.00	\$230.00	\$30.00	\$11.50	(\$18.50)	
18	Juergens, Louis	4	73	\$1,395.00	\$839.50	\$19.11	\$11.50	(\$7.61)	
19	Dolphin Jet Boat	4	160	\$2,700.00	\$1,840.00	\$16.88	\$11.50	(\$5.38)	

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, January 20th, 2016

~~1. Appropriation Ordinance—Cruise Ship Berths Improvement Project~~

~~Mr. Gillette said I refer you to page 10 in your pamphlets. You'll see the spreadsheet and memo regarding the appropriation. We intend to move money from the Port Development Fees and the Dock Funds to the Cruise Berth Project. When this project was approved the intent was to add \$6 million to the project in revenue bonds, and that was delayed. We need a total of \$7.2 million, and we have \$4 million identified. The total needed includes a 10% contingency. The \$4 million should carry us through this season. Then at the start of next year we will have a better sense of what funds will be needed to finish the project, and we can ask for those funds at that time.~~

~~Mr. Bartholomew said the Assembly put together funding in 2012 for a package of projects. The new cruise ship docks were included in that package. The original cost that was approved has been funded and that cost has not been exceeded. If we need more money there is enough revenue to support that and it will be funded by the Port Development Fees. Currently the Port Development Fund is paying off the bonds we have sold.~~

Committee Questions

~~Mr. Donek asked are we going to spend the \$4 million that is being appropriated.~~

~~Mr. Bartholomew said it is there for the contingency. If we spend the contingency there are more funds available for further costs.~~

Public Discussion—None

Committee Discussion/Action

~~MOTION By MR. JANES THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.5 MILLION FROM THE DOCKS FUND BALANCE AND \$2.5 MILLION OF PORT DEVELOPMENT FEES FOR THE CRUISE SHIP BERTHS IMPROVEMENT PROJECT.~~

2. Loading Zone Permit Proposed Changes under 05 CBJAC 15.080

Mr. Uchytel said currently the Loading Zone permits are \$300.00 per company and \$7.00 per seat at the Port and \$15.00 per seat at Statter Harbor. The fees are paid once annually. The Dock Fee Review Committee met in December and there was a motion that we do away with the \$300.00 company fee and come up with one rate to charge for the seat fees instead of the two different rates. The recommended seat fee is \$11.50. The reason behind the motion was the fees staff provided for operating the Downtown Cruise Ship Parking Lot. The number staff provided was based on 1 Harbor Officer and 1 Harbor Technician per day and sticker costs. The estimate came

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OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, January 20th, 2016

to \$107,000.00, whereas the revenue totals \$81,000.00. The motion was made to cover the deficit of \$26,000.00. However, the costs were based on an estimate, and it is difficult to estimate what it costs to manage the Downtown Cruise Ship Parking Lot.

Committee Questions

Mr. Janes asked would the \$11.50 per seat fee be applied separately to each loading zone.

Mr. Uchytel said that is correct.

Mr. Janes asked is the per passenger fee compatible with the dock loading fees. The idea of a per passenger fee makes sense to me. It's easier to budget for and figure out.

Mrs. Teena Larson said we have to do a lot of tracking now for the passenger for hire fees. We continually ask for the reports and payment. We need a regulation in place to tell users that if they are in bad standing at the end of the season then they can't operate the following season.

Mrs. Jennifer Mejia said I would like there to be a late fee or a penalty in place for when Passenger-for-hire companies are late. Currently there are no options to charge a late fee or a penalty fee. Staff has to wait for the companies to provide their reports stating the number of passengers for each month before they can generate an invoice. Without an invoice posted on the company's account no late fees can be generated. Passenger-for-hire companies are months late and there are no penalties to discourage them from being late.

Mr. Janes said it seems like Docks and Harbors should be able to come up with a system to allow for the per passenger fees. Do you believe we have the ability, power and enforcement to put a system together so we can switch to a per passenger fee? You already have it at Statter Harbor in the form of Passenger-for-hire fees.

Mrs. Larson said it's not currently working. People are not reporting and paying when they are supposed to. We are constantly contacting them requesting reports and payment. The loading zone permits consist of more companies than the Passenger-for-hire. I'm not sure it can happen.

Public Discussion

Bill Hagevig, Division Manager HAP Alaska-Yukon (Royal Highway), of Juneau, AK

Mr. Hagevig said I think the United States Forest Service (U.S.F.S) is going to find out this summer the per passenger fees is a much wider umbrella then they are used to. When you start asking individual cab drivers for their numbers, and they are not

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used to tracking that information, it will prove to be difficult information to gather. The letter I sent you discusses how the per company and seat fee formula is already established within the City and Borough of Juneau. Companies already have to pay Juneau Police Department (JPD) a company fee and a seat fee. At JPD, regardless of your company size, you have to pay \$1,500.00 for a company endorsement, and we also pay a per vehicle fee. If you do away with the \$300.00 company fee and charge \$11.50 per seat, our company will pay an additional \$15,000.00. It would not be cost effective for HAP/Royal Highway to permit our 71 vehicles.

Mr. Borg asked if you permit fewer vehicles would that mean more cruise ship passengers would be waiting longer.

Mr. Hagevig said potentially yes. Actually that has already happened. The airport has a per vehicle fee structure. HAP/Royal Highway is not at the airport often. We came to an agreement with airport staff that instead of paying for 80 vehicles to have a sticker and permit for airport use, we would only pay for the maximum number of vehicles we would typically have at the airport at any given time. The fee we agreed on was \$4,000.00. After that the airport decided to go to a flat fee of \$10,000.00 for all companies. Since we weren't generating more revenue to match the new expense we decided against getting permitting at the airport. This created a problem because we do transport for Wings Downtown. If the weather is bad they have to land at the airport. They called us on several occasions to ask us to do a pickup at the airport. We were not able to do that because of the cost.

Dawn Wolfe of Juneau, AK

Mrs. Wolfe said if you want to charge what's fair then you have to charge per passenger or nothing. Charging per passenger seems to be an issue with Docks and Harbors. All the companies that are using the buses have Glacier permits and are already reporting and paying the U.S.F.S. on a per passenger basis. Also, it would not make sense for Bill not to be able to use an asset because he doesn't have a sticker on said asset. In addition, he should not have to pay for all of his busses to get a sticker if he won't have them all at the dock at the same time. You could cap that to the 34 spaces that are available or you could charge based on a per passenger fee. A cab might be down there several times doing 15 minute trips. Gastineau Guiding might be at the dock twice in one vehicle in one day because we do 5 hour tours. It's all variable and it's all in and out. I do think there needs to be an application fee, but I don't know what that fee should be. An application takes staff time to process. There could be a \$5.00 decal fee per vehicle and a per passenger fee. We are already paying a per passenger fee monthly to Docks and Harbors. This is all auditable. The U.S.F.S. has the right to go back 5 years with an audit. We prepay for the U.S.F.S. permit. We give them an estimate on how many passengers we think we will have and make a payment based on that amount in three payments. Every month on the 25th we have to give them a report stating how many passenger we took out. Our permit officer will occasionally count how many passengers we took out that day and check it against

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the report we submit. I don't think any rate increases should be implemented this summer. Our prices are set early. The change should be for the 2017 summer.

Mr. Donek said it sounds like the U.S.F.S. is spending more on enforcement than they receive in revenue.

Brenna with Alaska Couch Tours, of Juneau, AK

Ms. Brenna said if you are going to implement this fee increase do it over a period of time so we are prepared. Increase it gradually.

Mr. Hagevig said I don't think you have to wait until 2017 to increase the rate because people have known about this rate review since last spring. A jump from \$7.00 to \$11.50 is steep though.

Committee Discussion/Action

Mr. Donek said per passenger fees do not make sense to me. When a company uses a 40 passenger bus, even if they don't fill all of their seats, the bus is taking up the same amount of space. The administrative hardship of dealing with that is not worth it. Plus, it's easier to count buses than passengers. This brings up the other point of whether or not we should be charging per passenger for the boats. Boats take up the same amount of space regardless of how many passengers they carry. I would like to revisit the Passenger-for-hire fees. The number of people might be a bigger impact at Statter Harbor by using the restrooms and going on the docks. We should consider adjusting this based on the Consumer Price Index (CPI). I think we're trying to fix something that is not broken.

Mr. Simpson said I cannot justify a rate increase that puts a \$15,000.00 increase on a particular operator and drops the cost significantly for other operators. I see trying to keep track of the per passenger fees as being difficult. Many of these companies are already paying Head Tax and other fees that are subsidizing our funds too. We're collecting a lot of money from these operators currently.

Mr. Janes said I like the idea of increasing the Loading Zone Permit Fees by 5% this year and attaching it to the Anchorage CPI for future rates. It's not the public's problem that we haven't done anything about this since 2004. So raising the rates significantly does not make sense, but raising it modestly does make sense.

Mr. Donek said I move that this be referred back to the Dock Fee Committee for more work.

~~3. Statter Harbor Master Plan Update~~

~~Mr. Gillette gave a PowerPoint Presentation and provided images of designs in the packets regarding the Statter Harbor Master Plan. We're trying to reduce congestion~~

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~~been known for several years. We had a plan to increase the sale of additional revenue bonds but we are now waiting to see if we can find additional funds elsewhere. The \$4M that we are requesting for the Appropriation Ordinance will help cover the \$7M need.~~

~~Committee Questions~~

~~Mr. Donek asked since we are still \$3.2M short where would that come from.~~

~~Mr. Bartholomew answered through additional revenue bonds or we could look at Dock Funds, State Marine Passenger Fee Funds, City Marine Passenger Funds, or Port Development Fee Funds. We would probably use revenue bonds.~~

~~Public Comment - None~~

~~Committee Discussion/Action~~

~~**MOTION: BY MR. TIM MOSHER THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.5M FROM THE DOCKS FUND BALANCE AND \$2.5M OF PORT DEVELOPMENT FEES FOR THE CRUISE SHIP BERTHS IMPROVEMENT PROJECT.**~~

~~Motion passed with no objection~~

5. Loading Zone Permit Proposed Changes under 05 CBJAC 15.080

Presentation by the Harbormaster

Mr. Borg stated this item was discussed at a public meeting at the valley library last night regarding the proposed bus loading zone at Auke Bay. We were given some great input from the public so this should return to the committee for further discussion and action. I see a lot of the same public here tonight as well.

Committee Questions - None

Public Comment

Bob Janes, Board Member but speaking as public & owner of Gastineau Guiding, Juneau, AK
Mr. Janes stated he was at last night's meeting and we discussed ideas of per person fees & potential increases. We concluded it is too late in the year to incur any big changes. We talked about slight increase this year and the overall process seems to be working at this time. Since 2004 loading zone fees have not been increased but we, as a board, need to create a future process of reasonable increases.

Committee Discussion/Action

Mr. Donek stated that is why we created the fee review committees to catch up fees that have not been addressed.

Mr. Lowell stated he agrees to not make any big changes for this season.

Mr. Mosher asked who suggests fee changes. Is it staff or the board.

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Mr. Donek answered the fee review committee works on that and we could look at possible CPI increases like the moorage.

MOTION: NONE

~~1. Statter Harbor Master Plan Update~~

~~Presentation by the Port Engineer~~

~~Mr. Gillette stated he wanted to give an update of the Phase III Statter Harbor Master Plan. We had a public meeting on January 13, 2016. We are using PND for design engineering, Corvis for Landscape engineering, and Haight Electrical for this project. The whole project purpose is to reduce congestion, improve safety and efficiency, expand moorage, expand parking, facilitate future boatyard operations, and improve bus operations. The goal is to improve the overall Statter Harbor experience. Mr. Gillette presented plans for review attached to the agenda to show the picture of the completed project. Phase I was completed in 2014 and Phase II will be done in August 2016. What we are discussing tonight will be bus area. Buses for tour groups have gotten a lot larger over the years so we need to create a more efficient drive through for drop off and pick up. We can either have the bus staging area an angle parking spots where they will need to pull in & back out of parking spot or have pull through parking spots to avoid the backing up. An idea to consider for the Phase III structure would have public bathrooms, provide a covered area, and consider a second floor for possible retail or restaurant space.~~

~~Committee Questions~~

~~Mr. Eiler asked what the plan is for future development near the wall.~~

~~Mr. Gillette answered we may need to provide space for a larger fuel tank for the fuel dock and will need to keep it a utilitarian area.~~

~~Public Comment - None~~

~~Committee Discussion/Action~~

~~MOTION: BY MR. TOM DONEK THAT THE BOARD APPROVE THE SUBMITTED STATTER HARBOR MASTER PLAN AND ASKED UNANIMOUS CONSENT.~~

~~Motion passed with no objection~~

~~2. Appropriation Ordinance - Douglas Harbor - ADOT Municipal Harbor Grant~~

~~Presentation by the Port Engineer~~

~~Mr. Gillette stated in 2008 the ADOT Municipal Grant awarded us a grant for \$2M for Douglas Harbor. We got in to some permitting issues and it took 7 years and \$1M to resolve. We are now moving forward with the Old Douglas Harbor re-build. We have three phases which is demolition, dredging which the Core of Engineers paid for, and the construction. We need to have the Assembly approve the appropriation for the funds from the grant to be accepted for the project.~~

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- I. ~~Call To Order— John Bush called the meeting to order at 7:03 p.m. in the Assembly Chambers.~~
- II. ~~Roll Call— The following members were present: Tom Donek, Weston Eiler, Tom Zaruba via phone, and John Bush.~~

~~Absent: David Summers~~

~~Also present were the following: Carl Uchytel— Port Director, and Dave Borg— Harbormaster.~~

- III. ~~Approval of Agenda—~~

~~MOTION By MR. EILER: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.~~

~~Motion passed with no objection~~

- IV. ~~Approval of January 21st, 2016 Docks Fee Review Committee Minutes.~~

~~MOTION By MR. DONEK: TO APPROVE THE JANUARY 21ST, 2016 DOCKS FEE REVIEW COMMITTEE MINUTES AND ASK UNANIMOUS CONSENT.~~

~~Motion passed with no objection~~

- V. ~~Public Participation on Non-Agenda Items— None~~

- VI. ~~Unfinished Business~~

1. ~~Loading Zone Permit Proposed Changes under 05 CBJAC 15.080~~

Committee Questions

Mr. Zaruba said two meetings ago they had passed changes for the loading zone permits. He did not attend the last meeting, but was surprised to see this back on the agenda.

Mr. Donek said the proposal to do away with the \$300 company fee and just do the \$11.50 seat fee was rejected at the Board Meeting and referred back to the Docks Fee Review Committee for further work.

Mr. Zaruba asked what was the objection?

Mr. Donek said the amount was impacting the larger companies to a large extent, and there was public input against it.

Mr. Zaruba said there were two issues with the existing program. There wasn't equity amongst the carriers, and we were losing \$25,000 a year. There has got

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to be some way to come up with a reasonable number that is fair to all the carriers. Perhaps we need to look at reducing the \$106,000 cost of operation. We could ask for RFPs from security companies in the private sector to police these areas so we don't have to do it. We might be able to knock \$50,000-\$60,000 off the expenses.

Mr. Eiler requested a briefing on the topic.

Mr. Zaruba said currently each operator pays \$300 a year for the right to use the parking zones, and then there are two different rates: \$15 per seat for use of the Auke Bay facility and \$7 per seat for the Downtown loading zones. With the revenues generated by that program and staff expenses of \$106,000 we are losing \$25,000 a year. We need to do something to make it fair to all. Peterson's idea was to eliminate the \$300, take the number of seats they've got, and divide that by the cost of operations. That came out to \$11.50 per seat. The little guys benefit and the larger operators pay more.

Mr. Donek said one reason the revenues don't meet the costs is that fees have not been updated since 2004, so we now see a CPI inflation of 128%. Docks & Harbors employees received cost of living increases and that sort of thing, but the fees were not raised. Also, the \$300 fee is an application fee. There are parallels in town, with police department fees for instance. The logic behind the company fee is that it takes the same amount of staff time to process applications regardless of how big the company is. As far as the concern about equity, scale does make a difference.

Mr. Zaruba said he understands there is economy in scale and that is to the benefit of the big operator. Holland America hauls hundreds of thousands of passengers a year so even if their cost increased by \$15,000, their cost per passenger is still peanuts. To the little guy, a \$25 per passenger cost could be a big deal. There should be fairness for all as well as cost effectiveness for the City. He suggested putting out an RFP to see how much the private sector would charge for policing. If the numbers make sense we could reduce the cost for everybody.

Mr. Uchytel said we would have to fight the MEBA Union on that. They would say we are taking jobs away by outsourcing it.

Mr. Zaruba asked what jobs would we be taking away?

Mr. Uchytel said staff was asked what it costs to operate a parking lot, and they came up with the salary and benefits for one full time harbor officer and one full time harbor tech, and the cost of printing decals. There are heavy ship days when we'll have two or three harbor officers directing traffic and moving coaches around. Other times they're doing security, fence guard, trash cleanup, etc. It's not easy to say we don't need one harbor officer and one harbor tech.

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Mr. Zaruba said the cost could be reduced by outsourcing and harbor staff would be freed up to do other things.

Mr. Bush said it's good to look at different possibilities, but he doesn't know if we want to change the whole structure at this point.

Mr. Donek suggested applying the CPI to the current rates. If we increase the company fee to \$400 and increase the seat fee (Downtown) from \$7 to \$9, the revenue would be approximately \$93,000 which would cover the cost for Downtown. He also suggested not implementing this until the 2017 season.

Mr. Zaruba said he is concerned about the little guys. They are our residents. The big guys can take care of themselves and they're getting a good deal. He suggested working on it every meeting until it gets worked out, and said he would do a cost benefit analysis for Mr. Donek's plan before the next meeting. He asked what Mr. Donek suggested for the \$15 per seat at Auke Bay?

Mr. Donek said he did not address that because it is a separate issue. To cover our costs at Auke Bay we'd have to raise the seat fee to almost \$24.

Mr. Zaruba suggested melding them together.

Mr. Donek said that would be lumping apples and oranges together since they are two different places.

Mr. Zaruba said they are both parking for our facilities.

Mr. Uchytel said the money we collect at Statter goes into the Harbors Enterprise and the Downtown loading zone fees go into the Docks Enterprise.

Mr. Zaruba asked if the Harbor Fee Review Committee should decide the Statter Harbor rates?

Mr. Bush suggested both Fee Review Committees work on it at the same time.

Mr. Uchytel recommended to leave Statter Harbor alone until Phase III is built and then adjust the fees based on the new facilities.

Public Discussion

Dennis Harris of 12th Street Taxi and Tours - Juneau, AK

Mr. Harris said what Mr. Zaruba proposed was very equitable. At the Operations meeting which he was unable to attend, there was nobody there from small companies, it was all the big guys. That may be why it got shot down. He is very upset about that. The small guys are getting screwed. If the company fee is raised to \$400 and the seat fee is raised to \$9 he would have a 31.25% increase. It's too late in the season to do it this year. Holland America and Alaska Coach Tours wouldn't get anything close to a 31% increase. He

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cannot believe that when he submits an application for five vehicles with 44 seats it takes as much processing time in the office as an application for 44 vehicles with 5,000 seats. He finds it really upsetting. He would also like the Board to think about having a one stop permit application process and location with the Airport and the Police Department so he only has to fill out one set of paperwork. As a member of the Airport Board he suspects we could get the Airport to change their timing to be congruent with Docks & Harbors and the Police Department. It would simplify things for everyone that has to put up with this paperwork every year. The thing that irritates him the most is that his cost per seat is going to be a lot higher than the big bus companies' cost per seat. They're getting a real break. He does a higher quality tour for less money than they do but he ends up paying a lot more for his permits per seat than they do. Mr. Harris said he has always been under the impression that taxi cabs could drive into the docks when they get a call and pick people up. It seems from the discussion at the Ops Committee meeting they thought that taxi cabs were paying permit fees to go to Statter Harbor. No one has ever asked him for a permit fee or a decal. He doesn't sit out there because it's not productive, he's just responding to calls. If cab companies have to start paying to pick up people at Statter then there won't be any cabs going there because nobody in town is going to pay that much per seat.

Mr. Uchytel said for the record there is no taxi fee to use Statter Harbor.

Bill Hagevig, Division Manager for Holland America/Princess- Juneau, AK

Mr. Hagevig said he wants to clarify the whole idea that they are getting some sort of great deal out of all this. The usable space on the City docks that we have access to, for just the big buses, is only about 34-35 spaces for all three docks combined. They permit their entire fleet of 71-73 busses as a matter of convenience. There's no way they would ever be able to put every one of those vehicles on those docks. They pay the extra money for the convenience of using one bus instead of three buses by having it pick up at different docks. To say that they can just simply absorb \$15,000 compared to the \$24,000 or \$26,000 tax that they are currently paying is quite a jump that they have to explain to their corporation. Mr. Hagevig said he does live here and was raised here, just because his company is from someplace else doesn't mean he is too. If the Board wants to get rid of the \$300 fee, if they're trying to apply that to the seat rate, then get rid of it. The \$300 fee was always basically a fee to do business just like the CPV fee for the Police Department. Mr. Harris and Mr. Hagevig pay the same endorsement fees to the City. Where they pay different is the size of their operations, and they currently do that now. When looking at this in terms of a plan, whether it be for 2017 or whenever, he asked that the Board keep in mind that they would like to still be able to permit their entire fleet. They don't want to have people waiting around for buses that can't go into the docks because they don't have a permit. Doing what they do now reduces congestion and results in much smoother operations on the City docks. If they are looking at a \$15,000 increase, their company is simply going to tell him that they can't permit their entire fleet. We're not going to see that on our bottom line, it's just going to make it a lot more difficult to operate.

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Committee Discussion/Action

Mr. Bush said if the CPI had been applied since 2004, large and small companies would have been absorbing and dealing with the increases annually. We are remiss at this point because we haven't done that for 12 years, but that is why we've got to try to cover this gap.

Mr. Zaruba suggested, since nothing will be done until 2017, to have staff track the actual time spent dealing with the loading zones this season.

Mr. Uchytel said it is not impossible, but it will be difficult for staff to track their time since they have a variety of tasks and are never doing just one thing.

Mr. Zaruba said every day at the end of their shift they can have a sheet to fill out saying how many hours they spent doing what. If we know how many man-hours we actually spend doing this, we can justify the fees.

Mr. Bush suggested taking a two week time frame in the middle of the season, have staff write down what they did and where they went so we can interpolate and come closer than a guestimate.

Mr. Borg asked if the Committee wants the time broken down into which operators they have the most contact with? The taxis are the ones they have the most problems with for enforcement issues.

Mr. Zaruba said look at just the zones. How many man-hours is spent policing these zones?

Mr. Donek said we should give some thought to the two new cruise ship docks being constructed. The dynamics could change a little.

Mr. Eiler said now is a good time to consider what season we want to make these decisions in so companies have enough time to make business decisions. He also thinks it would be interesting to investigate with staff whether other jurisdictions tie their fees to the CPI, or how their fees are structured. If we are going to make changes, we could at least know where we fit amongst others.

MOTION By MR. ZARUBA : TO HAVE THIS AGENDA ITEM COMPLETED BY 1 OCTOBER, 2016 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

Mr. Harris noted that it is difficult to attend meetings during the summer.

Mr. Bush said the process will not be behind closed doors.

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Mr. Uchytel said just to be clear, you're asking us to provide some data points as far as staff's involvement in policing the loading zones?

Mr. Bush directed staff to collect data for a week or two after the season ramps up, towards the end of May or first part of June.

Mr. Zaruba suggested keeping track of staff time during the beginning, middle, and end of the season.

Mr. Bush said staff has the direction to get some data and we will work with it.

VII. ~~New Business~~

~~1. Cruise Ship Fees Dockage Charges (05 CBJAC 15.030)~~

- ~~• 3/2010; 1/2007; 12/2004~~
- ~~• \$1.50 per foot for vessels less than 65 feet in length overall;~~
- ~~• \$2.50 per foot for vessels with a length overall from 65 feet up to 200 feet; and~~
- ~~• \$3.00 per foot for vessels greater than or equal to 200 feet in length overall.~~

~~Committee Questions~~

~~Mr. Zaruba asked whether there was a request to change the current fees?~~

~~Mr. Bush said we are here for analysis. He asked when was the last time they were changed?~~

~~Mr. Uchytel said 2005.~~

~~Mr. Zaruba asked what the dates mean under the CBJAC reference?~~

~~Mr. Uchytel said those were the dates the regulation was modified, they are not necessarily fee changes.~~

~~Mr. Bush asked if we could apply the CPI to this and move it on?~~

~~Mr. Uchytel said Mr. Summers (Board Member) has been talking about wanting to enter into contractual agreements with cruise lines. That could impact our fees. We also have the new docks going in now. We don't have to make changes, we are just committed to looking at all the fees.~~

~~Mr. Zaruba asked whether we could put this off until the next session when Mr. Summers gets back? In the meantime if he has something, he could work it up so we have something to look at for the next session.~~

~~Mr. Bush tabled the item until the next meeting, pending a presentation by Mr. Summers.~~

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Public Discussion—None

Committee Discussion/Action—None

~~VIII. Future Business~~

~~1. Port Dues (85.02.105)~~

- ~~▪ 3/2005~~
- ~~▪ Every vessel carrying passengers for compensation and utilizing the port facilities, and not otherwise exempted, shall be assessed and pay port dues for each port visit. The port dues shall be in addition to other port facility fees and charges.~~
- ~~▪ [Base rate per registered net ton] X [Registered net tonnage] = Port dues per vessel per use of port facilities~~

Committee Questions

~~Mr. Zaruba asked if Port Dues go along with what we just discussed?~~

~~Mr. Uchytel said we've never collected Port Dues so he asked CBJ Law what Port Dues are. We think that Port Dues are for a handful of cruise ships that don't pay the Port Development Fee because of their size. It's something that we've never applied in the past, but we need to look at it in the future because it's an Ordinance. There are some other details we can bring to the next Docks Fee Review Committee Meeting.~~

~~Mr. Zaruba asked, if this is just a handful of boats, would it bring anything to our bottom line administering something like this? Would we run the risk of running off some of these little vessels that otherwise come to town and spend money?~~

~~Mr. Uchytel said we wouldn't do it this year and it wouldn't be very much.~~

~~Mr. Eiler asked if these were the small lines like Lindblad, Boat Company, Uncruise or the mom and pop companies, or both?~~

~~Mr. Uchytel said this covers ships under 200 tons with accommodations for at least 13 passengers. He will do a matrix showing who pays what.~~

~~Mr. Zaruba said he thinks this is aimed at Class T and Class K boats. Most of these smaller cruise lines are 100 tons or less but they carry 200 people.~~

~~Mr. Bush suggested saving the future business for the next meeting.~~

~~Mr. Donek said he liked the idea of a matrix of who's paying what.~~

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~~Mr. Uchytel said two or three years ago the Assembly made changes to the Port Development fees and which vessels are applicable. We think this is something that was done in 2005 and forgotten about.~~

~~Mr. Bush said it may be just to catch those that don't pay the Port Development Fee. We could also tie it to the moorage for those boats.~~

~~Public Discussion—None~~

~~Committee/Discussion/Action~~

~~No Action at this time—The Port Dues will be discussed under New Business at the next Docks Fee Review Meeting.~~

~~IX.——Next Docks Fee Review Meeting: Thursday, March 24th, 2016 following
——Finance.~~

VIII. Adjournment—The Meeting adjourned at 8:03 p.m.

05 CBJAC 15.050 - Potable water fee.

- (a) Definition. The charge assessed to vessels for taking on potable water through a metered connection at the Port.
- (b) Basis for computing charges. The charge shall be assessed based on water meter readings recorded by the Port staff.
- (c) Potable water fees assessment:

Unit	Charge
Each 1,000 U.S. gallons or portion thereof	\$4.67

(Eff. 5-1-2005; [Amended 9-17-2012](#), eff. 10-1-2012)

Revenue:

Code	Description	2014	2015	2016
P07	Potable Water Fee	\$50,027.32	\$76,973.26	\$96,086.12
	(Amount paid to water utility)	(\$28,459.56)	(\$48,426.88)	(\$54,607.04)
	Total Cruise Ship Water Revenue	\$21,567.76	\$28,546.38	\$41,479.08

05 CBJAC 15.060 - Vessel lightering fee.

- (a) Definition. The charge assessed to vessels for dropping-off or picking-up passengers at the Marine Park Lightering Float or the Intermediate Vessel Float.
- (b) Applicability and basis for computing charges. A vessel lightering fee shall be assessed to any vessel over 100 gross register tons, carrying more that 100 passengers -for-hire which makes voyages lasting more than 24 hours, of which any part is on the high seas when such vessels lighter passengers to the Intermediate Vessel Float or the Marine Park Lightering Float. Gross tonnage means the gross tonnage measurement of the vessel under 46 U.S.C. Chapter 143 or Chapter 145. The Port reserves the right to obtain the gross tonnage from the vessel's register.
- (c) Vessel lightering fee period. The period of time which the vessel lightering fee shall be assessed shall commence when the first lightering tender is made fast to an allocated berth or moored, comes within a slip, and shall continue until the last lightering tender such vessel casts off and has vacated the position allocated, or terminates lightering operations. All time is counted and no deductions are allowed because of weather or other conditions, except when the Port Director provides for such allowance for good cause shown.
- (d) Charges when a vessel shifts to different berth. When a vessel is shifted directly from one position to another berth or slip, or shifts lightering operations, the total time at such berths or slips, or lightering operation shall be combined when computing the lightering fee.
- (e) Vessel lightering fees assessment:

Unit	Charge
Each 24-hour period or portion thereof.	\$600.00

(Eff. 5-1-2005)

Revenue:

Code	Description	2012	2013	2014	2015	2016
P08	Vessel Lightering Fee	\$15,000.00	\$16,800.00	\$19,800.00	\$14,400.00	\$15,000.00